

# 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, October 23, 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](http://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](http://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](mailto: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](mailto:sisaacs@ridetarc.org).

## **Guidelines to speak before the TARC Board of Directors:**

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

*.....continued.....*

## TARC BOARD OF DIRECTORS MEETING



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

# TARC BOARD OF DIRECTORS MEETING



## Agenda – October 23, 2024

1.	Quorum Call/Call to Order/Meeting Minutes	Ted Smith, Chair	10:00
	A. Approval of Special September Meeting Minutes	Board of Directors	10:00-10:05
	B. Approval of September Meeting Minutes		
2.	Public Comments	Pat Mulvihill	10:05-10:15
3.	Board Chair's Report	Ted Smith	10:15-10:20
	A. Executive Committee Report		
4.	Finance Committee Report	Steve Miller	10:20-10:25
5.	Operations Committee Report	Alice Houston	10:25-10:30
6.	Executive Director's Report	Ozzy Gibson	10:30-10:40
	A. TARC 2025 Phase 1 Redesign Recommendation		
7.	Staff Reports and Presentation		10:40-10:50
	A. Financial Statements for August & September 2024	Matt Abner	
	B. Review overall Procurement Calendar for year	Tonya Day	
	C. Monthly Performance Report	Rob Stephens	
	D. TARC 2025 Update	Aida Copic & Alex Posorske	
8.	Action Items and Presentations		10:50-11:00
	A. Resolution 2024-37 Worker's Comp Amendment	Tonya Day	
	B. Resolution 2024-38 TARC Contribution to RAISE Grant	Chris Ward	
	C. Resolution 2024-39 Vehicles for 5310 Subrecipients	Russ Greenleaf	
	D. Resolution 2024-40 Remix, Transit Planning Software	Aida Copic	
	E. Resolution 2024-41 Fare Free Election Day	Alex Posorske	
9.	Board Members Open Discussion		11:00-11:05
10.	Adjournment	Ted Smith	11:10

# TARC BOARD OF DIRECTORS MEETING



## Special Board Meeting

The Board of Directors of Transit Authority of River City (TARC) met on September 18, 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  
Abbie Gilbert  
Steve Miller  
Alice Houston

#### **Virtual**

Justin Brown  
DuWayne Gant  
Michael Schnuerle

#### **Declined**

Christy Ames

### Meeting Called to Order

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

### **Closed Executive Session**

Ted Smith called for a motion for a Closed Executive Session.

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

### **Board Meeting**

Ted Smith called for a motion to resume the Board Meeting.

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

Tonya Day presented RESOLUTION 2024-37TARC-ATU Local 1447 Collective Bargaining Agreement (CBA).

- This resolution is approving a contract between TARC and Amalgamated Transit Union (ATU) Local 1447, for the period September 1, 2024 through August 31, 2027.
- ATU Local 1447, is the duly authorized bargaining agent for TARC's bargaining unit employees.
- The previous contract between TARC and ATU Local 1447 expired on August 31, 2024.
- Both TARC and ATU Local 1447 have negotiated a proposed contract.
- The membership of ATU Local 1447 ratified the proposed contract during a meeting held on September 13, 2024.
- TARC is seeking the Executive Director to execute a contract with ATU Local 1447, effective September 1, 2024 through August 31, 2027.

# TARC BOARD OF DIRECTORS MEETING



Ozzy Gibson thanked the TARC Management Team for all of their hard work both at the negotiation table and behind the scenes. He also thanked Lillian Brents and the Union team for all their hard work.

Lillian Brents shared that everyone had the same goal of moving the negotiation forward. She also thanked the management team.

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 made a motion to adjourn at 10:35 p.m. This motion was seconded by Alice Houston and approved by the Board.

---

Ted Smith, Chair of the TARC Board of Directors

---

Date

# TARC BOARD OF DIRECTORS MEETING



## September 25, 2024 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on September 25, 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**

Abbie Gilbert  
Steve Miller  
Alice Houston  
Michael Schnuerle

#### **Virtual**

Justin Brown  
DuWayne Gant

#### **Declined**

Ted Smith

### Meeting Called to Order

Abbie Gilbert called meeting to order at 10:02 a.m.

### Quorum Call

August 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.

Mark Engle spoke about the importance of TARC route between Jeffersonville and Louisville for his job.

Ameerah Granger spoke about accessibility for herself and the community at large.

Public Comments and responses are posted on our website.

### Special Reports

Abbie Gilbert presented the Board Chair Report.

- Welcomed the newest Board Member, Christy Ames.
- Impressive Board Member attendance in the Special Board Meeting.

# TARC BOARD OF DIRECTORS MEETING



Steve Miller presented the Finance Committee Report.

- He was also impressed with the Board participation at the Special Board meeting.
- Steve Miller complimented the two Public Comment participants on attending the Board meeting. He said, "It is great when people in the community stand up and share their concerns."
- All of the Resolutions presented have been moved to today's Board Meeting for consideration.

Alice Houston present the Operations Committee Report.

- The committee met last week and there were no issues to report.

Ozzy Gibson presented the Executive Director's Report.

- He thanked Ameerah Granger for her public comment at the Board Meeting.
- We are in the process of adjusting Saturday Plus routes and schedules.
- The TARC 2025 Team is currently reviewing and analyzing the completed surveys.
- Currently the plan is to present to the Board the two plans as result of the surveys.
- Next TARC 2025 Retreat will be held on the following dates October 29<sup>th</sup>, 30<sup>th</sup> and 31<sup>st</sup>. Board Members are welcome to join the discussion at 4:00 p.m. each day for an overview of what was discussed.

## **Staff Reports and Presentations**

Scott Nickerson and Alex Scott presented the Crowe LLP Independent Auditors report.

TARC has received a clean audit and everything is in good standing.

Steve Miller reiterated several points he mentioned in the Finance Committee Meeting on September 18, 2024.

The future of TARC and its need for more revenue in order to continue operating at the levels needed in our community is a topic being addressed in the TARC 2025 project.

Tonya Day presented Resolution 2024-32 Fiscal Year 2024 TARC Audited Financial Statement Report.

- The Finance Committee met and discussed in detail such Report on September 18, 2024.
- TARC received a clean opinion.
- TARC had no material misstatements.

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

Tonya Day presented the Financial Statements for June 2024 and July 2024.

Tonya Day presented the Procurement calendar for the year.

Rob Stephens presented the Monthly Department Operations Overall Report.

# TARC BOARD OF DIRECTORS MEETING



Alice Houston asked, "Can you give a little more detail on what you mean by higher absenteeism?"

Rob Stephens said, "There are various times of the year and season when absenteeism is normal or lower or higher, I don't have a particular reason why it's trending higher at this time. I'll bring that back to you next time."

Steve Miller said, "On the ridership slide the trend in FY23, FY24, and the beginning of FY25 the numbers are very close, and shows the demand is extremely stable."

Important fact reflected by the data: reduced service with implementation of Saturday Plus, but the ridership demand remains high and TARC needs to meet that demand.

Alex Posorske presented TARC 2025 Network Redesign.

- The first phase of the outreach and presented at over 164 private events.
- The survey response tally is over 2,800.

Steve Miller said, "I just wanted to say to you, that I have heard from people who have fairly prominent leadership roles in the community, elected officials and business leaders. They stated how important they thought the meetings were and how informative they were; TARC did a good a job of presenting information and alternative concepts that were to be placed before the community."

Alex Posorske said, "Thank- you."

## Action Items

Tonya Day presented Resolution 2024-31 5310 Program Fund Awards.

- TARC, in its role as the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds, undertakes a process to award these federal formula funds to subrecipients.
- TARC has undertaken a competitive selection and award process for the past ten years for these funds.
- This year, \$1,328,849 is available for distribution from the Federal Fiscal Year (FFY) 2024 apportionment.
- Each project recommended for funding was derived from priorities set forth in the Coordinated Human Services Transportation Plan for the KIPDA Region.
- Each project was selected for funding through a process that ensured open competition.
- An impartial Application Review Committee scored all eligible applications using evaluation criteria established by TARC in conjunction with the Regional Mobility Council.
- TARC seeks to enter into subrecipient agreements with: Blue River Services, Cedar Lake Residences, Down Syndrome of Louisville, Dreams with Wings, Elderserve, Harbor House of Louisville, Lifespan Resources, Southwest Center, Volunteers of America, and WHC KY, LLC (dba Ztrip) for the work outlined in their project applications.

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

Tonya Day presented Resolution 2024-33 Excess Workers' Compensation and Employers Liability Annual Insurance Policy.



## TARC BOARD OF DIRECTORS MEETING



- TARC seeks to enter into an annual excess insurance policy for Workers' Compensation with Arch Insurance Company for the 2024-2025 policy year in the amount of \$288,877.
- Kentucky Administrative Regulation (KAR) 803 25:021 requires self-insured employers to have excess coverage for workers' compensation claims.
- TARC received two quotes with one being from Midwest and the other from Arch Insurance.
- TARC has deemed an annual premium of \$288,877 as fair and reasonable given by Arch Insurance for the Excess Workers' Compensation and Employers Liability insurance policy.

The policy shall commence on September 1, 2024 and end on August 31, 2025. The policy was commensurate with TARC's coverage last year with a slight increase in the premium owed.

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.

Tonya Day presented Resolution 2024-34 Brake Components & Related Supplies.

- TARC seeks to enter into a multi-vendor contract with an Initial Term of two (2) years with an option of three (3) one-year terms for brake components.
- A competitive solicitation, Invitation to Bid (ITB) 20241880 was issued on June 10, 2024 for brake components.
- TARC received six proposals to its ITB from Mohawk, Muncie, Neopart, The Aftermarket Parts Co., Truck Parts & Service, and Vehicle Maintenance Program.
- TARC seeks to negotiate and enter into a multi-vendor contract for an initial term of two (2) years with an option of three (3) one-year terms with Mohawk, Muncie, Neopart, The Aftermarket Parts Co., Truck Parts & Service, and Vehicle Maintenance Program based upon proposed cost for a not-to-exceed amount of \$1,437,410.

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

Tonya Day presented Resolution 2024-35 Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections.

- TARC seeks a third-party contractor to conduct the Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections with Indefinite Delivery and Indefinite Quantity.
  - The three (3) responsive proposals were received from third-party contractors.
  - An evaluation committee comprised of knowledgeable TARC staff from maintenance department reviewed and scored each of the proposals.
  - Transit Resource Center provided the best value proposal and received the highest score.
  - The evaluation committee recommends an award to Transit Resource Center as the best value solution for TARC.
- 
- TARC seeks to negotiate and enter into a contract with Transit Resource Center for the Buy America Pre-Award, Post-Delivery Audit, and Production Line Inspections with Indefinite Delivery and Indefinite Quantity.

# TARC BOARD OF DIRECTORS MEETING



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

Tonya Day presented Resolution 2024-36 Bus Starters and Components.

- TARC seeks to enter into an agreement for an Initial Term of two (2) years with an option of three (3) one-year terms for Bus Starters and Components.
- A competitive solicitation, Invitation to Bid (ITB) 20241881 was issued on June 27, 2024 for such supplies.
- TARC received three proposals to its ITB, and, based on these proposals, TARC deemed a multi-vendor award to Kirks, Muncie, and Romaine as being the most responsive and responsible for these parts.
- TARC seeks multi-vendor award to provide Bus Starter parts and related components.
- TARC seeks to enter into an agreement for an Initial Term of two (2) years with an option of three (3) one-year term extensions with Kirks, Muncie, and Romaine based upon a proposed cost for a not-to-exceed amount of \$160,126.

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

Abbie Gilbert made a motion to adjourn at 10:54 p.m. This motion was seconded by Michael Schnuerle and approved by the Board.

---

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

---

Date

## TARC 2025 Phase 1 Parameter Recommendations

### Constrained Network

- The TARC 2025 **Constrained Network** recommendation is to develop the plan with **70%** budget allocated to ridership and **30%** budget allocated to coverage service.

### Growth Network

- The TARC 2025 **Growth Network** recommendation is to develop the plan with **70% / 30%** ratio for funding allocation between ridership and coverage goals.
- The **Growth Network** recommendation is to develop the plan designed with a **22% increase** in level of service (revenue hours), and should be prioritized by tiers to allow for a phased implementation plan.

### Stops Spacing Policy

- TARC 2025 Stop Spacing Policy recommendation is to adopt a policy for stops spacing at every **3 blocks** or approximately **¼ mile apart**.

**TARC Board of Directors  
Financial Summary - Recap  
August 2024, Fiscal Year 2025**



Current month Operating Revenues are over budget \$124,116 (pg. 2, line 9) due to nearly all revenues being over except Advertising. Current month Operating Expenses are under budget \$957,212 (pg. 2, line 41) due to nearly all expenses being under budget. Capital Expenses are over by \$96,252 (pg. 2, line 48) due to all Capital Expenses being over budget for the month except for Development Costs.

Year-to-date Operating Revenues are over \$668,226 (pg. 2, Line 9) due to nearly all revenues being over except Advertising. This is being driven mainly by Passenger Fares and Other Agency Revenues which includes those from JCPS. Year to date Operating Expenses are under budget \$1,780,416 (pg. 2, line 41) due to all expenses being under budget. Year-to-date Capital Expenses are over budget \$111,741 (pg. 2, line 48) due to projecting out depreciation for the current year and disposal of assets.

Overall for August, TARC is under budget projections for expenses year-to-date and over on operating revenues in the current month mainly due to service adjustments that were projected to begin in January but actually implemented in July. MTTF receipts are under budget \$881,592 (pg.7) year-to-date. Bringing the net savings for current month to \$230,598 favorable balance before capital and subsidies.

Operating Expenses	\$1,780,416
Operating Revenues	<u>(\$ 668,226)</u>
Subtotal	\$1,112,190
MTTF Shortage	<u>(\$ 881,592)</u>
Total	\$ 230,598

Statement of Revenue - Expenses - with Capital Contributions

August 2024, Fiscal Year 2025



Description	Current Month				Fiscal Year-to-date			
	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
<b>Revenues</b>								
1 Passenger Fares	5,219,670	540,887	470,915	69,972	1,068,303	893,345	174,958	-19.58%
2 Paratransit Fares	977,667	97,594	81,990	15,604	190,502	162,850	27,652	-16.98%
3 Special Fare Revenues (MOA/MOU Agreements)	1,536,008	136,098	128,610	7,488	265,514	239,730	25,784	-10.76%
4 Comp Specials	0	0	0	0	0	0	0	0.00%
5 Advertising Revenue	1,100,000	59,000	91,040	(32,040)	116,767	182,080	(65,313)	35.87%
6 Other Agency Revenues	447,300	43,973	37,167	6,806	520,455	74,334	446,121	-600.16%
7 Total Recoveries-Insurance	100,000	61,286	5,000	56,286	66,524	7,500	59,024	-786.99%
8								
9 Operating Revenues	<b>9,380,645</b>	<b>938,837</b>	<b>814,722</b>	<b>124,116</b>	<b>2,228,064</b>	<b>1,559,839</b>	<b>668,226</b>	<b>-42.84%</b>
10								
11 MTF Contributions- Federated, Operating	69,357,199	5,666,723	5,666,723	0	11,326,775	11,326,775	0	0.00%
12 Local Government Funds - MTF, Operating	1,628,903	(54,198)	114,692	(168,890)	(3,501)	229,384	(232,885)	101.53%
13 COVID Funds - FTA, Operating	27,050,613	1,656,666	2,590,368	(933,702)	2,992,097	5,180,736	(2,188,639)	42.25%
14 State Government Funds, Operating	1,671,444	54,166	32,900	21,266	54,807	81,925	(27,118)	33.10%
15								
16 Total Non-Operating Revenues	<b>99,708,159</b>	<b>7,323,357</b>	<b>8,404,683</b>	<b>(1,081,326)</b>	<b>14,370,177</b>	<b>16,818,820</b>	<b>(2,448,642)</b>	<b>14.56%</b>
17								
18 Total Revenues Before Cap Contributions	<b>109,088,804</b>	<b>8,262,194</b>	<b>9,219,405</b>	<b>(957,210)</b>	<b>16,598,242</b>	<b>18,378,659</b>	<b>(1,780,416)</b>	<b>9.69%</b>
19								
20 Local Government Funds - MTF, Cap	5,898,670	66,480	73,031	(6,551)	73,729	186,562	(112,833)	60.48%
21 Federal Reimbursement Funds - FTA, Cap	39,050,525	319,369	960,807	(641,438)	565,791	1,999,211	(1,433,420)	71.70%
22 State Government Funds, Cap	3,144,221	1,092	115,317	(114,225)	24,484	230,634	(206,150)	89.38%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	<b>48,093,416</b>	<b>386,941</b>	<b>1,149,155</b>	<b>(762,214)</b>	<b>664,005</b>	<b>2,416,407</b>	<b>(1,752,403)</b>	<b>72.52%</b>
26								
27 Total Revenues	<b>157,182,220</b>	<b>8,649,136</b>	<b>10,368,560</b>	<b>(1,719,424)</b>	<b>17,262,246</b>	<b>20,795,066</b>	<b>(3,532,819)</b>	<b>16.99%</b>
28								
29								
<b>Expenses</b>								
30								
31 Labor	31,866,017	2,943,145	2,993,462	(50,317)	5,786,754	5,987,975	(201,221)	3.36%
32 Fringes & Benefits	29,596,381	2,195,044	2,336,580	(141,536)	4,644,558	4,764,097	(119,539)	2.51%
33 Services	8,863,780	590,554	733,041	(142,487)	1,195,660	1,471,082	(275,422)	18.72%
34 Materials	8,839,946	785,668	780,366	5,302	1,523,947	1,584,577	(60,630)	3.83%
35 Utilities	1,118,100	56,823	87,200	(30,377)	145,732	172,100	(26,368)	15.32%
36 Casualty & Liability	4,411,270	134,466	367,605	(233,139)	234,522	735,210	(500,688)	68.10%
37 Purchased Transportation	23,295,590	1,518,732	1,799,665	(280,933)	3,006,983	3,469,346	(462,363)	13.33%
38 Interest Expense	0	0	0	0	0	0	0	0.00%
39 Other Expenses	1,097,720	37,761	121,486	(83,725)	60,087	194,272	(134,185)	69.07%
40 Operating Expenses	<b>109,088,804</b>	<b>8,262,195</b>	<b>9,219,405</b>	<b>(957,212)</b>	<b>16,598,242</b>	<b>18,378,659</b>	<b>(1,780,416)</b>	<b>9.69%</b>
41								
42								
43								
44								
45 Development Cost & Loss on Disposal	2,646,585	23,144	42,293	(19,149)	47,673	57,943	(10,270)	17.72%
46 Depreciation Expenses	15,132,263	1,120,951	1,076,947	44,004	2,194,642	2,144,028	50,614	-2.36%
47 Loss on Disposal of Assets	0	71,397	0	71,397	71,397	0	71,397	0.00%
48 Total Capital Expenses	<b>17,778,848</b>	<b>1,215,492</b>	<b>1,119,240</b>	<b>96,252</b>	<b>2,313,712</b>	<b>2,201,971</b>	<b>111,741</b>	<b>-5.07%</b>
49								
50 Total Expenses	<b>126,867,652</b>	<b>9,477,687</b>	<b>10,338,645</b>	<b>(860,960)</b>	<b>18,911,954</b>	<b>20,580,630</b>	<b>(1,668,675)</b>	<b>8.11%</b>
51								
52								
53 Revenue / Expense Difference Before Capital	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>
54								
55 Revenue / Expense Difference After Capital	<b>30,314,568</b>	<b>(828,551)</b>	<b>29,915</b>	<b>(858,464)</b>	<b>(1,649,708)</b>	<b>214,436</b>	<b>(1,864,144)</b>	<b>869.32%</b>

