

**TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON
COUNTY METRO GOVERNMENT)**
Louisville, Kentucky

FINANCIAL STATEMENTS
June 30, 2021

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON
COUNTY METRO GOVERNMENT)

FINANCIAL STATEMENTS
June 30, 2021

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INDEPENDENT AUDITOR'S REPORT

Board of Directors
Transit Authority of River City
Louisville, Kentucky

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of Transit Authority of River City (TARC), a component unit of Louisville/Jefferson County Metro Government, as of and for the year ended June 30, 2021, and the fiduciary activities as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise TARC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of TARC as of June 30, 2021, and the fiduciary activities as of December 31, 2020, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

(Continued)

Emphasis of Matter

As discussed in Note 2 to the financial statements, TARC has adopted GASB Statement No. 84, *Fiduciary Activities*, for the year ended June 30, 2021. Our opinions are not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the schedule of changes in TARC's net pension liability, schedule of TARC's contributions, and the schedule money-weighted rates of return for the Employees' Amended Retirement Plan, the schedule of TARC's proportionate share of the net pension liability and schedule of TARC's contributions for the County Employees' Retirement System – Non-hazardous, and the schedule of TARC's proportionate share of the net OPEB liability and schedule of TARC's OPEB contributions for the County Employees' Retirement System – Non-hazardous as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise TARC's basic financial statements. The schedule of revenues, expenditures and changes in net position – budget to actual as listed in the table of contents is presented for purpose of additional analysis and is not a required part of the basic financial statements.

The schedule of revenues, expenditures and changes in net position – budget to actual is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of revenues, expenditures and changes in net position – budget to actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated October 12, 2021 on our consideration of TARC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of TARC's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering TARC's internal control over financial reporting and compliance.


Crowe LLP

Louisville, Kentucky
October 12, 2021

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

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

The management of the Transit Authority of River City (TARC) presents this narrative overview and analysis of the financial activities for the fiscal year ending June 30, 2021.

High points for the fiscal year included new leadership at the executive level, completion of a new rapid bus line, and efforts to improve efficiencies in the delivery of public transit. The agency was also challenged by continued uncertainties related to the COVID-19 pandemic and a subsequent worker shortage across virtually all departments.

In FY 2021, TARC continued to face financial challenges due primarily to limited operating revenue. Significant adjustments to levels of service instituted in the previous fiscal year continued into FY2021 to address this challenge. It is important to note that ongoing pandemic uncertainties and the associated reduction in ridership make it difficult to accurately project the long-term financial impact on our agency or when pre-pandemic levels of travel and commuting would return. Even prior to the effects of COVID-19, sources of operations funding were not keeping pace with overall expenses of the continued increasing costs of fixed-route service, paratransit, maintenance needs, health insurance and pensions, much less to be able to leverage federal dollars with the required non-federal match.

Nonetheless, TARC completed FY2021 in a fairly stable position. Critical support from the federal sources, including Coronavirus Aid, Relief, and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act funds allowed TARC to survive the unique challenges of the pandemic. The relative stability of the Jefferson County Occupational License Fee, or Mass Transit Trust Fund, means that TARC's ending balances are at a reasonable level, and expected support from the Kentucky Transportation Cabinet places TARC in a secure near-term position.

Total occupational tax revenue, the major source of TARC operating funds, was budgeted at \$53.1 million for FY2021. The actual amount of receipts for FY 2021 was \$63.73 million, a 20.02% increase.

Even prior to the effects of COVID-19, sources of operations funding were not keeping pace with overall expenses to cover the required shares of federal grants, and the continued increasing costs of fixed-route service, paratransit, maintenance needs, health insurance and pensions.

In September of FY 2021, after an extensive national search, Carrie Butler was appointed as TARC's new Executive Director, bringing with her a broad base of experience in the transit field, a great knowledge about TARC operations, and a solid reputation in management of transit operations. With over 20 years in the field of transit and public service, most recently as General Manager of Lextran — Lexington, Kentucky's public transit agency (2014-2020), as well as previous experience as the Director of Planning for TARC (2002 to 2010), Butler has an extensive background at all levels of the transit industry, as well as a dedication to community engagement, and collaborative work with local, state, and federal funding agencies.