Total Labor

August 2024, Fiscal Year 2025



		Current Month			Fiscal Year-to-date			
Description	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	31,866,017	2,943,145	2,993,462	(50,317)	5,786,754	5,987,975	(201,221)	3.36%
2 Sick Leave	1,871,166	177,690	113,198	64,492	357,569	226,396	131,173	-57.94%
3 Holiday	1,440,936	2,573	0	2,573	130,902	141,991	(11,089)	7.81%
4 Vacation	2,159,864	157,511	165,205	(7,694)	391,088	328,073	63,015	-19.21%
5 Other Paid Absences	240,600	16,589	15,964	625	33,132	31,928	1,204	-3.77%
6								
7 Total	<b>37,578,583</b>	<b>3,297,508</b>	<b>3,287,829</b>	<b>9,679</b>	<b>6,699,445</b>	<b>6,716,363</b>	<b>(16,918)</b>	<b>0.25%</b>
8								
9 Difference compared to Budget			9,679			(16,918)		
		Current Month			Year to Date			
Description	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	2,874,764	247,274	251,518	(4,244)	502,893	513,799	(10,906)	2.12%
11 Pension	7,635,386	655,792	724,246	(68,454)	1,253,075	1,400,012	(146,937)	10.50%
12 Hospital Medical & Surgical	8,529,778	706,214	744,965	(38,751)	1,417,165	1,489,930	(72,765)	4.88%
13 Vision Care Insurance	75,581	5,447	6,795	(1,348)	15,146	13,590	1,556	-11.45%
14 Dental Plans	308,283	22,057	27,358	(5,301)	42,504	54,716	(12,212)	22.32%
15 Life Insurance	42,900	3,440	3,785	(345)	6,867	7,570	(703)	9.29%
16 Disability Insurance	141,423	11,858	12,504	(646)	23,500	25,008	(1,508)	6.03%
17 Kentucky Unemployment	955,200	0	10,000	(10,000)	14,811	10,000	4,811	-48.11%
18 Worker's Compensation	2,920,000	176,242	243,333	(67,091)	433,744	486,666	(52,922)	10.87%
19 Uniform & Work Clothing Allowance	398,000	11,846	17,500	(5,654)	20,811	34,000	(13,189)	38.79%
20 Other Fringes	2,500	512	209	303	1,351	418	933	-223.21%
21 Total Fringe & Benefits	<b>23,883,815</b>	<b>1,840,682</b>	<b>2,042,213</b>	<b>(201,531)</b>	<b>3,731,867</b>	<b>4,035,709</b>	<b>(303,842)</b>	<b>7.53%</b>
22								
23								
24 Sick Leave	1,871,166	177,690	113,198	64,492	357,569	226,396	131,173	-57.94%
25 Holiday	1,440,936	2,573	0	2,573	130,902	141,991	(11,089)	7.81%
26 Vacation	2,159,864	157,511	165,205	(7,694)	391,088	328,073	63,015	-19.21%
27 Other Paid Absences	240,600	16,589	15,964	625	33,132	31,928	1,204	-3.77%
28 Total Compensation Benefits	<b>5,712,566</b>	<b>354,363</b>	<b>294,367</b>	<b>59,996</b>	<b>912,691</b>	<b>728,388</b>	<b>184,303</b>	<b>-25.30%</b>
29								
30 Total	<b>29,596,381</b>	<b>2,195,044</b>	<b>2,336,580</b>	<b>(141,535)</b>	<b>4,644,558</b>	<b>4,764,097</b>	<b>(119,539)</b>	<b>2.51%</b>
31								
32 Difference compared to Budget			(141,536)			(119,539)		

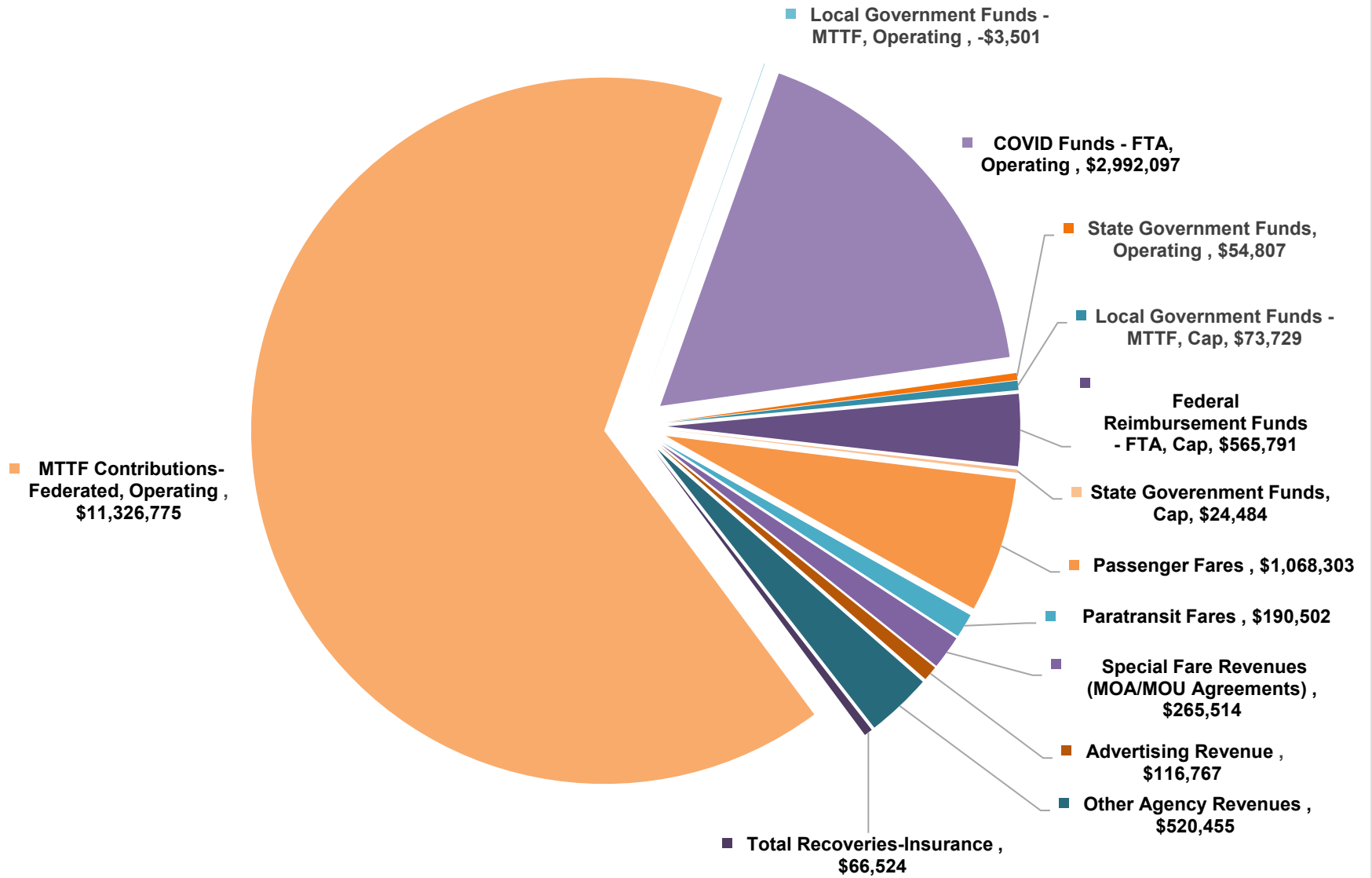


## Balance Sheet

August 2024, Fiscal Year 2025

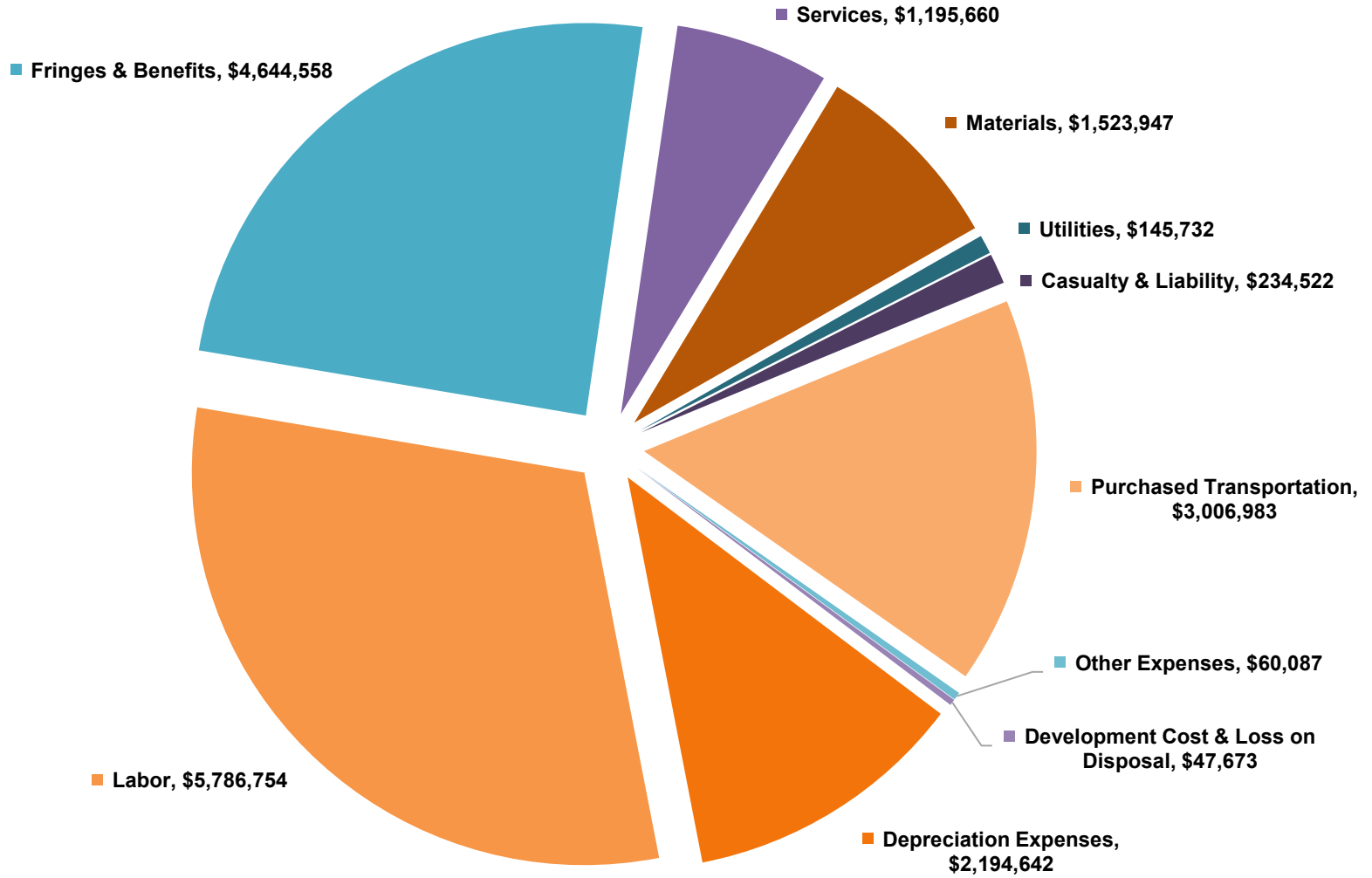
Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	3,970,536	4,351,002	Long Term Debt	0	0
Short Term Investments	1,883,617	4,226,555	Short Term Debt	0	0
Accounts Receivable	79,533,746	97,851,962	Trade Payables	5,237,321	5,738,357
Interest Receivable	0	0	Accrued Payroll Liabilities	4,986,623	4,049,399
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,761,693	5,284,486
Materials & Supplies	2,613,239	2,334,363	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>88,081,139</b>	<b>108,843,883</b>	Unredeemed Tickets & Tokens	2,270,825	2,125,406
<b>Other Assets</b>			Reserves - Injury & Damages	996,400	1,133,700
Prepaid Insurance & Dues & WIP	1,175,265	1,799,843	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>1,175,265</b>	<b>1,799,843</b>	Unearned Capital Contributions	68,687,470	88,911,876
<b>Fixed Assets</b>			Other Current Liabilities (Health Ins.)	4,060,387	4,144,004
Land	3,773,249	3,773,249	<b>Total Current Liabilities</b>	<b>90,080,718</b>	<b>111,467,230</b>
Buildings	52,348,647	51,011,713	<b>Equity</b>		
Coaches	136,092,502	134,464,734	Retained Earnings	(1,649,708)	(639,504)
Office Equipment	14,315,022	10,886,615	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	22,643,734	21,091,495	<b>Total Equity</b>	<b>79,190,408</b>	<b>78,124,214</b>
Development Costs	317,668	116,314	<b>Total Liabilities &amp; Equity</b>		
Vehicle Exp - Operating	1,420,405	1,420,405		<b>169,271,126</b>	<b>189,591,443</b>
Other Equipment -Operating	185,715	184,903		=====	=====
<b>Total Fixed Assets</b>	<b>231,096,941</b>	<b>222,949,427</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	855,854	792,635			
Accumulated Depr Buildings	31,885,350	30,411,328			
Accumulated Depr Coaches	88,859,680	85,758,360			
Accumulated Depr Office Equipment	10,177,732	9,384,088			
Accumulated Depr Other Equipment	17,976,625	16,451,091			
Accumulated Depr Development Cost	58,231	7,102			
Accumulated Depr Vehicle Exp - Opr	1,102,357	1,046,231			
Accumulated Depr Other Equipment Op	166,388	150,876			
<b>Total Depreciation</b>	<b>151,082,218</b>	<b>144,001,710</b>			
<b>Net Fixed Assets</b>	<b>80,014,723</b>	<b>78,947,718</b>			
<b>Total Assets</b>	<b>169,271,126</b>	<b>189,591,443</b>			

**YTD Revenues - August 2024, FY 2025**

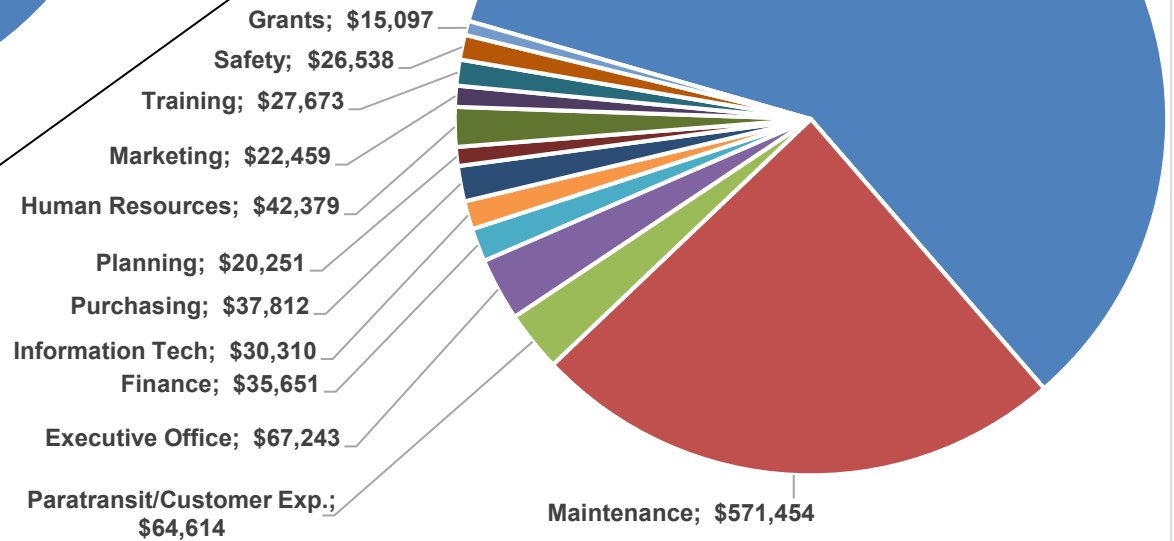
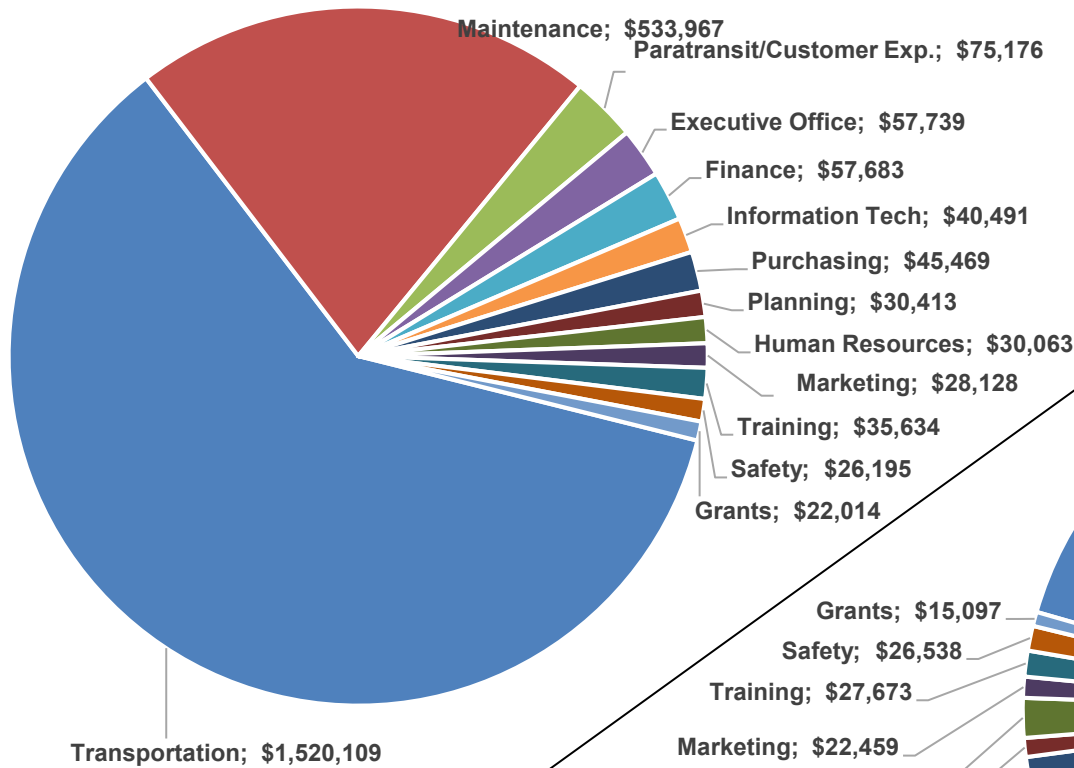




**YTD Expenses - August 2024, FY 2025**

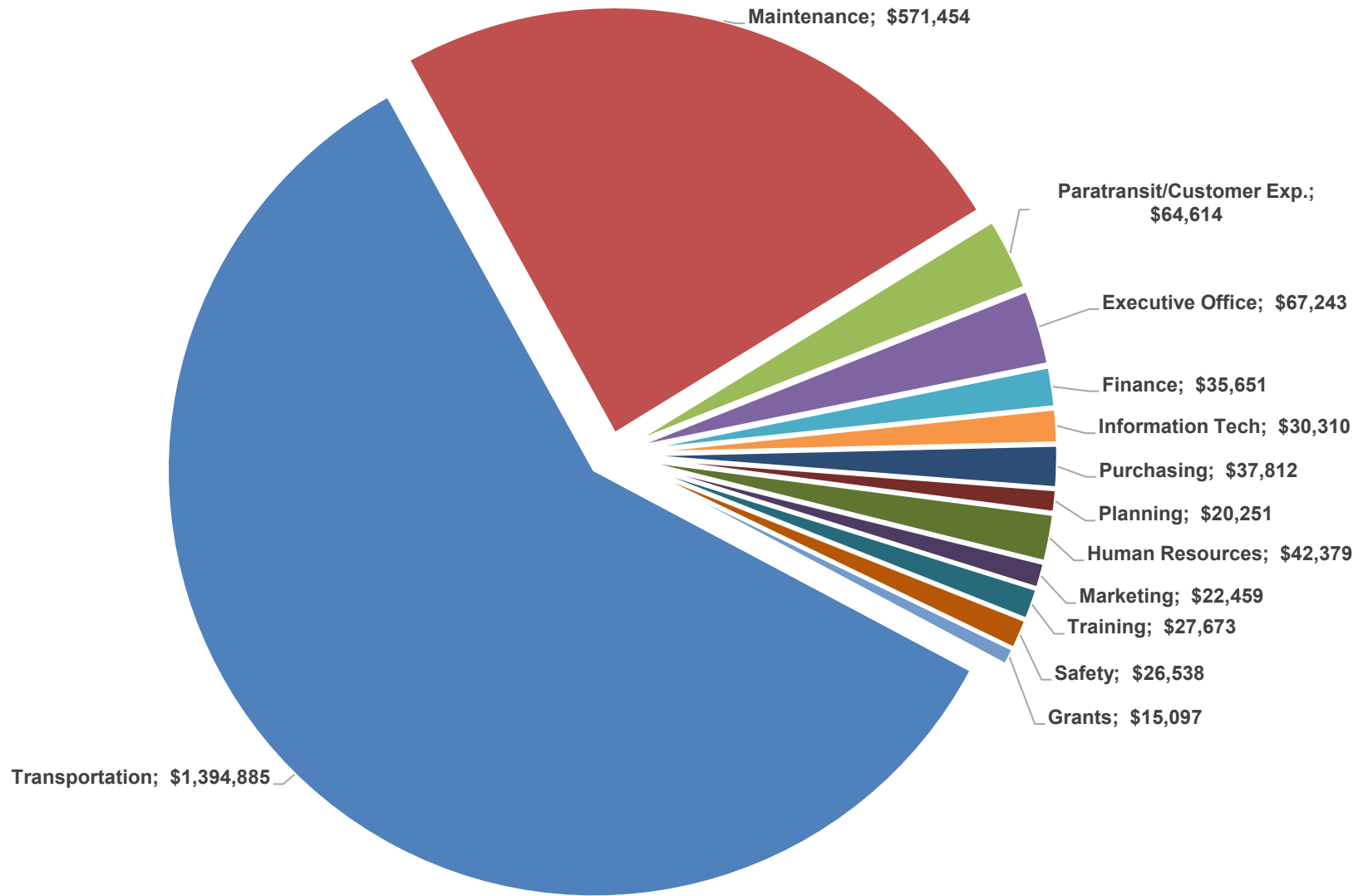


### YTD Department Labor Expenses - August 2024, FY2025

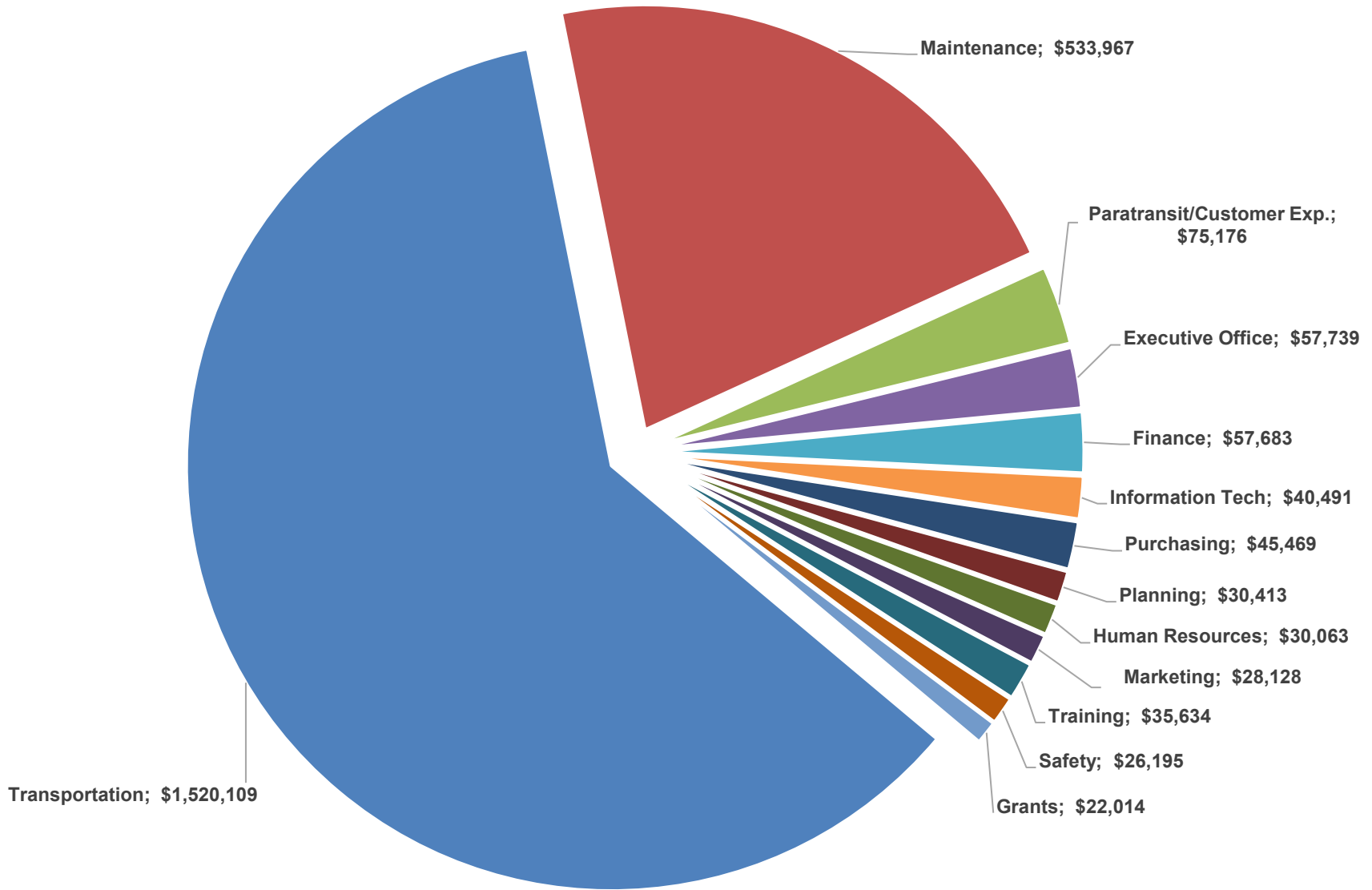


### YTD Department Fringe Expenses - July 2024, FY2025

### YTD Department Fringe Expenses - August 2024, FY2025



### YTD Department Labor Expenses - August, FY2025



## MassTransit Trust Fund (MTTF) Revenue Deposits



### Deposit to Budget Difference FY 2025

Month	FY 25 Actual Deposits	FY 25 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,680,229	\$5,773,583	(\$93,354)	\$ (93,354)	-1.62%	
August	\$4,958,162	\$5,839,754	(\$881,592)	\$ (974,946)	-15.10%	-8.40%
September		\$5,631,780				
October		\$4,113,979				
November		\$4,807,779				
December		\$6,793,008				
January		\$6,519,752				
February		\$4,965,653				
March		\$6,114,281				
April		\$11,869,516				
May		\$6,011,666				
June		\$6,859,888				
<b>TOTAL</b>	<b>\$10,638,391</b>	<b>\$75,300,639</b>				

### MTTF Revenue Deposits - Actuals

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

	August 2024	August 2023	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 4,453,235	\$ 4,230,696	\$ 9,401,029	\$ 9,639,303	\$ (238,274)	-2.47%
Individual Fees	-	-	-	-	-	0.00%
Net Profit Fees	472,286	292,884	1,171,431	590,021	581,410	98.54%
Interest & Penalty	77,596	75,353	147,680	135,118	12,562	9.30%
<b>Total Collections</b>	<b>\$ 5,003,117</b>	<b>\$ 4,598,933</b>	<b>\$ 10,720,140</b>	<b>\$ 10,364,442</b>	<b>\$ 355,698</b>	<b>3.43%</b>
Investment Income	\$ 22,587	\$ 20,047	\$ 62,974	\$ 55,365	\$ 7,609	13.74%
<b>Total Receipts</b>	<b>\$ 5,025,704</b>	<b>\$ 4,618,980</b>	<b>\$ 10,783,114</b>	<b>\$ 10,419,807</b>	<b>\$ 363,307</b>	<b>3.49%</b>
<b>Disbursements</b>						
Collection Fee	\$ 67,542	\$ 62,086	\$ 144,722	\$ 139,920	\$ 4,802	3.43%
<b>Total Disbursements</b>	<b>\$ 67,542</b>	<b>\$ 62,086</b>	<b>\$ 144,722</b>	<b>\$ 139,920</b>	<b>\$ 4,802</b>	<b>3.43%</b>
<b>Due Mass Transit</b>	<b>\$ 4,958,162</b>	<b>\$ 4,556,894</b>	<b>\$ 10,638,392</b>	<b>\$ 10,279,887</b>	<b>\$ 358,505</b>	<b>3.49%</b>
Less Previous Payments			5,680,230	5,722,993	(42,763)	-0.75%
<b>Payable To Trust Fund</b>			<b>\$ 4,958,162</b>	<b>\$ 4,556,894</b>	<b>\$ 401,268</b>	<b>8.81%</b>



**Year to Date Summary**

**August 2024, Fiscal Year 2025**

**Actual Compared to Budget YTD**

	Good	In the Red	
Total Revenues before Capital are Over/ <b>Under</b> by (pg. 2, line 18)	\$0	\$1,780,416	
Total Expenses are Over/ <b>Under</b> by (pg. 2, line 41)	\$1,780,416	\$0	
MTTF Revenue Deposits are Over/ <b>Under</b> by (pg. 7)	\$0	\$974,946	
August has an unfavorable balance before Capital of	\$1,780,416	\$2,755,362	(\$974,946)

**Actual Revenues over Expenses**

Operating Revenues	\$2,228,064
Operating Expenses	\$16,598,242
<b>Net Gain/(Loss) before MTTF</b>	<b>(\$14,370,178)</b>
MTTF Approved Contributions	\$11,326,775
<b>Net Gain/(Loss) before Subsidies</b>	<b>(\$3,043,403)</b>
<b>Subsidies</b>	
ARP	\$2,789,306
5307 Federal Formula dollars to be used as (CEER)	\$202,791
MTTF Local Share	(\$3,501)
State Contributions	\$54,807
<b>Total Subsidies</b>	<b>\$3,043,403</b>
<b>Net Gain/(Loss) before Capital</b>	<b>\$0</b>



**Reimbursement Funds Only and a One Time Funding Source**

	<b>TARC Share</b>	<b>Actual YTD FY 2023</b>	<b>Actual YTD FY 2024</b>	<b>Actual YTD FY 2025</b>	<b>Remaining Balance</b>	<b>Budget YTD FY 2025</b>	<b>Actual FY 2025 vs Budget FY 2025</b>
<b>ARP***</b>	\$48,293,376	\$9,596,003	\$19,767,283	\$2,789,306	\$16,140,784	\$5,180,736	(\$2,391,430)

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

**TARC Board of Directors  
Financial Summary - Recap  
September 2024, Fiscal Year 2025**



Current month Operating Revenues are over budget \$911,120 (pg. 2, line 9) mainly due to passenger fares and Other Agency Revenues being over. Current month Operating Expenses are under budget \$1,340,713 (pg. 2, line 41) due to nearly all expenses being under budget except Direct Labor. Capital Expenses are under by \$16,295 (pg. 2, line 48) due to Development Costs being under budget for the month.

Year-to-date Operating Revenues are over \$1,579,345 (pg. 2, Line 9) due to nearly all revenues being over except Advertising. This is being driven mainly by Passenger Fares and Other Agency Revenues which includes those from JCPS. Year to date Operating Expenses are under budget \$3,121,129 (pg. 2, line 41) due to all expenses being under budget. Year-to-date Capital Expenses are over budget \$95,446 (pg. 2, line 48) due to projecting out depreciation for the current year and disposal of assets.

Overall for September, TARC is under budget projections for expenses year-to-date and over on operating revenues in the current month mainly due to service adjustments that were projected to begin in January but were actually implemented in July. MTTF receipts are over budget \$670,131 (pg.7) year-to-date. Bringing the year-to-date net savings to \$2,211,915 favorable balance before capital and subsidies.

Operating Expenses	\$3,121,129
Operating Revenues	<u>(\$1,579,345)</u>
Subtotal	\$1,541,784
MTTF Overage	<u>\$ 670,131</u>
Total	\$2,211,915



Statement of Revenue - Expenses - with Capital Contributions

September 2024, Fiscal Year 2025



Description	Current Month				Fiscal Year-to-date			
	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
<b>Revenues</b>								
1 Passenger Fares	5,219,670	496,670	449,474	47,196	1,564,973	1,342,819	222,154	-16.54%
2 Paratransit Fares	977,667	73,992	80,990	(6,998)	264,494	243,840	20,654	-8.47%
3 Special Fare Revenues (MOA/MOU Agreements)	1,536,008	152,977	130,830	22,147	418,490	370,560	47,930	-12.93%
4 Comp Specials	0	0	0	0	0	0	0	0.00%
5 Advertising Revenue	1,100,000	78,465	91,040	(12,575)	195,232	273,120	(77,888)	28.52%
6 Other Agency Revenues	447,300	908,517	37,167	871,350	1,428,972	111,501	1,317,471	-1181.58%
7 Total Recoveries-Insurance	100,000	0	10,000	(10,000)	66,524	17,500	49,024	-280.14%
8								
9 Operating Revenues	<b>9,380,645</b>	<b>1,710,620</b>	<b>799,501</b>	<b>911,120</b>	<b>3,938,684</b>	<b>2,359,340</b>	<b>1,579,345</b>	<b>-66.94%</b>
10								
11 MTF Contributions- Federated, Operating	69,357,199	5,069,772	5,069,772	0	16,396,547	16,396,547	0	0.00%
12 Local Government Funds - MTF, Operating	1,628,903	1,473	177,842	(176,369)	(2,028)	407,226	(409,254)	100.50%
13 COVID Funds - FTA, Operating	27,050,613	847,796	2,945,116	(2,097,320)	3,839,893	8,125,852	(4,285,959)	52.74%
14 State Government Funds, Operating	1,671,444	366,446	344,590	21,856	421,253	426,515	(5,262)	1.23%
15								
16 Total Non-Operating Revenues	<b>99,708,159</b>	<b>6,285,487</b>	<b>8,537,320</b>	<b>(2,251,833)</b>	<b>20,655,664</b>	<b>25,356,140</b>	<b>(4,700,475)</b>	<b>18.54%</b>
17								
18 Total Revenues Before Cap Contributions	<b>109,088,804</b>	<b>7,996,107</b>	<b>9,336,821</b>	<b>(1,340,713)</b>	<b>24,594,349</b>	<b>27,715,480</b>	<b>(3,121,130)</b>	<b>11.26%</b>
19								
20 Local Government Funds - MTF, Cap	5,898,670	192,901	97,000	95,901	266,630	283,562	(16,932)	5.97%
21 Federal Reimbursement Funds - FTA, Cap	39,050,525	2,355,086	984,578	1,370,508	2,920,877	2,983,789	(62,912)	2.11%
22 State Government Funds, Cap	3,144,221	59,308	115,317	(56,009)	83,792	345,951	(262,159)	75.78%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	<b>48,093,416</b>	<b>2,607,295</b>	<b>1,196,895</b>	<b>1,410,400</b>	<b>3,271,300</b>	<b>3,613,302</b>	<b>(342,003)</b>	<b>9.47%</b>
26								
27 Total Revenues	<b>157,182,220</b>	<b>10,603,403</b>	<b>10,533,716</b>	<b>69,687</b>	<b>27,865,648</b>	<b>31,328,782</b>	<b>(3,463,133)</b>	<b>11.05%</b>
28								
29								
<b>Expenses</b>								
30								
31								
32 Labor	31,866,017	2,854,939	2,774,030	80,909	8,641,694	8,762,005	(120,311)	1.37%
33 Fringes & Benefits	29,596,381	2,148,571	2,823,191	(674,620)	6,793,129	7,587,288	(794,159)	10.47%
34 Services	8,863,780	612,765	736,041	(123,276)	1,808,424	2,207,123	(398,699)	18.06%
35 Materials	8,839,946	631,162	765,781	(134,619)	2,155,108	2,350,358	(195,250)	8.31%
36 Utilities	1,118,100	86,607	85,900	707	232,339	258,000	(25,661)	9.95%
37 Casualty & Liability	4,411,270	186,931	367,605	(180,674)	421,453	1,102,815	(681,362)	61.78%
38 Purchased Transportation	23,295,590	1,418,214	1,707,287	(289,073)	4,425,198	5,176,633	(751,435)	14.52%
39 Interest Expense	0	0	0	0	0	0	0	0.00%
40 Other Expenses	1,097,720	56,919	76,986	(20,067)	117,006	271,258	(154,252)	56.87%
41 Operating Expenses	<b>109,088,804</b>	<b>7,996,110</b>	<b>9,336,821</b>	<b>(1,340,713)</b>	<b>24,594,350</b>	<b>27,715,480</b>	<b>(3,121,129)</b>	<b>11.26%</b>
42								
43								
44								
45 Development Cost & Loss on Disposal	2,646,585	12,965	59,303	(46,338)	60,638	117,246	(56,608)	48.28%
46 Depreciation Expenses	15,132,263	1,119,578	1,089,535	30,043	3,314,220	3,233,563	80,657	-2.49%
47 Loss on Disposal of Assets	0	0	0	0	71,397	0	71,397	0.00%
48 Total Capital Expenses	<b>17,778,848</b>	<b>1,132,543</b>	<b>1,148,838</b>	<b>(16,295)</b>	<b>3,446,255</b>	<b>3,350,809</b>	<b>95,446</b>	<b>-2.85%</b>
49								
50 Total Expenses	<b>126,867,652</b>	<b>9,128,653</b>	<b>10,485,659</b>	<b>(1,357,008)</b>	<b>28,040,605</b>	<b>31,066,289</b>	<b>(3,025,683)</b>	<b>9.74%</b>
51								
52								
53 Revenue / Expense Difference Before Capital	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>
54								
55 Revenue / Expense Difference After Capital	<b>30,314,568</b>	<b>1,474,750</b>	<b>48,057</b>	<b>1,426,695</b>	<b>(174,957)</b>	<b>262,493</b>	<b>(437,450)</b>	<b>166.65%</b>

Total Labor

September 2024, Fiscal Year 2025



	Description	FY25 Total Budget	Current Month			Fiscal Year-to-date			Percentage Remaining
			Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	
1	Direct Labor	31,866,017	2,854,940	2,774,030	80,910	8,641,694	8,762,005	(120,311)	1.37%
2	Sick Leave	1,871,166	151,450	255,155	(103,705)	509,019	481,551	27,468	-5.70%
3	Holiday	1,440,936	121,610	145,357	(23,747)	252,512	287,348	(34,836)	12.12%
4	Vacation	2,159,864	151,655	218,540	(66,885)	542,743	546,613	(3,870)	0.71%
5	Other Paid Absences	240,600	14,150	16,365	(2,215)	47,282	48,293	(1,011)	2.09%
6									
7	Total	<b>37,578,583</b>	<b>3,293,805</b>	<b>3,409,447</b>	<b>(115,642)</b>	<b>9,993,250</b>	<b>10,125,810</b>	<b>(132,560)</b>	<b>1.31%</b>
8									
9	Difference compared to Budget			(115,642)			(132,560)		
	Description	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10	FICA	2,874,764	246,340	260,823	(14,483)	749,233	774,622	(25,389)	3.28%
11	Pension	7,635,386	619,245	672,002	(52,757)	1,872,320	2,072,014	(199,694)	9.64%
12	Hospital Medical & Surgical	8,529,778	707,716	744,965	(37,249)	2,124,881	2,234,895	(110,014)	4.92%
13	Vision Care Insurance	75,581	4,315	6,795	(2,480)	19,461	20,385	(924)	4.53%
14	Dental Plans	308,283	22,079	27,358	(5,279)	64,584	82,074	(17,490)	21.31%
15	Life Insurance	42,900	3,377	3,785	(408)	10,244	11,355	(1,111)	9.78%
16	Disability Insurance	141,423	11,556	12,504	(948)	35,057	37,512	(2,455)	6.54%
17	Kentucky Unemployment	955,200	0	0	0	14,811	10,000	4,811	-48.11%
18	Worker's Compensation	2,920,000	(133,654)	243,333	(376,987)	300,090	729,999	(429,909)	58.89%
19	Uniform & Work Clothing Allowance	398,000	228,582	216,000	12,582	249,392	250,000	(608)	0.24%
20	Other Fringes	2,500	150	209	(59)	1,501	627	874	-139.39%
21	Total Fringe & Benefits	<b>23,883,815</b>	<b>1,709,706</b>	<b>2,187,774</b>	<b>(478,068)</b>	<b>5,441,574</b>	<b>6,223,483</b>	<b>(781,909)</b>	<b>12.56%</b>
22									
23									
24	Sick Leave	1,871,166	151,450	255,155	(103,705)	509,019	481,551	27,468	-5.70%
25	Holiday	1,440,936	121,610	145,357	(23,747)	252,512	287,348	(34,836)	12.12%
26	Vacation	2,159,864	151,655	218,540	(66,885)	542,743	546,613	(3,870)	0.71%
27	Other Paid Absences	240,600	14,150	16,365	(2,215)	47,282	48,293	(1,011)	2.09%
28	Total Compensation Benefits	<b>5,712,566</b>	<b>438,865</b>	<b>635,417</b>	<b>(196,552)</b>	<b>1,351,556</b>	<b>1,363,805</b>	<b>(12,249)</b>	<b>0.90%</b>
29									
30	Total	<b>29,596,381</b>	<b>2,148,570</b>	<b>2,823,191</b>	<b>(674,620)</b>	<b>6,793,130</b>	<b>7,587,288</b>	<b>(794,158)</b>	<b>10.47%</b>
31									
32	Difference compared to Budget			(674,621)			(794,158)		