Regardless of the ongoing financial challenges preceded by COVID-19, TARC, for the eighth fiscal year in a row, did not raise fares in FY2021 and service levels were, overall, maintained. There were service adjustments made for lower performing local routes, suspension of express bus routes with low ridership, and the removal of duplicated non-revenue service in the downtown area. In the long term, this service adjustment was made to respond to the changes in commuting patterns brought about by COVID-19 and will prepare TARC for future service restructuring with the goal of improved service reliability and efficiency.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
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MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

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

TARC completed a Comprehensive Operations Analysis (COA) to evaluate the current system and develop a range of improvements to help meet the changing transit needs in the greater Louisville region. This analysis examined existing transit services and identified opportunities for improving system efficiency and effectiveness. It is a planning level tool used to develop potential near-term operational changes to help deliver more effective and useful service to the community. The COA project was completed by TARC with partnership support from key agencies including Metro Louisville, the Kentucky Transportation Cabinet (KYTC), and the Kentuckiana Regional Planning and Development Agency (KIPDA).

The set of challenges of the past year and our team's resiliency and success in response leave us energized and optimistic for the road ahead. In the coming year, our team will continue efforts to increase and lock in increased funding, complete a long-range plan, ensure the highest efficiency in our routes and schedules, attract and retain a highly skilled workforce, continue to implement a low or no emissions bus fleet, and reaffirm our important role in the region's post-COVID economy. TARC remains focused on its mission to deliver transportation services that enhance the Greater Louisville community.

Overview of the Financial Statements

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

Required Financial Statements

Statement of Net Position

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

Statement of Revenues, Expenses and Changes in Net Position

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

Statement of Cash Flows

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

Budgetary Controls

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

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
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JEFFERSON COUNTY METRO GOVERNMENT)
MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

Financial

Table 1
Condensed Statements of Net Position

	<u>2021</u>	<u>2020</u>	<u>Change</u>
ASSETS AND DEFERRED OUTFLOWS			
Current assets	\$ 24,310,204	\$ 20,331,038	\$ 3,979,166
Capital assets, net	76,166,345	77,318,967	(1,152,622)
Other investments	31,000	31,000	-
Total assets	<u>100,507,549</u>	<u>97,681,005</u>	<u>2,826,544</u>
Deferred outflows of resources	<u>29,017,202</u>	<u>27,776,190</u>	<u>1,241,012</u>
Total assets and deferred outflows of resources	<u>\$ 129,524,751</u>	<u>\$ 125,457,195</u>	<u>\$ 4,067,556</u>
LIABILITIES, DEFERRED INFLOWS AND NET POSITION			
Current liabilities	\$ 19,256,798	\$ 19,305,664	\$ (48,866)
Long-term liabilities	<u>133,053,760</u>	<u>118,220,734</u>	<u>14,833,026</u>
Total liabilities	152,310,558	137,526,398	14,784,160
Deferred inflows of resources	<u>9,141,960</u>	<u>9,851,103</u>	<u>(709,143)</u>
Total liabilities and deferred inflows of resources	<u>161,452,518</u>	<u>147,377,501</u>	<u>14,075,017</u>
Net Position:			
Net investment in capital assets	75,903,807	76,866,829	(963,022)
Unrestricted net position	<u>(107,831,574)</u>	<u>(98,787,135)</u>	<u>(9,044,439)</u>
Total net position	<u>(31,927,767)</u>	<u>(21,920,306)</u>	<u>(10,007,461)</u>
Total liabilities, deferred inflow of resources and net position	<u>\$ 129,524,751</u>	<u>\$ 125,457,195</u>	<u>\$ 4,067,556</u>

Assets and Deferred Outflows of Resources

TARC's total assets and deferred outflows of resources increased \$4,067,556 from FY 2020. The statement of net position indicates the most significant changes were an increase in grant receivables, decreases in prepaid expenses and capital assets, as well as a net increase in deferred outflows. TARC's accounts receivables increased in large part due to a receivable from the Federal Department of Transportation totaling \$10,679,617. Deferred outflows of resources are comprised of deferred outflows for both pension and Other Post-Employment Benefits (OPEB). Deferred amounts, which are employer pension and OPEB contributions subsequent to the measurement date of the net pension and net OPEB liabilities increased \$1,241,012 from FY 2020.