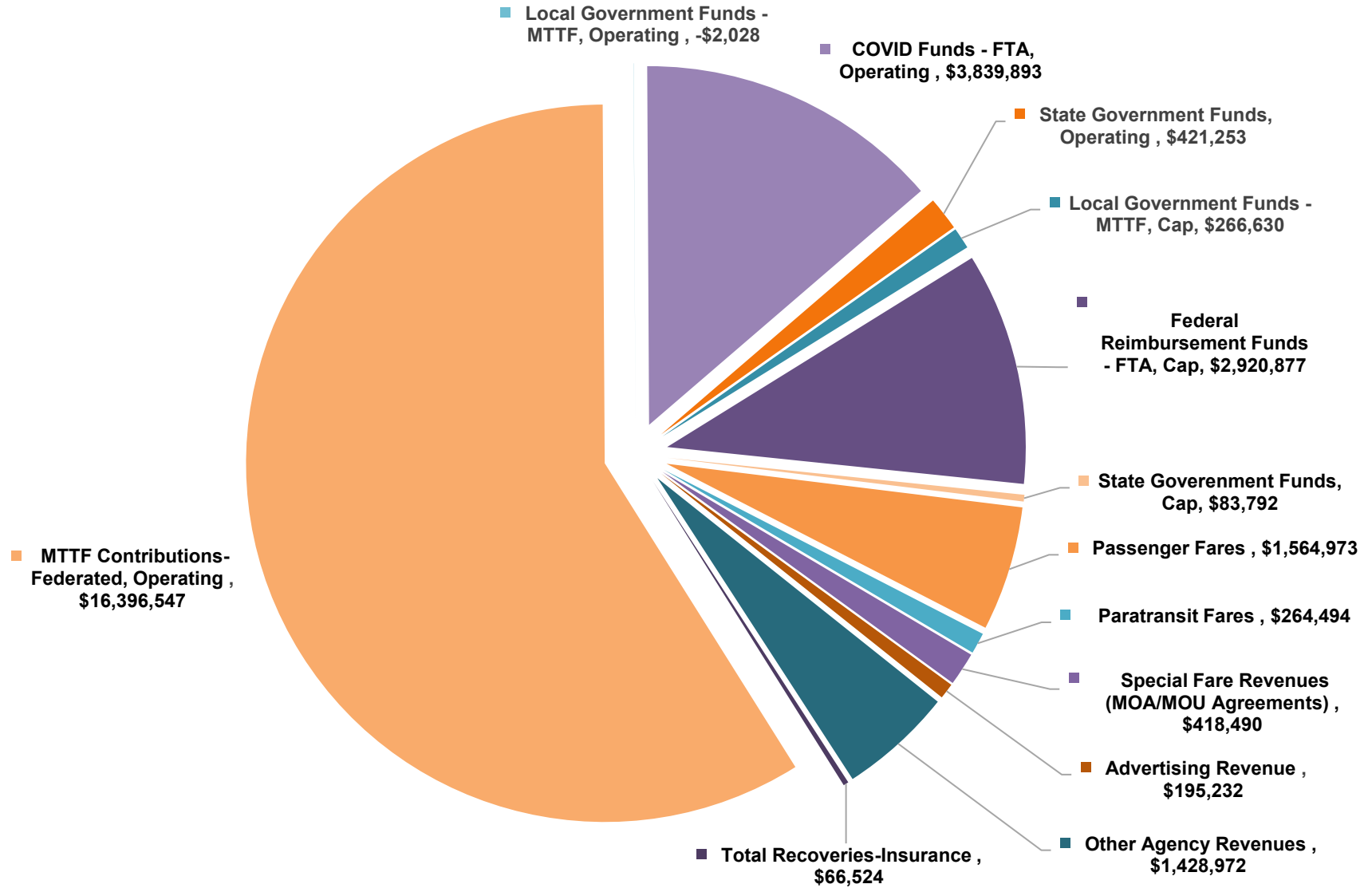


## Balance Sheet

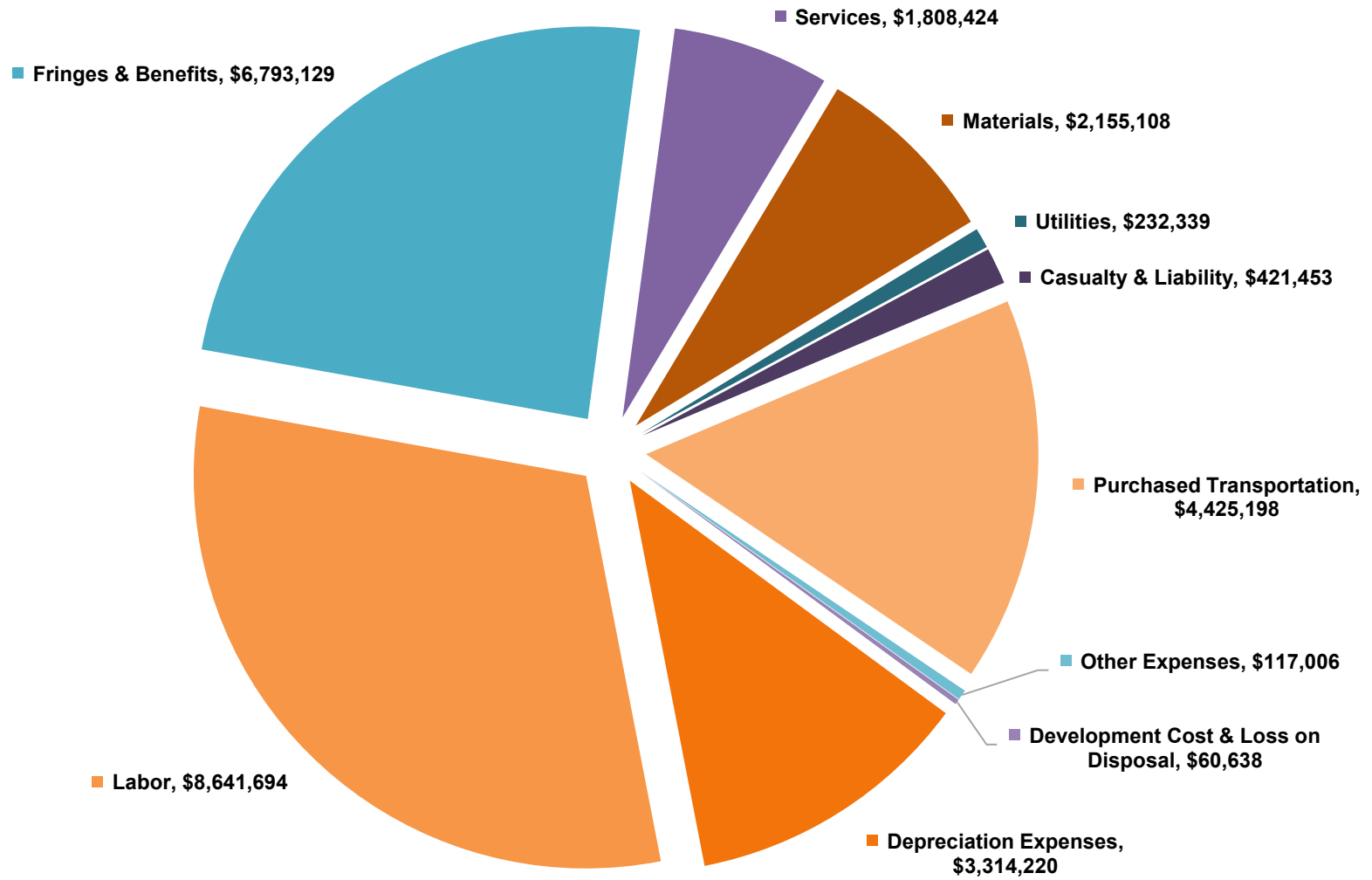
September 2024, Fiscal Year 2025

Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	3,401,737	2,478,802	Long Term Debt	0	0
Short Term Investments	2,971,457	7,024,959	Short Term Debt	0	0
Accounts Receivable	107,987,995	93,867,293	Trade Payables	7,555,473	5,968,663
Interest Receivable	0	0	Accrued Payroll Liabilities	5,227,665	4,286,444
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,170,538	4,981,448
Materials & Supplies	2,662,227	2,329,171	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>117,103,417</b>	<b>105,780,226</b>	Unredeemed Tickets & Tokens	2,127,900	2,121,952
<b>Other Assets</b>			Reserves - Injury & Damages	921,126	1,150,700
Prepaid Insurance & Dues & WIP	986,134	1,821,689	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>986,134</b>	<b>1,821,689</b>	Unearned Capital Contributions	94,422,618	85,407,004
<b>Fixed Assets</b>			Other Current Liabilities (Health Ins.)	3,994,730	4,430,245
Land	3,773,249	3,773,249	<b>Total Current Liabilities</b>	<b>117,500,049</b>	<b>108,426,458</b>
Buildings	52,353,907	51,241,548	<b>Equity</b>		
Coaches	135,804,717	133,204,122	Retained Earnings	(174,956)	(1,394,387)
Office Equipment	15,310,491	10,903,511	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	22,583,558	21,091,495	<b>Total Equity</b>	<b>80,665,160</b>	<b>77,369,331</b>
Development Costs	553,907	134,178	<b>Total Liabilities &amp; Equity</b>	<b>198,165,209</b>	<b>185,795,788</b>
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	185,716	185,103			
<b>Total Fixed Assets</b>	<b>231,985,949</b>	<b>221,953,610</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	861,122	797,903			
Accumulated Depr Buildings	32,020,017	30,539,585			
Accumulated Depr Coaches	89,309,616	85,185,938			
Accumulated Depr Office Equipment	10,278,897	9,429,783			
Accumulated Depr Other Equipment	18,095,372	16,585,329			
Accumulated Depr Development Cost	71,197	18,062			
Accumulated Depr Vehicle Exp - Opr	1,107,034	1,050,908			
Accumulated Depr Other Equipment Op	167,034	152,230			
<b>Total Depreciation</b>	<b>151,910,290</b>	<b>143,759,737</b>			
<b>Net Fixed Assets</b>	<b>80,075,659</b>	<b>78,193,874</b>			
<b>Total Assets</b>	<b>198,165,209</b>	<b>185,795,788</b>			

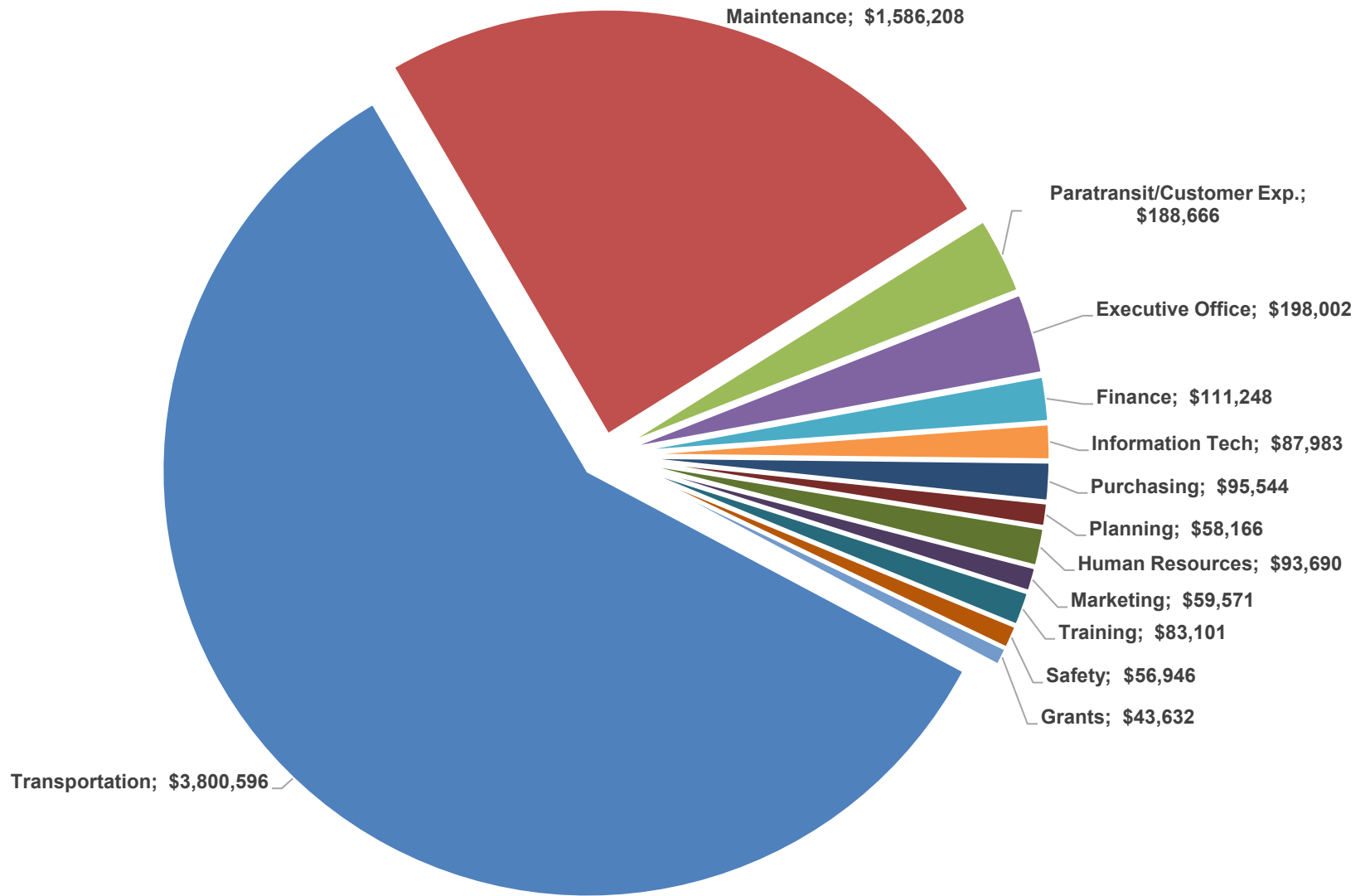
**YTD Revenues - September 2024, FY 2025**



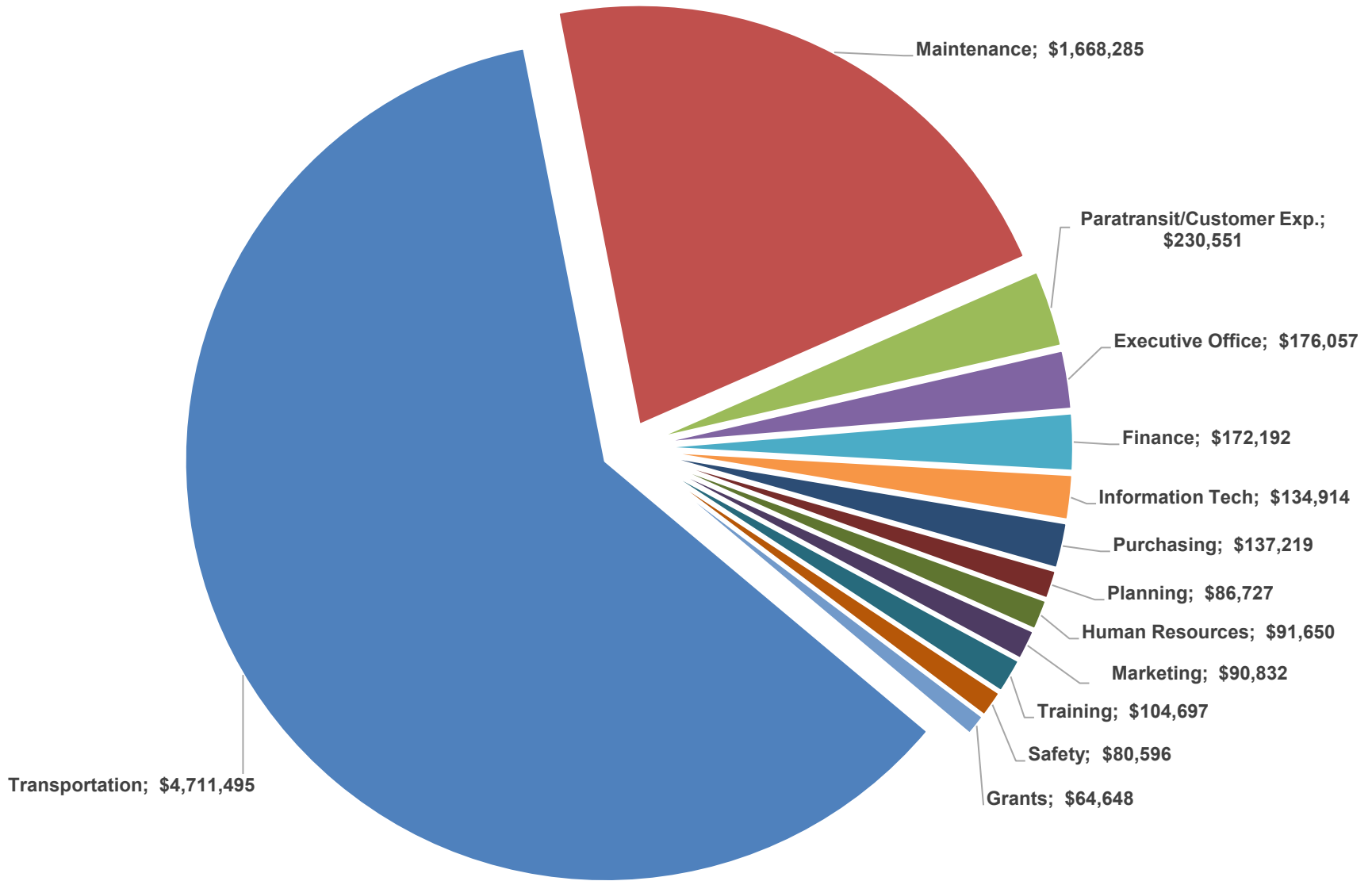
**YTD Expenses - September 2024, FY 2025**



### YTD Department Fringe Expenses - September 2024, FY2025



### YTD Department Labor Expenses - September, FY2025



## MassTransit Trust Fund (MTTF) Revenue Deposits



## Deposit to Budget Difference FY 2025

Month	FY 25 Actual Deposits	FY 25 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,680,229	\$5,773,583	(\$93,354)	\$ (93,354)	-1.62%	
August	\$4,958,162	\$5,839,754	(\$881,592)	\$ (974,946)	-15.10%	-8.40%
September	\$7,183,503	\$5,631,780	\$1,551,723	\$ 670,131	27.55%	3.89%
October		\$4,113,979				
November		\$4,807,779				
December		\$6,793,008				
January		\$6,519,752				
February		\$4,965,653				
March		\$6,114,281				
April		\$11,869,516				
May		\$6,011,666				
June		\$6,859,888				
<b>TOTAL</b>	<b>\$17,821,894</b>	<b>\$75,300,639</b>				

## MTTF Revenue Deposits - Actuals

<b>LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS</b>
--

	September 2024	September 2023	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 5,014,445	\$ 4,240,593	\$ 14,415,474	\$ 13,879,896	\$ 535,578	3.86%
Individual Fees	62	-	62	-	62	0.00%
Net Profit Fees	2,136,828	2,084,688	3,308,259	2,674,709	633,550	23.69%
Interest & Penalty	106,943	122,943	254,623	258,061	(3,438)	-1.33%
<b>Total Collections</b>	<b>\$ 7,258,278</b>	<b>\$ 6,448,224</b>	<b>\$ 17,978,418</b>	<b>\$ 16,812,666</b>	<b>\$ 1,165,752</b>	<b>6.93%</b>
Investment Income	\$ 23,212	\$ 18,679	\$ 86,186	\$ 74,044	\$ 12,142	16.40%
<b>Total Receipts</b>	<b>\$ 7,281,490</b>	<b>\$ 6,466,903</b>	<b>\$ 18,064,604</b>	<b>\$ 16,886,710</b>	<b>\$ 1,177,894</b>	<b>6.98%</b>
<b>Disbursements</b>						
Collection Fee	\$ 97,987	\$ 87,051	\$ 242,709	\$ 226,971	\$ 15,738	6.93%
<b>Total Disbursements</b>	<b>\$ 97,987</b>	<b>\$ 87,051</b>	<b>\$ 242,709</b>	<b>\$ 226,971</b>	<b>\$ 15,738</b>	<b>6.93%</b>
<b>Due Mass Transit</b>	<b>\$ 7,183,503</b>	<b>\$ 6,379,852</b>	<b>\$ 17,821,895</b>	<b>\$ 16,659,739</b>	<b>\$ 1,162,156</b>	<b>6.98%</b>
Less Previous Payments			10,638,392	10,279,887	358,505	3.49%
<b>Payable To Trust Fund</b>			<b>\$ 7,183,503</b>	<b>\$ 6,379,852</b>	<b>\$ 803,651</b>	<b>12.60%</b>





**Year to Date Summary**

**September 2024, Fiscal Year 2025**

**Actual Compared to Budget YTD**

	Good	In the Red	
Total Revenues before Capital are Over/ <b>Under</b> by (pg. 2, line 18)	\$0	\$1,340,713	
Total Expenses are Over/ <b>Under</b> by (pg. 2, line 41)	\$1,340,713	\$0	
MTTF Revenue Deposits are Over/ <b>Under</b> by (pg. 7)	\$1,551,723	\$0	
August has an unfavorable balance before Capital of	\$2,892,436	\$1,340,713	\$1,551,723

**Actual Revenues over Expenses**

Operating Revenues	\$3,938,684
Operating Expenses	\$24,594,350
<b>Net Gain/(Loss) before MTTF</b>	<b>(\$20,655,666)</b>
MTTF Approved Contributions	\$16,396,547
<b>Net Gain/(Loss) before Subsidies</b>	<b>(\$4,259,119)</b>
<b>Subsidies</b>	
ARP	\$3,637,102
5307 Federal Formula dollars to be used as (CEER)	\$202,791
MTTF Local Share	(\$2,028)
State Contributions	\$421,254
<b>Total Subsidies</b>	<b>\$4,259,119</b>
<b>Net Gain/(Loss) before Capital</b>	<b>\$0</b>



**Reimbursement Funds Only and a One Time Funding Source**

	<b>TARC Share</b>	<b>Actual YTD FY 2023</b>	<b>Actual YTD FY 2024</b>	<b>Actual YTD FY 2025</b>	<b>Remaining Balance</b>	<b>Budget YTD FY 2025</b>	<b>Actual FY 2025 vs Budget FY 2025</b>
<b>ARP***</b>	\$48,293,376	\$9,596,003	\$19,767,283	\$3,637,102	\$15,292,988	\$8,125,852	(\$4,488,750)

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

The Procurement Calendar will be available during the Finance Committee Meeting.



# PARC it and tarC it!

**BOARD OF DIRECTORS  
OCTOBER 23, 2024**

OCTOBER OPERATIONAL UPDATE





# HIGHLIGHTS

## SINCE THE LAST BOARD MEETING, TARC ...

- Concluded the first public engagement phase of TARC 2025. During this period of public engagement the TARC team held 164 meetings, briefings, and presentations on TARC 2025, and collected over 2,800 survey responses!
- Completed TARC On-Demand, a pilot ride-share program in Jeffersontown and New Albany.
- Partnered with PARC to help over 200 parties get to the St. James Court Art Festival.
- TARC non-CDL employees had the opportunity to drive the new skills course (training facility) on an actual TARC bus and perform a mock-service stop.
- Welcomed students from the Ahrens Work Transition Program to Union Station for travel training.



# 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.
- **Emerging Issues** – Identify emerging needs and communicate impact to service
- **Trends** – Identify trends in the industry and benchmark performance through peer analysis
- **Celebrate Success** – Taking time to recognize and appreciate achievements, both big and small.



# SAFETY

---

## OVERVIEW

### Emerging Issues:

- Completing Block By Block Ambassador Program Post Pilot Survey
- Completing BBB training with Operations Road Supervisors
- Evaluating Coach Operator Barriers

### Trends:

- Passenger disruptions up in “other or general category” (15 total)- crowded coaches
- Safety Preventable Accidents down – YTD 1.8 / YTD AFR Goal 2.3

### Celebrate Successes:

- Planning for a 2023 Safety Awards Banquet – currently an estimated 89 recipients
- Safety Highlight training continues to be entertaining and educational

# MAINTENANCE

---

## OVERVIEW

### Emerging Issues:

- Finalizing CAD AVL installation 11 buses
- Preparing electric bus installation and charging infrastructure
- Winterizing all TARC vehicles

### Trends:

- Year end vacation picks started
- Shortage of Mechanics available for hire (13)

### Celebrate Successes:

- Took Delivery of 3 new support vehicles
- 197/191 = 103% buses deep cleaned





# TRANSPORTATION

---

## OVERVIEW

### Emerging Issues:

- Decrease of On Time Performance
- Missed service and revenue hours

### Trends:

- On Time Performance is below Peer Average
- September missed service trending in a positive direction 3.48% of total

### Celebrate Successes:

- Completing BBB Ambassador training with Operations Road Supervisors
- New training program for supervisors – de-escalation scenario based
- August saw a significant decrease in daily call-in average / missed service

# MOBILITY SERVICES – TARC3

---

## OVERVIEW

### Emerging Issues:

- Demand for paratransit service is increasing
- Need for No Show and Suspension Policy with Appeals Process
- Mobility Services Contract Extension in Progress

### Trends:

- Same Day cancellations and no shows continue to increase despite proactive steps taken by TARC and MV.

### Celebrate Successes:

- On time performance has continuously met or exceeded KPI goal of 93%
- Missed trips continue to decline staying well below the 2% benchmark
- Late cancellations (occurring within 2 hours of scheduled pick up time) have decreased by nearly 10%



# AUGUST BOARD OF DIRECTORS UPDATE

---

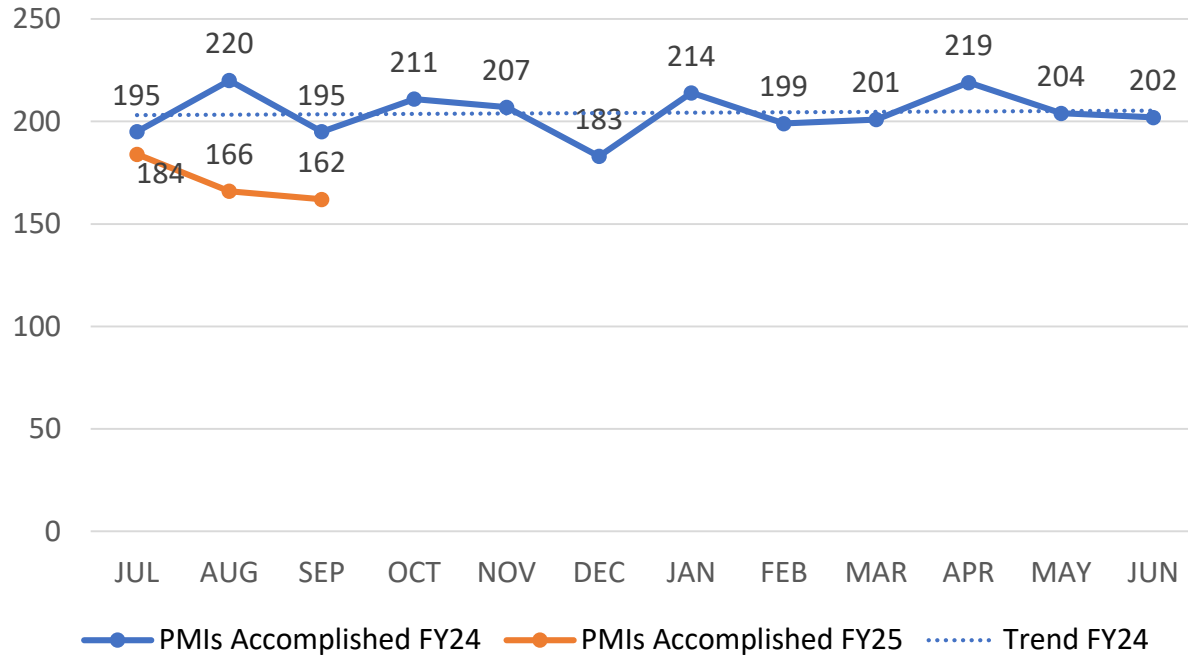
October 23, 2024



# MAINTENANCE

Target PMI: 200  
Total Vehicle PMIs: 166

### Preventive Maintenance Inspections (PMI) Accomplished FY24 and FY 25



## 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

\* 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.



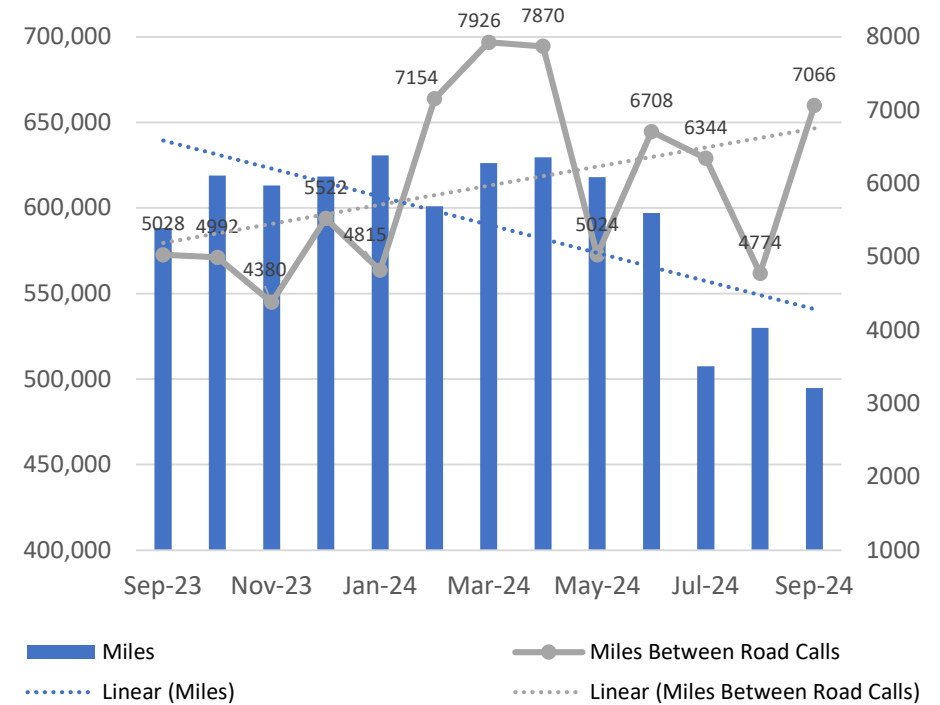
# MAINTENANCE

## MILES BETWEEN MECHANICAL FAILURES

YTD	Miles	Chargeable Road Calls	Miles Between Road Calls
Sep 23	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
Jul	507,516	80	6,344
Aug	529,940	111	4,774
Sep 24	494,672	70	7,066

SEPTEMBER: Total Miles Between Road Calls = **7,066**  
 Target Miles Between Road Calls = **5500**

Miles Between Road Calls

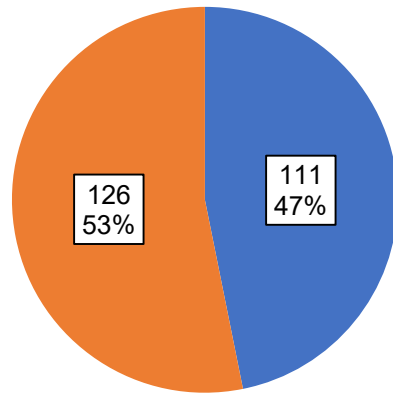


A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.

# MAINTENANCE

## CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

August 2024 Maintenance Road Calls



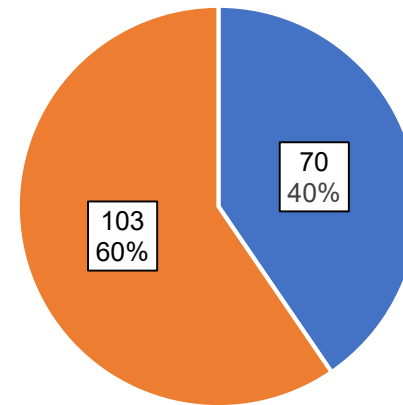
**TOTAL  
237**

■ Chargeable Road Calls 80    ■ Non-Chargeable Roads Calls 117

### Chargeable Categories

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

September 2024 Maintenance Road Calls



**TOTAL  
173**

■ Chargeable Road Calls 70    ■ Non-Chargeable Road Calls 103

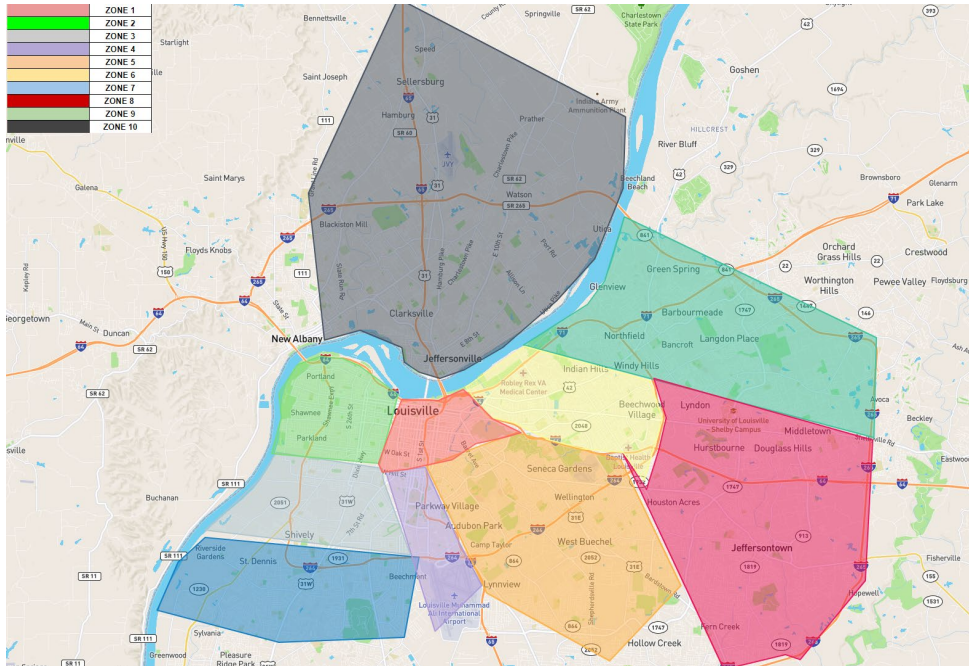
### Non-Chargeable Categories

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



# MAINTENANCE

## SEPTEMBER SHELTER CLEANINGS



Task/Zone	1	2	3	4	5	6	7	8	9	10	Total
Shelter Cleaned	616	344	218	241	319	194	232	122	51	189	<b>2526</b>
Trash Can Emptied	32	43	20	17	23	13	16	9	3	5	<b>181</b>
BioHazard Cleaned	1	3	1	0	1	0	0	1	0	0	<b>7</b>
Damage Reported	0	1	0	0	0	1	1	0	0	0	<b>3</b>
Graffiti Removed	22	2	0	0	0	1	0	0	0	0	<b>25</b>
Installation of Advertisements	0	0	0	0	0	0	0	0	0	0	<b>0</b>
Spot Pressure Washing	5	15	0	0	1	0	6	0	0	0	<b>27</b>
Surface Scrubbing	1	2	0	0	0	0	1	0	0	0	<b>4</b>

**September Shelter Cleanings** **2526**  
**Other Requests** **247**  
**Goal Shelter Cleanings** **45 per day**  
**THIS MONTH** **187%**



# SAFETY

## SAFETY PREVENTABLE ACCIDENTS

Monthly

9

### TYPE OF ACCIDENT

Fixed Object	6	66.7%
Moving Vehicle	1	11.0%
Rear-ended OV	2	22.3%

YTD

17

## PREVENTABLE ACCIDENTS / 100K MILES

Monthly

2.0

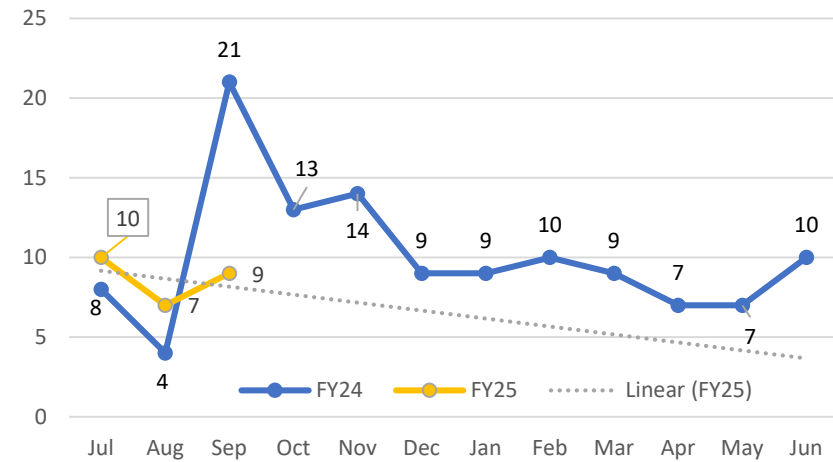
YTD AFR Goal

2.3

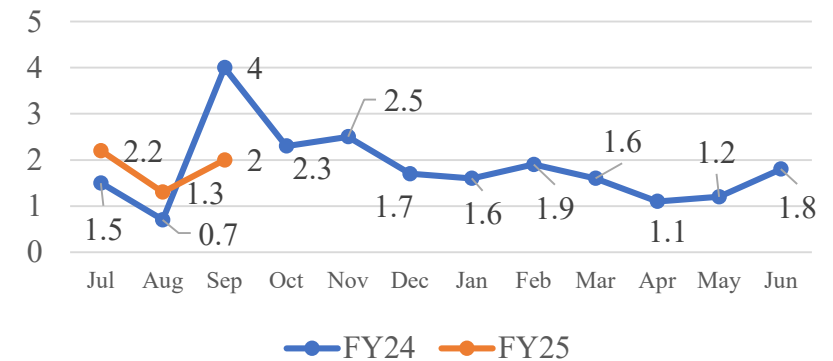
YTD

1.8

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25





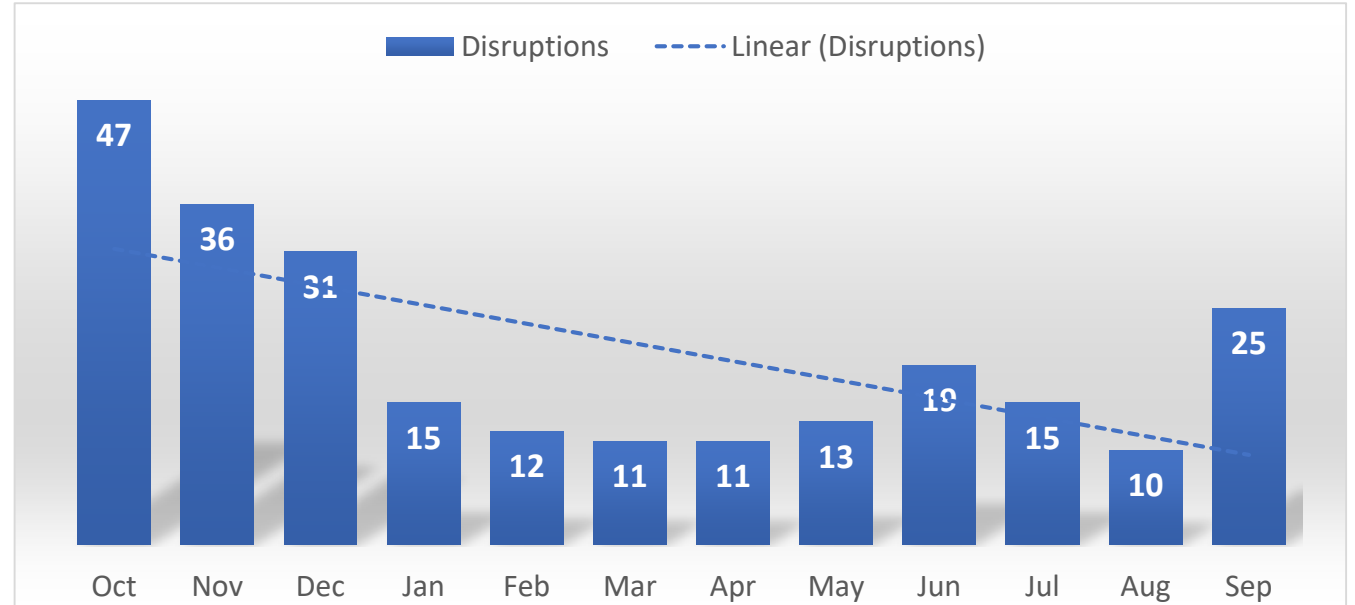


# SAFETY

## PASSENGER DISRUPTIONS BY LINE OCT 23 – SEP 24

Route ID	Disruptions	Rider Ship	% Disruption to Ridership
Broadway - #23	54	611,839	0.00883%
Fourth St - #4	27	331,712	0.00814%
Market St - #15	27	150,525	0.01794%
Preston - #28	26	344,703	0.00754%
Dixie Rapid - #10	25	282,679	0.00884%
Muhammad Ali - #19	12	210,447	0.00570%
Bardstown - #17	10	64,404	0.01553%
Oak-Westport - #25	10	112,165	0.00892%
Shelbyville Rd - #31	7	62,430	0.01121%
J'ville-Lou-New Albany - #71	7	67,876	0.01031%
Sixth St - #6	6	99,023	0.00606%
Dixie Hwy - #18	6	102,937	0.00583%
Eastern Pkwy - #29	6	100,696	0.00596%
Portland Poplar Level - #43	5	121,144	0.00413%
Crums Lane - #63	5	77,688	0.00644%
Clarksville - #72	4	54,682	0.00732%
Cardinal - #94	4	198,549	0.00201%
Chestnut St - #21	3	87,993	0.00341%
Taylorsville Rd - #40	3	60,857	0.00493%
Second St - #2	2	31,017	0.00645%
Hill St - #27	2	72,559	0.00276%
Twelfth St - #12	1	27,041	0.00370%
Med Ctr - #52	1	6,902	0.01449%
Outer Loop - #46	0	1,796	0.00000%

## TOTAL PASSENGER DISRUPTIONS – OCT 23 THRU SEP 24



### PASSENGER DISRUPTIONS\*

This Month Total

**25**

Monthly Avg

**23.17**

**\*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

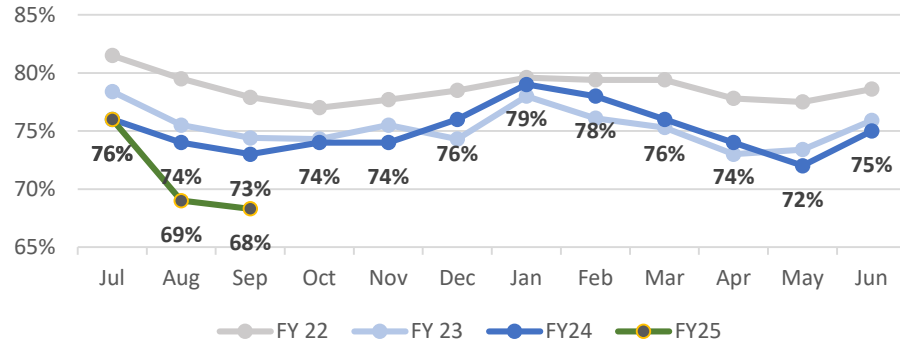
Safety Statistics	Apr	May	Jun	July	Aug	Sep
911 Called	0	0	2	4	4	1
Bus Route Assignment	359	353	350	350	333	131
De-Escalation	1	0	2	5	2	0
Disruptive Behavior - Loud Music	5	13	11	14	24	5
Disruptive Behavior - Physical	2	0	7	8	5	2
Disruptive Behavior - Toll Issue	12	0	0	16	17	0
Disruptive Behavior - Verbal	18	19	19	20	14	5
Greeting	6670	7012	6186	8093	7708	3178
Hospitality Assistance	91	296	258	626	428	97
Operator Escalation	0	0	0	0	0	0
Request for TARC Security	0	0	4	9	1	0
Route Info Provided	15	70	104	313	205	45

6 Month Pilot Duration: February – July  
 Extended 2 months – Operations Supervisor Training

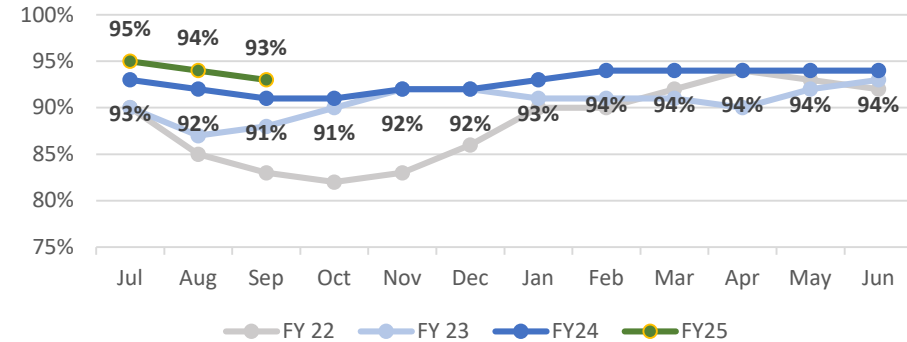


# SEPTEMBER ON-TIME PERFORMANCE

### Fixed-Route On-Time Performance



### TARC3 Paratransit On-Time Performance



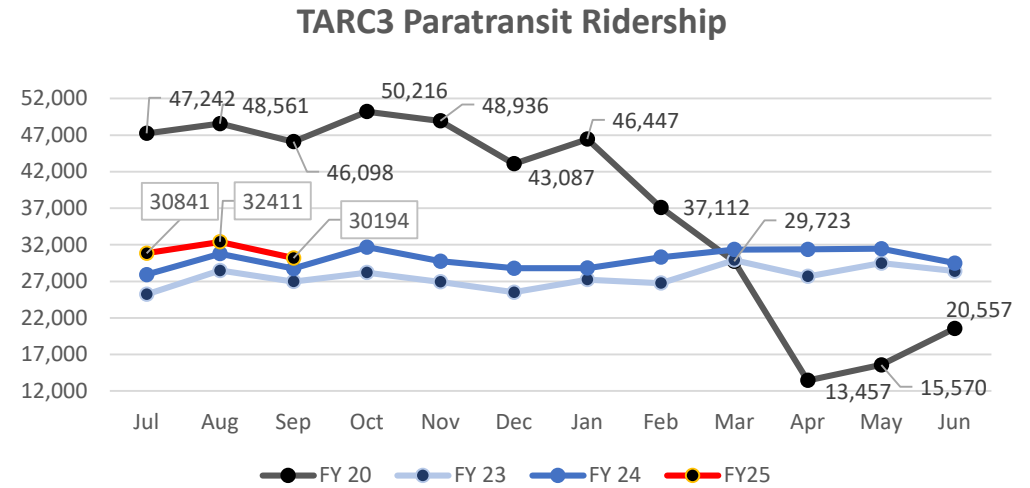
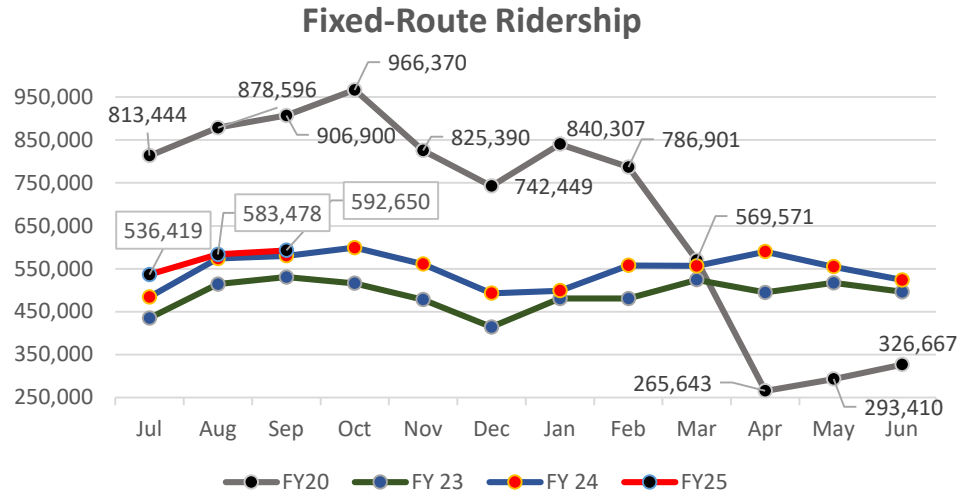
Fixed-Route  
FY24 Goal  
**80%**

On-Time Performance									
	Fixed-Route				Paratransit (TARC3)				
	FY25	FY24	FY23	FY22		FY25	FY24	FY23	FY22
Jul	72%	76%	78%	80%	Jul	95%	93%	90%	90%
Aug	69%	74%	76%	80%	Aug	94%	92%	87%	85%
Sept	69%	73%	74%	78%	Sep	93%	91%	88%	83%
Oct		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%
<b>FYTD</b>		<b>75%</b>	<b>75%</b>	<b>79%</b>	<b>FYTD</b>		<b>93%</b>	<b>91%</b>	<b>88%</b>

Paratransit  
FY24 Goal  
**93%**



# SEPTEMBER RIDERSHIP



FIXED ROUTE		
Monthly		YTD
<b>593K</b>	1.6% VLM 2.1% VLY	<b>1,712,547</b>
PARATRANSIT		
Monthly		YTD
<b>30K</b>	-6.8% VLM 5% VLY	<b>93K</b>
COMBINED		
This Month, Last Year		This Month, This Year
<b>609K</b>	2.3% VLY	<b>622K</b>

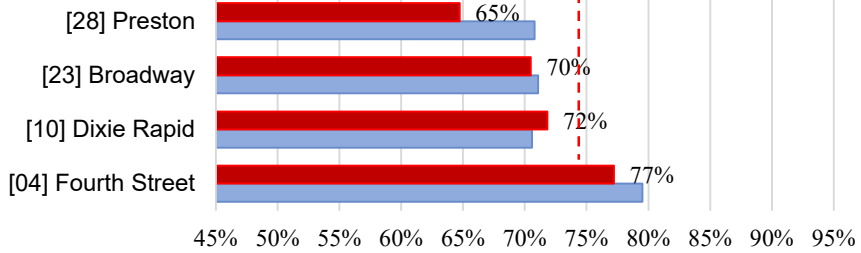
Performance Indicator	Fixed-Route System			Paratransit (TARC3)			
	System Production	FY25 YTD	FY20 (COVID)	FY24 YTD	FY25 YTD	FY20 (COVID)	FY24 YTD
Total Ridership		1,712,547	8,187,973	6,573,772	93,446	442,345	360,456
Weekday Ridership		1,560,405	7,135,476	5,562,244	77,201	381,276	297,419
Saturday Ridership		68,359	642,871	565,636	7,750	34,062	27,431
Sunday/Holiday Ridership		83,783	506,055	433,148	7,682	27,007	35,606
Total Revenue Miles		466,178	6,386,306.82	6,517,670	813	4,930,487	4,364,217
Total Revenue Hours		36,543	594,178.76	537,581	1,109,968	298,416	284,896
Trips per Revenue Mile		1.30	1.28	1.01	0.08	0.09	.08
Trips per Revenue Hour		16.53	13.78	12.20	1.36	1.48	1.29



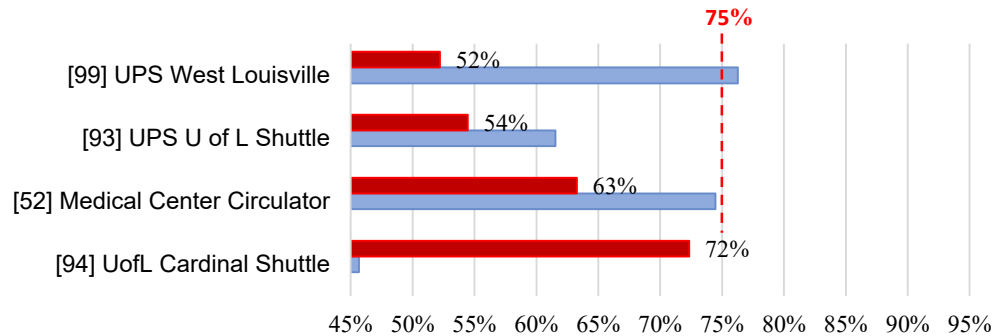
# SEPTEMBER ON-TIME PERFORMANCE

■ FY 25 Avg. ■ FY 24 Avg.

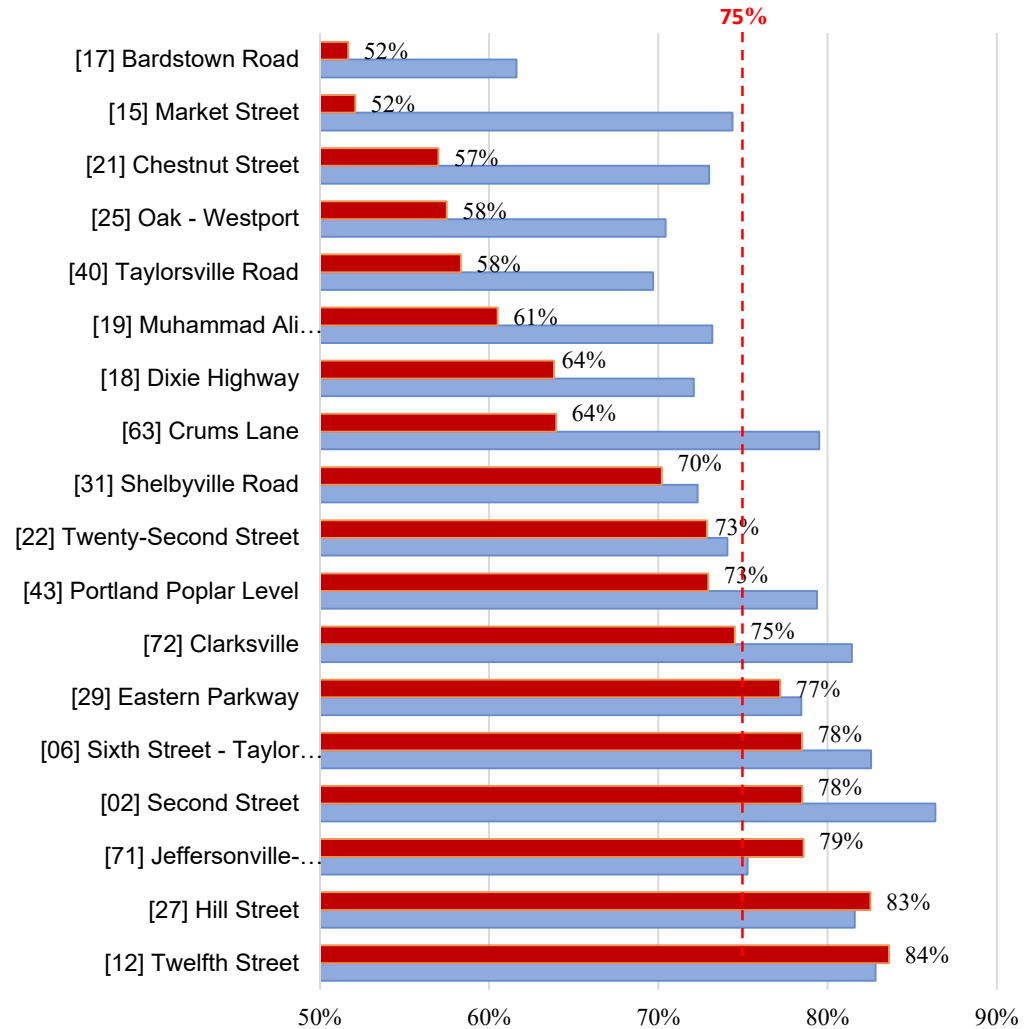
## OTP - Core



## OTP - Circulator



## OTP - Local





2021				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8065	171	2.12%	538.67
February	7628	281	3.68%	968.80
March	8600	441	5.13%	1,618.48
April	8276	488	5.90%	1,996.77
May	8053	546	6.78%	2,411.39
June	7994	472	5.90%	1,801.90
July	7913	409	5.17%	1,229.65
August	8438	631	7.48%	2,461.55
September	8216	800	9.74%	3,872.40
October	8365	685	8.19%	2,936.30
November	8216	428	5.21%	1,617.85
December	8546	401	4.69%	1,423.73
<b>TOTAL</b>	<b>98,310.00</b>	<b>5,753.00</b>	<b>5.85%</b>	<b>22,877.49</b>

2022				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8082	468	5.79%	2128.73
February	7336	353	4.81%	1657.45
March	8089	235	2.91%	795.42
April	7785	439	5.64%	2211.53
May	7773	269	3.46%	974.62
June	7725	262	3.39%	892.18
July	7360	195	2.65%	621.50
August	8675	576	6.64%	2046.67
September	8341	487	5.84%	1999.98
October	8477	680	8.02%	3133.12
November	8341	440	5.28%	1619.67
December	8477	384	4.53%	1304.62
<b>TOTAL</b>	<b>96,461.00</b>	<b>4,788.00</b>	<b>4.96%</b>	<b>19,385.48</b>

2023				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8419	221	2.63%	725.05
February	8036	248	3.09%	809.07
March	9083	339	3.73%	1,079.17
April	8300	273	3.29%	1,031.53
May	8860	470	5.30%	1,824.82
June	7998	489	6.11%	2,428.38
July	7412	502	6.77%	1,879.65
August	8177	362	4.43%	1,261.10
September	7655	579	7.56%	2,443.57
October	8172	489	5.98%	1,924.43
November	7854	306	3.90%	1,077.48
December	7799	267	3.42%	908.60
<b>TOTAL</b>	<b>97,765.00</b>	<b>4,545.00</b>	<b>4.64%</b>	<b>17,392.85</b>

2024				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8158	272	3.33%	900.18
February	7478	340	4.55%	1,244.60
March	7741	320	4.13%	1,212.88
April	7478	329	4.41%	1,301.53
May	7908	529	6.69%	2,117.90
June	7914	370	4.68%	1,411.20
July	5441	254	4.67%	1,182.70
August	5452	171	3.14%	632.58
September	5174	180	3.48%	715.30
October				
November				
December				
<b>TOTAL</b>	<b>62744</b>	<b>2765</b>	<b>4.41%</b>	<b>10,718.88</b>



# OPERATIONS SUPERVISOR – FIELD & ON-BOARD BUS SUPPORT

Combined Overall

September	Area Sums	
Opr Engagements	447	
Pax De-escalations	10	
On Bus Cust Support	185	

September	Dwntwn/ Ind	D
Opr Engagements	59.5	
Pax De-escalations	0	
On Bus Cust Support	33	

September	West	W
Opr Engagements	118	
Pax De-escalations	1	
On Bus Cust Support	47	

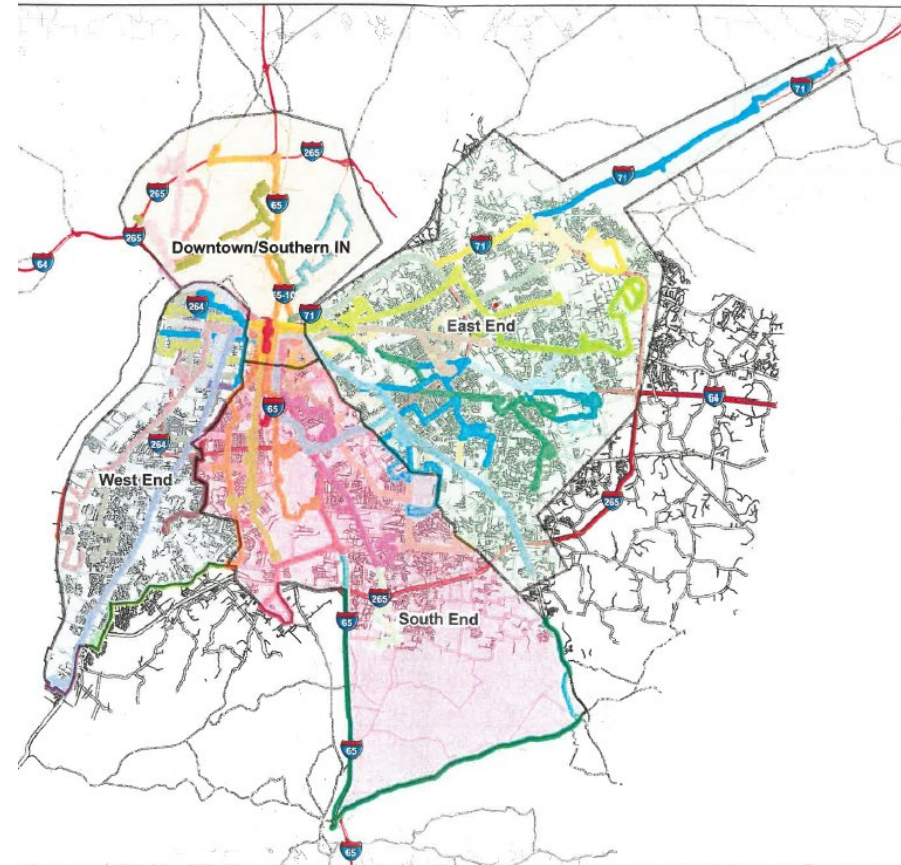
September	South	S
Opr Engagements	70.5	
Pax De-escalations	5	
On Bus Cust Support	37	

September	East	E
Opr Engagements	55	
Pax De-escalations	0	
On Bus Cust Support	8	

September	Full Cover	A
Opr Engagements	141	
Pax De-escalations	4	
On Bus Cust Support	59	

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

## Road Supervisor Coverage Zone: System Coverage



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



# FEEDBACK PER RIDERSHIP

## FIXED ROUTE / 100K BOARDING

Month

58

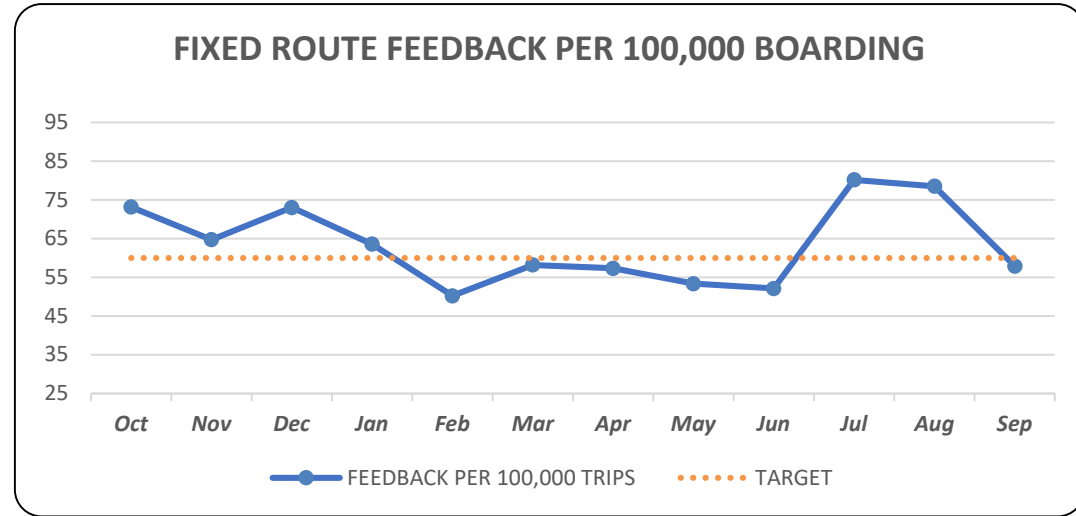
-26% VLM

**TOTAL RIDERSHIP**  
592,650

**TOTAL FEEDBACK**  
343

Goal

60



## PARATRANSIT / 1,000 TRIPS

Month

4.2

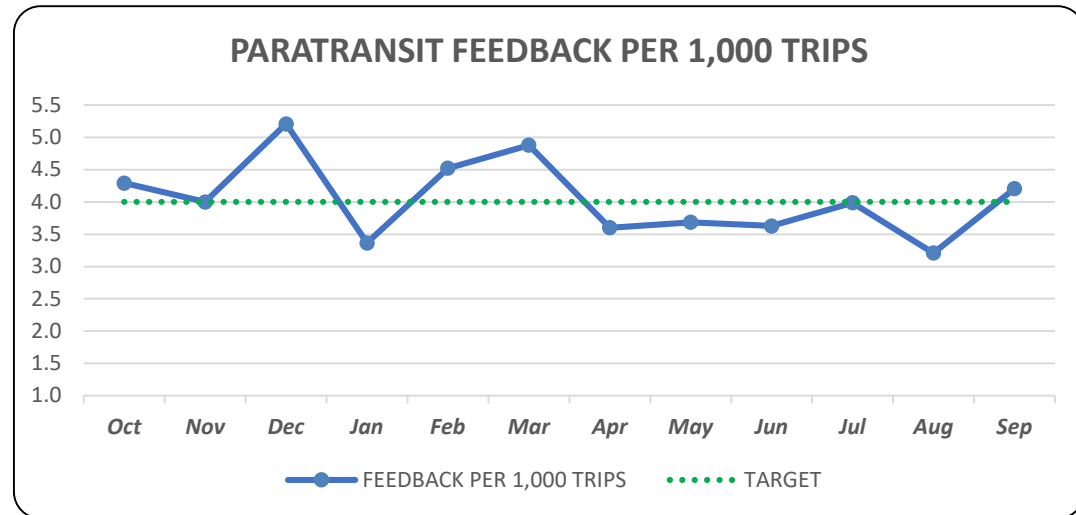
31% VLM

**TOTAL RIDERSHIP**  
30,194

**TOTAL FEEDBACK**  
127

Goal

4

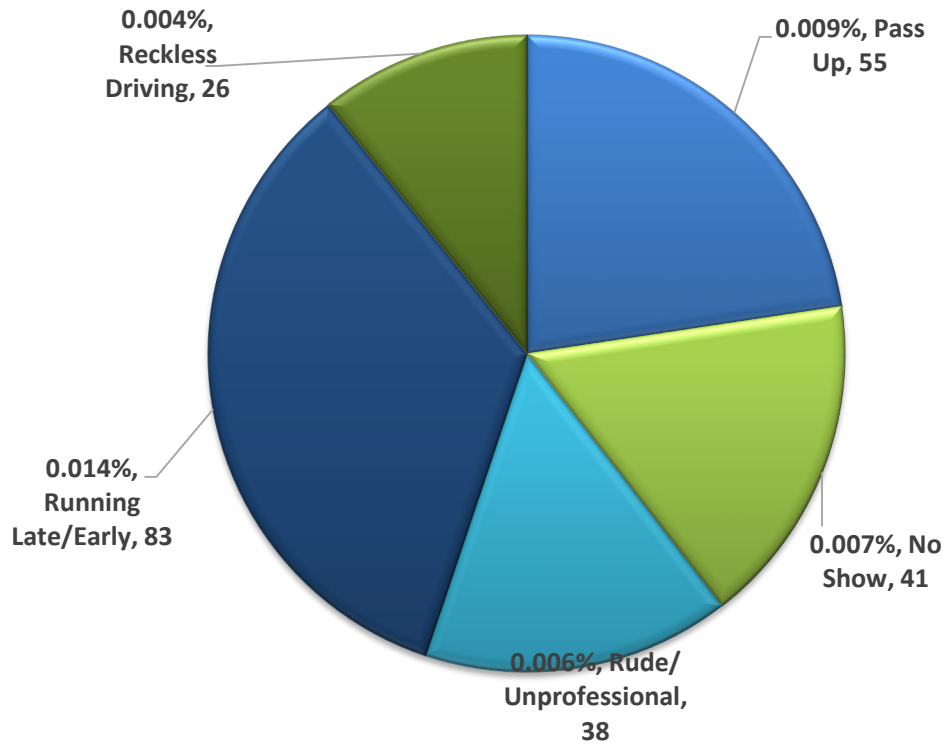




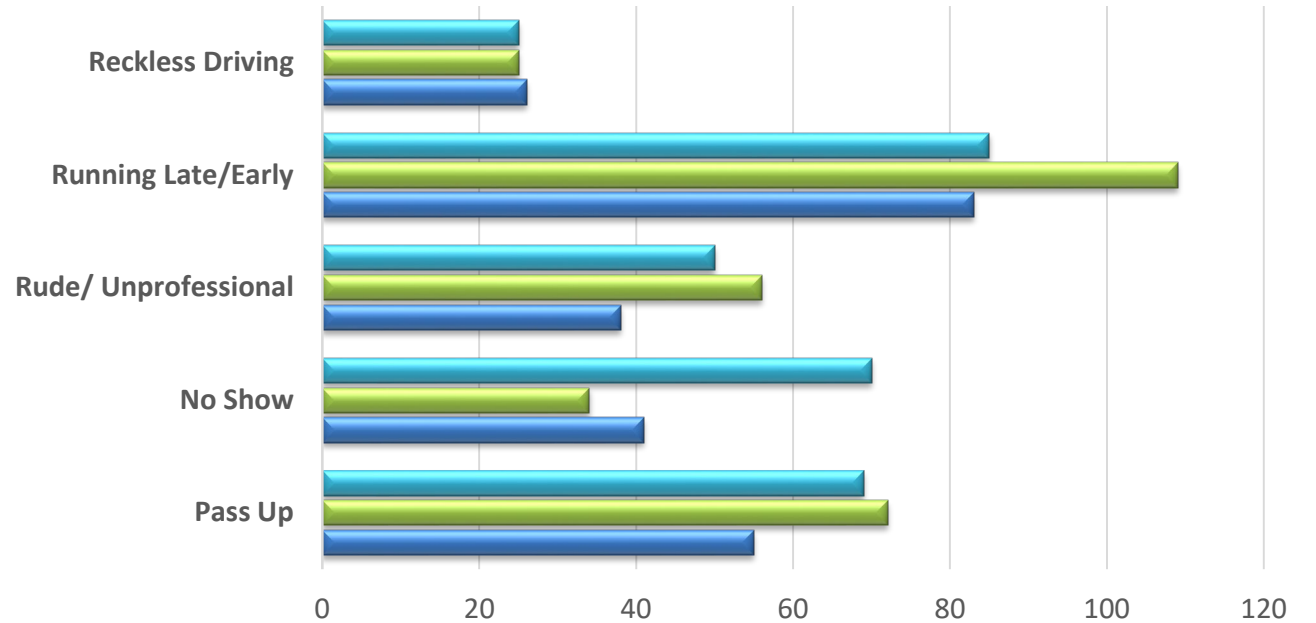


# FIXED ROUTE TOP 5 FEEDBACK CATEGORIES – SEPTEMBER 2024

Feedback Categories



3 Month Comparison

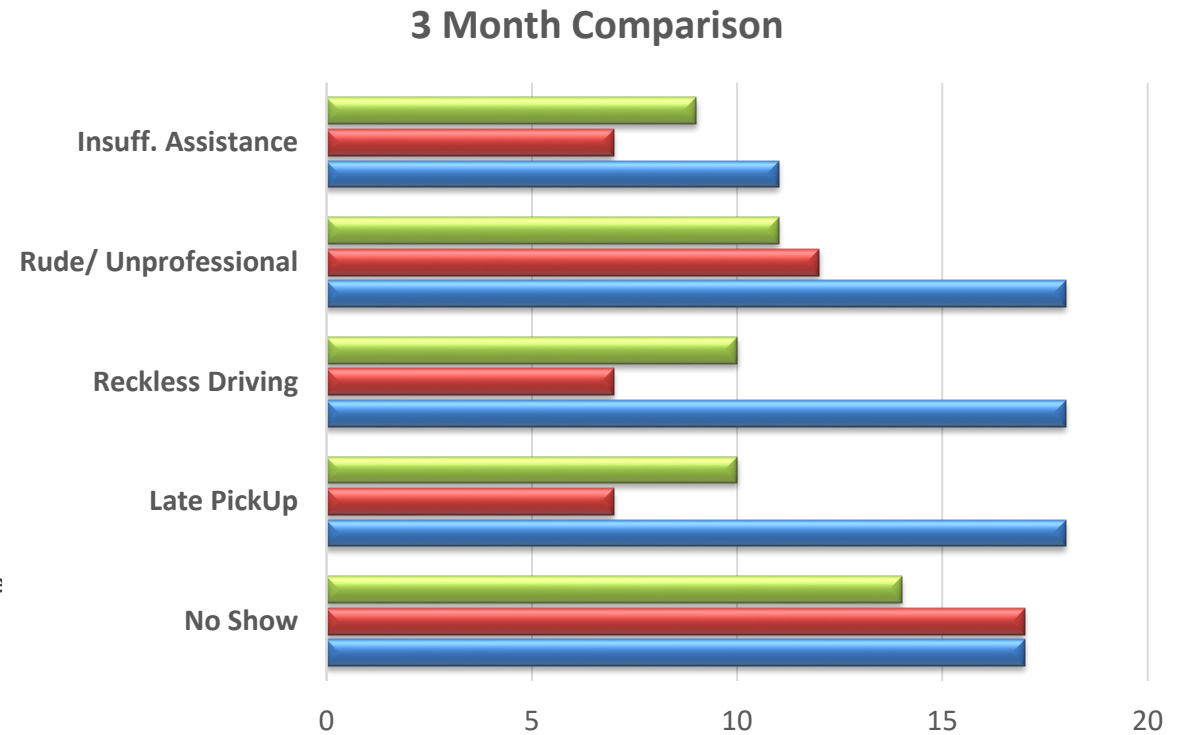
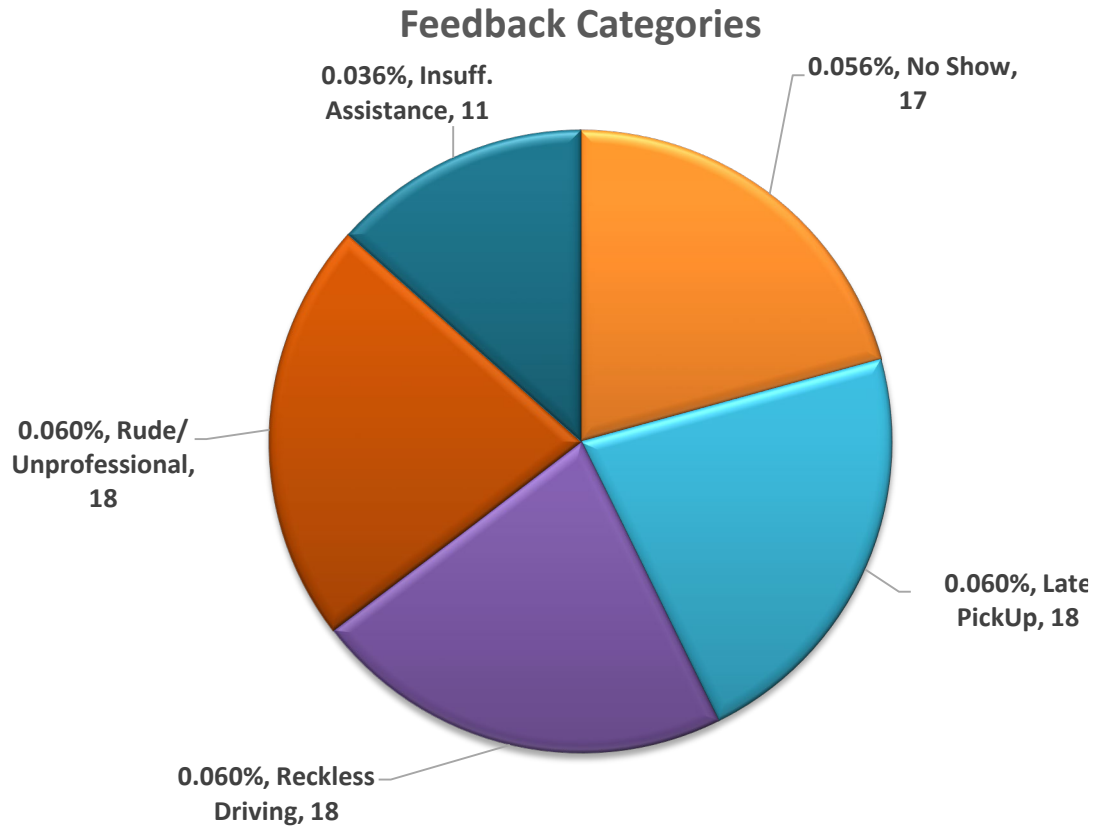


	Pass Up	No Show	Rude/ Unprofessional	Running Late/Early	Reckless Driving
Jul-24	69	70	50	85	25
Aug-24	72	34	56	109	25
Sep-24	55	41	38	83	26

\*Note: Feedback Category percentage represents total feedbacks in that category vs total boarding's for the month.



# TARC3 TOP 5 FEEDBACK CATEGORIES – SEPTEMBER 2024



	No Show	Late PickUp	Reckless Driving	Rude/ Unprofessional	Insuff. Assistance
Jul-24	14	10	10	11	9
Aug-24	17	7	7	12	7
Sep-24	17	18	18	18	11

\*Note: Feedback Category percentage represents total feedbacks in that category vs total trips for the month.



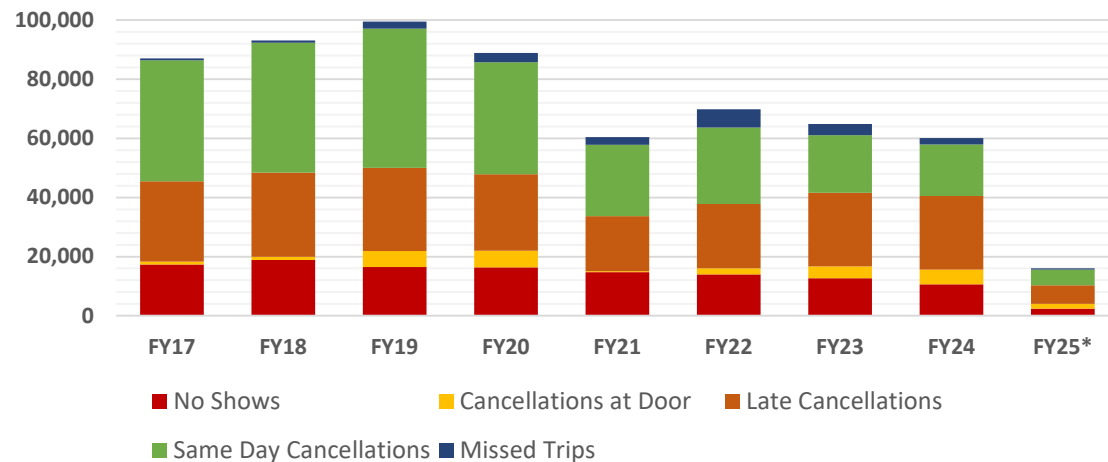
# TARC3 SCHEDULED VS PERFORMED

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

Cancelled Trips									
YEAR	Scheduled Trips	Performed Trips	Late Cancellations	Cancellations at Door	No Shows	Same Day Cancellations	Missed Trips	Total Cancelled Trips	% of Scheduled Trips
FY17	601,716	514,610	27,089	987	17,383	40,975	672	87,106	14%
FY18	640,145	547,002	28,360	1,144	18,857	43,955	827	93,143	15%
FY19	660,128	560,635	28,182	5,389	16,497	47,025	2,400	99,493	15%
FY20	531,278	442,389	25,884	5,624	16,358	37,899	3,124	88,889	17%
FY21	352,203	291,740	18,642	236	14,797	24,138	2,650	60,463	17%
FY22	369,232	299,413	21,796	2,037	13,969	25,893	6,124	69,819	19%
FY23	395,643	330,779	24,830	4,028	12,698	19,575	3,733	64,864	16%
FY24	391,017	330,960	24,895	4,965	10,659	17,403	2,135	60,057	15%
FY25*	109,479	93,446	6,292	1,562	2,457	5,315	407	16,033	15%

\* YTD (SEP)

### TARC3 Non-Performed Scheduled Trips



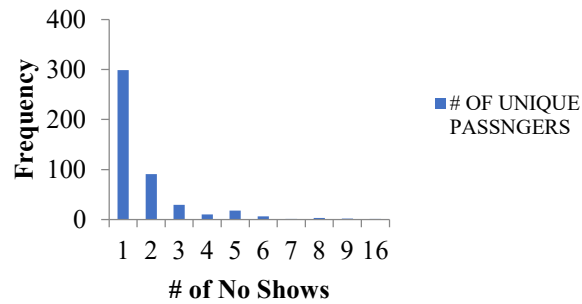
FY25*			
	% of Scheduled	% of Cancelled	Definition
MISSED	0.37%	3%	Any trip whereas the driver arrives before or after the 30 minute pickup window and departs without the passenger before waiting at least 5 minutes within the 30 minute pickup window
SAME DAY	4.85%	33%	Trip is cancelled on day of service at least 2 hours prior to scheduled pickup time. Trip can be rerouted.
LATE	5.75%	39%	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	1.43%	10%	Trip is cancelled after driver arrives for pick up and has made contact with the passenger.
NO SHOWS	2.24%	15%	Driver arrives and passenger is unable to be located for transport.



# SEPTEMBER 2024 CANCELLATION PATTERNS

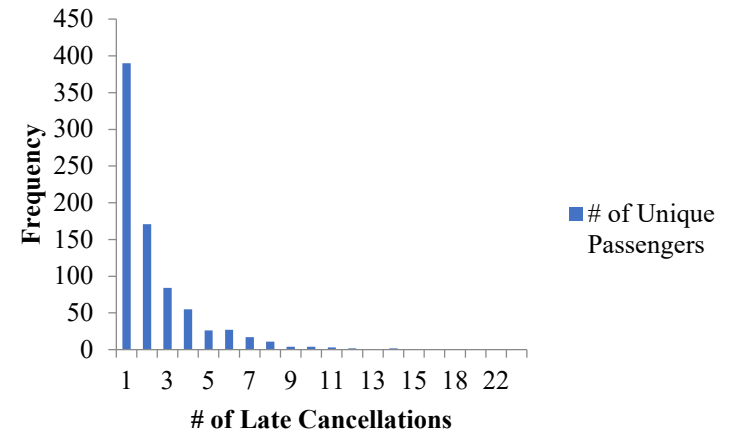
## NO SHOW FREQUENCY SEP 2024

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



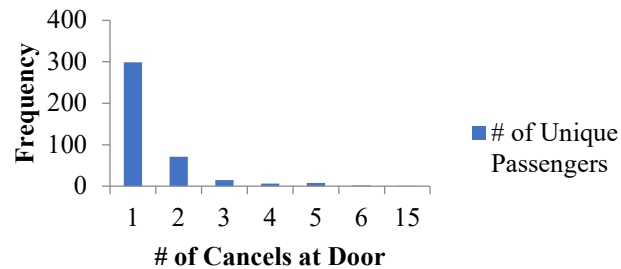
# OF LATE CANCELS	# OF UNIQUE PASSNGERS
1	390
2	171
3	84
4	55
5	26
6	27
7	17
8	11
9	4
10	4
11	3
12	2
13	1
14	2
15	1
16	1
18	1
21	1
22	1
23	1

## LATE CANCEL FREQUENCY SEP 2024



## CANCEL AT THE DOOR FREQUENCY SEP 2024

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





# TARC3 SCHEDULED VS PERFORMED

## STRATEGIES TO REDUCE LATE CANCELLATIONS AND NO SHOWS

Steps TARC and MV staff are engaging to decrease cancellations (late cancellations, cancellations at the door and no shows).

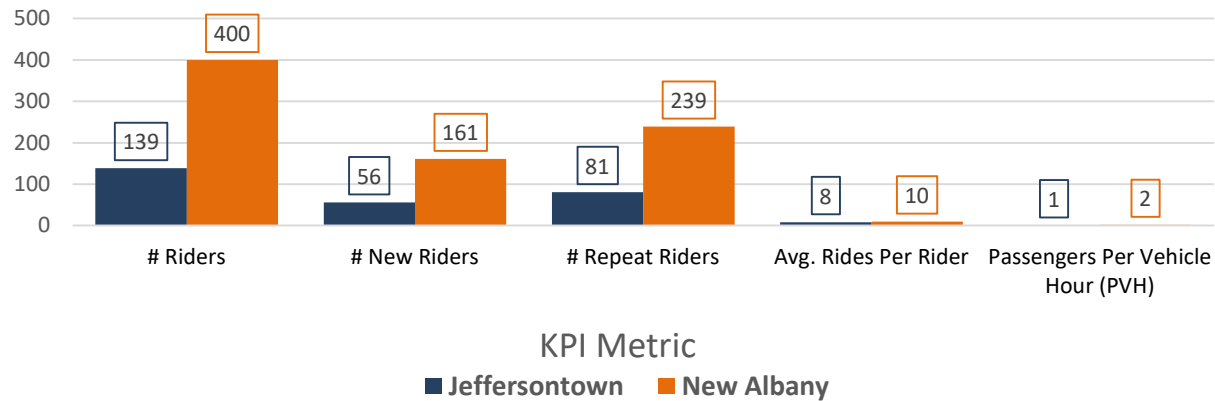
- Customers have begun receiving day before and imminent arrival calls so long as they have not opted out of the program
- We activated the calls for everyone except subscription riders on May 22nd. Subscription riders activated with IT and Trapeze assistance. Everyone was ultimately activated on June 12th.
- No show letters continue to be sent to customers who receive 3 or more no shows during the month
- We will identify and connect with customers who have an excessive amount of no shows and late cancellations during a given period.
- We'll discuss with the individual methods on how to reduce such cancellations and hear any feedback they have for us regarding service.

<b>IMMINENT ARRIVAL CALL ANALYSIS</b>					
<b>FY25 MTD</b>					
	<b>Jul-24</b>	<b>Aug-24</b>	<b>% CHANGE</b>	<b>Sep-24</b>	<b>% CHANGE</b>
<b>IMMINENT ARRIVAL CALLS</b>	<b>20,936</b>	<b>22,326</b>	<b>6.6%</b>	<b>20,455</b>	<b>-8.4%</b>
COMPLETED (APPLICATION ENDED)	5,609	5,826	3.9%	5,287	-9.3%
COMPLETED (USER HUNG UP)	13,817	15,120	9.4%	13,884	-8.2%
NO ANSWER	1,161	1,062	-8.5%	949	-10.6%
BAD NUMBER	349	318	-8.9%	335	5.3%
<b>ATTEMPTED TRIPS</b>					
<b>ATTEMPTED TRIPS</b>	<b>35,956</b>	<b>37,865</b>	<b>5.3%</b>	<b>35,658</b>	<b>-5.8%</b>
COMPLETED TRIPS	30,841	32,411	5.1%	30,194	-6.8%
<b>CANCELLATIONS</b>	<b>5,115</b>	<b>5,454</b>	<b>6.6%</b>	<b>5,464</b>	<b>0.2%</b>
LATE	2,090	2,210	5.7%	1,992	-9.9%
SAME DAY	1,559	1,790	14.8%	1,966	9.8%
MISSED TRIP	126	127	0.8%	154	21.3%
CANCEL AT THE DOOR	454	556	22.5%	552	-0.7%
NO SHOW	886	771	-13.0%	800	3.8%



# TARC ON-DEMAND PILOT

TARC ON-DEMAND April - September



TARC3 ON-DEMAND April – September			
KPI METRICS	Jeffersontown	New Albany	Total
# Riders	139	400	539
# New Riders	56	161	217
# Repeat Riders	81	239	320
Avg. Rides Per Rider	8.1	9.7	8.9
# Passengers Completed	1350	4912	6262
# Rides Completed	1227	3887	5114
Passengers Per Vehicle Hour (PVH)	0.5	1.6	1.05
Connect to Fixed Route % of trips	42%	41.8%	42%
Point to Point % of trips	58%	58.2%	58%
Cost (inclusive of startup, software fees)	37,690.80	62,750.08	100,440.88

Duration: April – September 2024

Purpose: Connect Fixed Route / Zone Point to Point

Zones: New Albany and Jeffersontown

Glossary	
Metric	Description
# Riders	The number of unique users who booked and completed a ride during this period (April-September)
# New Riders	The number of unique users who booked and completed a ride for the first time (unduplicated April- September)
# 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



# MV MONTHLY PERFORMANCE – SEPTEMBER 2024

MONTHLY PERFORMED AND MISSED TRIPS



September 2024 Missed Trips: 0.53%

30,194 Performed Trips



# MV LIQUIDATED DAMAGES – SEPTEMBER 2024

## PARATRANSIT

Monthly

YTD

**\$14.2K** 58.5% VLM\*  
-36% VLY

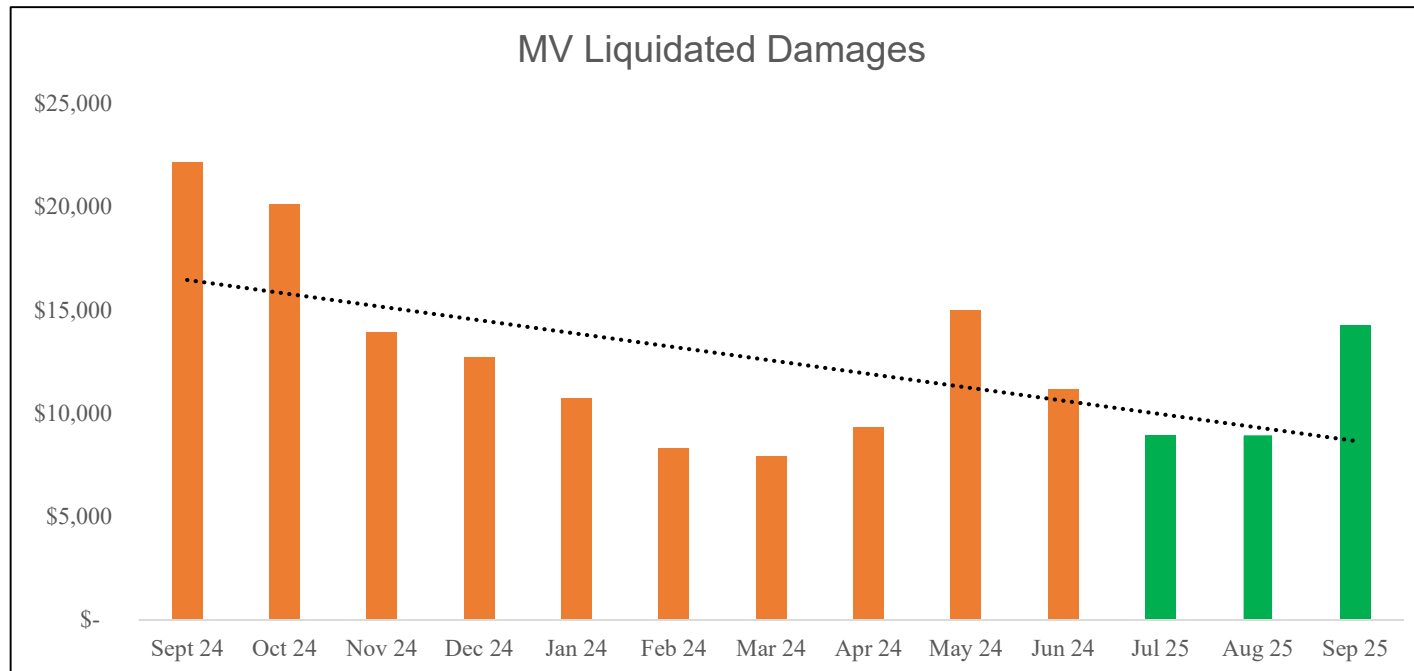
**\$32.1K** -49% VLY

### Monthly Details

\$5.4K (38%), Late Trip, > 30 mins late

\$5K (35%), Accidents

\$3.8K (27%), Missed Trips



### Types of Penalties:

Missed Trip

Late Trip

On-Time Performance

Excessive Trip Length

Customer Complaints

Compromised Safety

Maintenance

\*increase due to preventable accidents





# TARC ACTION PLAN

## ACTION PLAN

Department	Item	Status	Timeline	Completion
Maintenance	Reduce - Chargeable Road Calls	Target Emissions and Fluid Level Systems Alerts	Aug – Dec	10%
Maintenance	Bus Utilization/Shelter and Sign Placements	Implement Bus Utilization Plan and Shelter and Sign Placements	July – Dec	10%
Safety	Lighting and Camera	Main Campus and 29 <sup>th</sup> St lighting and Union Station cameras	March - Dec	25%
Safety	Safety Ambassador Program	Line #23 2 ambassadors: 16 hrs/day, 7 days/week. 60 days of training Ops Rd Sups	Feb - Sept	100%
Transportation	Reduce Missed Service	Improve performance - Monitor line productivity and execute on performance improvement strategies	Aug - Dec	25%
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 - Sep	90%
Paratransit	Performed vs. Scheduled Trip Improvements	Improve performance - reduce percentage of trips scheduled but not performed strategies	July - Dec	20%



# AUGUST BOARD OF DIRECTORS

---

October 23, 2024



# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** October 23, 2024

**Re:** Resolution 2024 - 37 Annual Worker's Compensation Insurance Policy (20241891)

---

TARC's Workers' Compensation program currently self-insures the first \$500,000 of any claim, including both medical payments and indemnity benefits. The current policy expired on August 31, 2024. Due to TARC being a self-insured organization, the Kentucky Labor Cabinet requires that TARC maintain an excess insurance policy.

On September 25, 2024, the TARC Board approved Resolution 2024-33 for an annual excess insurance policy for Worker's Compensation with Arch Insurance Company for the 2024-2025 policy year in the amount of \$288,877.

However, it was determined the \$288,877 is the minimum premium, but the \$304,081 is the deposit premium which is due. The minimum premium is less in case TARC's payroll at audit comes in lower than the \$33,052,274 projected for the 9/1/24-25 term. This premium requires an additional \$15,204 be expended.

The staff is hereby recommending that the TARC Board of Directors authorize the Executive Director to enter into a policy agreement with Arch Insurance Company for the additional \$15,204 that has a specific retention by TARC of the first \$500,000 on any claim with an annual premium not to exceed \$304,081 beginning September 1, 2024.

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



## RESOLUTION 2024-37

### Excess Workers' Compensation and Employers Liability Annual Insurance Policy

A Resolution authorizing the Executive Director to enter into an annual excess insurance policy for Workers' Compensation with Arch Insurance Company for the additional \$15,204 that has a specific retention by TARC of the first \$500,000 on any claim with an annual premium not to exceed \$304,081 beginning September 1, 2024.

**WHEREAS**, Kentucky Administrative Regulation (KAR) 803 25:021 requires self-insured employers to have excess coverage for workers' compensation claims, and

**WHEREAS**, TARC received three (3) quotes from Arch Insurance on August 26, 2024; and

**WHEREAS**, based on the recommendation of the third-party administrator, Charles Taylor, and after discussion with the department staff, TARC has deemed the additional \$15,204 not to exceed \$304,081 annual premium as fair and reasonable based on the three quotes (20241891) acquired and provided by Arch Insurance for the Excess Workers' Compensation and Employers Liability insurance policy which shall commence on September 1, 2024 and end on September 1, 2025; and;

**NOW THEREFORE, THE BOARD OF DIRECTORS OF THE TRANSIT AUTHORITY OF RIVER CITY HEREBY RESOLVE THAT:**

The Executive Director is hereby authorized to enter into an annual insurance policy with Arch Insurance Company for the additional \$15,204 that has a specific retention by TARC of the first \$500,000 on any claim with an annual premium not to exceed \$304,081 beginning September 1, 2024.

**ADOPTED THIS 23th DAY OF OCTOBER 2024**

---

**Ted Smith, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** October 23, 2024

**Re:** Resolution 2024 - 38 TARC Contribution to Local Match for RAISE Grant

---

In June 2023, TARC entered into an agreement with Louisville-Jefferson County Metro Government (Metro) to administer and contribute a portion of required local matching funds to an FFY 2022 Rebuilding American Infrastructure with Sustainability & Equity (RAISE) award to Metro for the Broadway All the Way planning project.

The Broadway All the Way project aims to develop a unified vision for premium transit, create shovel ready plans to implement a complete street retrofit for Broadway, and generate plans for strategic transit enhancements along Baxter Avenue and Bardstown Road.

The RAISE grant program is a US Department of Transportation program, and funds for this award were assigned to the Federal Transit Administration (FTA) for administration. As the FTA designated recipient for the Louisville Urbanized Area, TARC has executed and will administer grant KY-2024-003 in coordination with Metro. The total grant amount is \$6,250,000, with a required 20% local match of \$1,250,000. The interagency agreement budget calls for Metro to provide \$500k, the Kentucky Transportation Cabinet to provide \$500k, and TARC to provide \$250k.

The grant funds will be applied to a multiyear planning study, and an FTA compliant procurement has already been conducted for selection of a project consultant. The solicitation for Metro's RFP 240012 Broadway All the Way Planning / Design Services (TARC 20241870) was issued on July 19, 2023 and two proposals were received from Gresham Smith and WSP USA. Representatives of TARC were participants in the evaluation of proposals. Metro awarded the project to Gresham Smith, the contract was completed on April 15, 2024, and the project is underway.

This resolution seeks approval from the Board of Directors for the Executive Director to provide \$250,000 in local matching funds from the Mass Transit Trust Fund (MTTF) toward the coordinated Broadway All the Way project funded by grant KY-2024-003 for design services provided by Gresham Smith.

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



## **RESOLUTION 2024-38 TARC CONTRIBUTION TO LOCAL MATCH FOR RAISE GRANT**

A Resolution authorizing the Executive Director to provide \$250,000 in local match funds from the Mass Transit Trust Fund (MTTF) toward the coordinated Broadway All the Way project funded by grant KY-2024-003 for design services provided by Gresham Smith.

**WHEREAS**, Louisville-Jefferson County Metro Government received an award of Federal Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant funds from the United States Department of Transportation (USDOT) for a coordinated Broadway All the Way project; and

**WHEREAS**, USDOT has designated the Federal Transit Administration (FTA) as the administrator of these funds, and TARC is the designated recipient for FTA funds for the Louisville Urbanized Area; and

**WHEREAS**, in June 2023, TARC and Metro executed an interagency agreement establishing TARC as the fiscal agent for the Broadway All the Way project; and

**WHEREAS**, the total grant amount of \$6,250,000 requires a 20% local match of \$1,250,000, for which the interagency agreement budgeted contributions of \$500,000 from Metro, \$500,000 from the Kentucky Transportation Cabinet, and \$250,000 from TARC; and

**WHEREAS**, Metro shall pay all project expenses and only upon meeting all terms and conditions of the interagency agreement will Metro be eligible to receive Federal reimbursement funding through TARC; and

**WHEREAS**, Metro has conducted an FTA compliant procurement process in coordination with TARC (Metro RFP240012 / TARC 20241870) for the selection of a planning consultant, received and evaluated two proposals, awarded the project to Gresham Smith, and executed a contract on April 15, 2024;

**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 provide \$250,000 in local match funds from the Mass Transit Trust Fund (MTTF) toward the coordinated Broadway All the Way project funded by grant KY-2024-003 for design services provided by Gresham Smith.

**ADOPTED THIS 23rd DAY OF OCTOBER 2024**

---

**Ted Smith, Chair of the TARC Board of Directors**



## MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** October 23, 2024  
**Re:** Resolution 2024 – 39 Vehicles for Section 5310 Subrecipients

---

TARC's grant subrecipients receive federal grant funds from the Federal Transit Administration (FTA) to purchase vehicles to provide transportation for seniors and individuals with disabilities. The funds come from the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program. To use those funds, the subrecipients must purchase the vehicles through a contract that meets all federal procurement requirements.

On July 25, 2024, the TARC Procurement Department advertised a Request for Proposals (RFP) for Vehicles for Section 5310 Subrecipients. This RFP sought vendors to enter into a contract through which TARC's subrecipients can purchase vehicles. The RFP was advertised on TARC's Bonfire procurement portal website and online Transit Talent website. Pricing analysis was conducted by Procurement Department.

Proposals were received from two vendors who were deemed responsive and responsible: Superior Van and Mobility, LLC; and Western Reserve Coach Sales, Inc.

On September 27, 2024, the proposals were evaluated to select a vendor that would provide the best value based on the requirements of the solicitation. TARC staff evaluated the proposals based on the offering, the vendor's technical ability, and past performance history.

The staff selected the vendor that offered the best value for the vehicles. The staff also determined that this vendor has a high level of technical ability along with an excellent past performance history. Based on these criteria's, the staff selected Superior Van and Mobility, LLC as the vendor that provides the best value.

The selected proposal from Superior Van and Mobility, LLC provides the following vehicles and prices for the 2024 model year:

2024 Wheelchair Minivan ADA

with manual wheelchair ramp

(Including side-entry ramp, rear-entry ramp, or in-floor slide-out ramp options)



Unit Price: \$74,650

Maximum Quantity: 45

Total cost: \$3,359,250

2024 Full-Size Wheelchair Van ADA

with high roof and electric wheelchair lift

(Including enhanced HVAC, AWD, and extended warranty options)

Unit Price: \$88,235

Maximum Quantity: 45

Total cost: \$3,970,575

2024 Full-Size 12-Passenger Van (non-ADA)

for ambulatory passengers

(Including extended running boards, AWD, high roof, and extended warranty options)

Unit Price: \$68,901

Maximum Quantity:

Total cost: \$1,033,515

Contract not-to-exceed amount: \$11,060,517

The contract not-to-exceed amount includes a price increase of 15% for Producer Price Index (PPI) increases in the second and third model years of the contract.

The amount of funds expended by TARC as a result of this contract will be zero. This contract does not obligate TARC to expend any funds, and this Board Resolution does not authorize TARC to expend any funds.

This Board Resolution simply authorizes TARC to establish a contract for the benefit of TARC's grant subrecipients, so they will have a federally approved contract through which they can purchase vehicles with the federal grant funds that they have been awarded.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to enter into an agreement with Superior Van and Mobility, LLC for the purpose of allowing TARC's grant subrecipients to purchase vehicles at a cost not to exceed \$11,060,517. The contract will include an initial term of three (3) years with an option for up to two (2) additional years.

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



## **RESOLUTION 2024-39 VEHICLES FOR SECTION 5310 SUBRECIPIENTS**

A Resolution authorizing the Executive Director to enter into a contract with a three (3) year initial term, with an option for up to two (2) additional years, with Superior Van and Mobility, LLC.

**WHEREAS**, in order to ensure compliance with FTA procurement requirements and meet the vehicle needs of TARC's Section 5310 grant subrecipients, TARC issued Request for Proposals (RFP) 20241877 Vehicles for Section 5310 Subrecipients on July 25, 2024, and

**WHEREAS**, RFP 20241877 Vehicles for Section 5310 Subrecipients was advertised on the Bonfire procurement portal website and on the Transit Talent website, and

**WHEREAS**, proposals were received from two proposers who were deemed to be responsive and responsible: Superior Van and Mobility, LLC; and Western Reserve Coach Sales, Inc., and

**WHEREAS**, the two proposals were evaluated on September 27, 2024, and it was determined that the proposal from Superior Van and Mobility provides the best value;

**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 contract with an initial term of three (3) years, with an option for up to two (2) additional years, with Superior Van and Mobility, LLC for the purpose of allowing TARC's grant subrecipients to purchase vehicles at a cost not to exceed \$11,060,517.

**ADOPTED THIS 23RD DAY OF OCTOBER 2024**

---

**Ted Smith, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** October 23, 2024  
**Re:** Resolution 2024-40 Remix, Transit Planning Software (#20241889)

---

Transit Authority of River City (TARC) is proposing implementation of the Transit Planning Software (Remix) that will support agency's short and long-term service planning and scheduling efforts.

TARC was one of the first transit agencies in the country to start using Remix software and contracted with Remix Technology from 2015 – 2022. The last three-year contract expired on May 31<sup>st</sup> 2022.

With TARC's major planning process underway to develop a new, restructured routes network, there is a need for additional technology support for planning and scheduling functions. Remix transit planning software is known and widely used in the transit industry for at least ten years. This software provides unique functionality and features for preliminary service planning, routing, frequencies, determining resources, and high-level cost estimates.

TARC Procurement Department released a quote request and received one estimate from Remix. A pricing analysis was conducted by Procurement. The proposal was evaluated based on features and unique capabilities with other similar software options available in the market. Remix proposed the best possible solution for TARC needs. Based on the pricing analysis, the negotiated price for a five-year contract is fair and reasonable, with an annual amount of \$53,000 per year not to exceed \$262,966 over five years.

In the event that TARC implements a constrained network concept and significantly reduces its level of service during the term of this contract, TARC shall conduct further pricing analysis to ensure price is within market range and renegotiate price.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Remix Planning Software at a cost not to exceed \$262,966. The contract will include an initial term of two (2) years with an option to renew for up to three (3) additional one-year terms.

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



## **RESOLUTION 2024-40 TRANSIT PLANNING SOFTWARE**

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Remix for a Transit Planning Software at an annual amount of \$53,000 per year not to exceed \$262,966. The contract will include an initial term of two (2) years with an option to renew an additional three (3) one-year terms:

**WHEREAS**, Transit Authority of River City (TARC) intends to implement Remix Planning Software (Remix) that will support agency's short and long-term service planning and scheduling efforts; and

**WHEREAS**, Remix software is on the market for more than ten years and provides unique functionality and features for preliminary service planning, routing, frequencies, and high-level cost estimates; and

**WHEREAS**, TARC evaluated and compared Remix features and unique capabilities with other similar software options known and available in the industry; and

**WHEREAS** TARC conducted pricing analysis to ensure Remix proposal is within the market range; and

**WHEREAS**, TARC found the negotiated price for a five-year contract to be fair and reasonable; and

**WHEREAS**, the total contract amount shall not exceed \$262,966 for its five-year life; and

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

The Executive Director is hereby authorized to negotiate and enter into a contract with Remix for the Transit Planning Software at a cost not to exceed \$262,966 for the five-year life of the contract.

**ADOPTED THIS 23RD DAY OF OCTOBER 2024**

---

**Ted Smith, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** October 23, 2024  
**Re:** Resolution 2024-41 Fare-Free Service for November 2024 General Election

---

Since at least 2019, TARC has provided fare-free service on both the primary and general election days. This has allowed TARC to provide a valuable service to the community on an important day for community participation. In the past there has been no formal resolution approving the fare free service – this Spring, the board verbally approved the idea and before that the TARC Executive Director typically approved. While there is no statutory requirement for the TARC board to approve one-day fare policy, with the current fiscal climate, it is important for the TARC board to have a chance to weigh in on decisions involving agency revenue.

The action does not come without cost – TARC staff estimates that going fare-free for the day would mean TARC would not collect approximately \$16,000 in fares TARC otherwise would have collected.

But continuing to provide fare-free Election Day service allows TARC to support a fundamental building block of democracy – ensuring people are able to exercise their right to vote. Providing that service also demonstrates another example of the strong value that TARC provides to the greater Louisville community.

Fare-free Election Day service also provides measurable public relations value to TARC. For example, in May 2024 TARC’s fare-free service was mentioned in at least 12 broadcast news stories on WLKY, WAVE, and Spectrum. TARC’s media clips service, Media Library Kentucky, estimates that those 12 stories brought in approximately \$8,000 worth of publicity value for TARC.

Based on the benefits to the agency and the overall benefits to the community, TARC staff recommends that TARC continue its recent tradition and provide fare-free service on November 5, 2024 to help more of the region’s residents exercise their right to vote.

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



## RESOLUTION 2024-41

### FARE-FREE SERVICE FOR NOVEMBER 2024 GENERAL ELECTION

A Resolution authorizing the Executive Director to approve fare-free service for General Election Day, November 5, 2024.

**WHEREAS**, voting on Election Day is a fundamental right of all US citizens and a fundamental building block of democracy; and

**WHEREAS**, transportation can be a significant barrier for some residents in exercising their right to vote; and

**WHEREAS**, TARC already provides a critical and affordable mobility service for many residents in the Louisville region, including residents who have few other transportation options; and

**WHEREAS**, fare-free TARC service on Election Day can ensure that a barrier to participate in democracy is further reduced; 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 approve fare-free service on TARC fixed-route and paratransit service during regularly scheduled service hours on Election Day November 5, 2024.

**ADOPTED THIS 23<sup>rd</sup> DAY OF OCTOBER 2024**

---

**Ted Smith, Chair of the TARC Board of Directors**