(Continued)

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MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

Liabilities and Deferred Inflows of Resources

TARC's total liabilities and deferred inflows of resources increased \$14,075,017 from FY 2020 due primarily to increases in the CERS pension liability and OPEB-related deferred inflows of resources, offset by a decrease in accounts payable.

Net Position

TARC's liabilities and deferred inflows exceeded its assets and deferred outflows by \$31,927,767 at the end of FY 2021. This represents a decrease of \$10,007,461 from net position at the end of FY 2020.

Capital Assets

Table 2
Summary of changes in capital assets

	<u>Balance at</u> <u>July 1, 2020</u>	<u>Additions</u>	<u>Retirements</u> <u>(Adjustments)</u>	<u>Balance at</u> <u>June 30, 2021</u>
Land	\$ 3,177,782	\$ 9,842	\$ -	\$ 3,187,624
Buildings	49,094,438	58,009	-	49,152,447
Coaches	115,378,686	8,282,763	(1,805,412)	121,856,037
Office and computer equipment	10,135,863	543,903	(362,598)	10,317,168
Other equipment	<u>21,940,655</u>	<u>1,277,976</u>	<u>(1,515,015)</u>	<u>21,703,616</u>
	199,727,424	10,172,493	(3,683,025)	206,216,892
Accumulated depreciation	<u>(122,408,457)</u>	<u>(10,839,898)</u>	<u>3,197,808</u>	<u>(130,050,547)</u>
Capital assets, net	<u>\$ 77,318,967</u>	<u>\$ (667,405)</u>	<u>\$ (485,217)</u>	<u>\$ 76,166,345</u>

TARC's investment in capital assets, net of depreciation, decreased by \$1,152,622. The decrease is primarily due to current year depreciation of existing assets exceeding current year additions. Depreciation expense for FY 2021 was \$10,916,707. Generally, capital asset purchases are completed with federal, state and/or local funding.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
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MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

Revenues

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

	<u>2021</u>	<u>2020</u>	<u>Dollar Change</u>	<u>Percent Change</u>
OPERATING REVENUES				
Passenger transportation	\$ 5,408,087	\$ 7,228,489	\$ (1,820,402)	(25.18%)
Special fares	1,717,095	1,771,409	(54,314)	(3.07)
Interest, advertising, and other income	<u>1,138,975</u>	<u>2,132,654</u>	<u>(993,679)</u>	<u>(46.59)</u>
Total operating revenues	8,264,157	11,132,552	(2,868,395)	(25.77)
OPERATING EXPENSES				
Labor, pension and OPEB	66,545,301	65,760,010	785,291	1.19
Depreciation	10,916,707	10,929,918	(13,211)	(0.12)
Other operating expenses	<u>31,174,042</u>	<u>33,649,931</u>	<u>(2,475,889)</u>	<u>(7.36)</u>
Total operating expenses	108,636,050	110,339,859	(1,703,809)	(1.54)
NONOPERATING REVENUES AND CAPITAL CONTRIBUTIONS				
Mass Transit Trust Fund resources	49,943,984	56,533,645	(6,589,661)	(11.66)
Federal Transit Administration	37,747,311	23,220,616	14,526,695	62.56
Indiana Department of Transportation	988,400	1,759,447	(771,047)	(43.82)
KIPDA, KTC, and Other	<u>1,684,737</u>	<u>270,567</u>	<u>1,414,170</u>	<u>522.67</u>
Total non-operating revenues and capital contributions	<u>90,364,432</u>	<u>81,784,275</u>	<u>8,580,157</u>	<u>10.49</u>
Change in net position	<u>(10,007,461)</u>	<u>(17,423,032)</u>	<u>7,415,571</u>	<u>(42.56%)</u>
Net position, beginning of year	<u>(21,920,306)</u>	<u>(4,497,274)</u>		
Net position, end of year	<u>\$ (31,927,767)</u>	<u>\$ (21,920,306)</u>		

TARC's operating revenues decreased 25.8% from FY 2020. TARC receives funding from sources other than operating revenue. TARC has a dedicated funding source through the Mass Transit Trust Fund ("MTTF") and also receives federal and state funding (Kentucky and Indiana). The MTTF contributed \$49,069,249 for FY 2021 and \$52,986,245 for FY 2020 for TARC's operating expenses and \$874,735 for FY 2021 and \$3,554,041 for FY 2020 for capital related purchases. The federal funding included funding for operations and capital purchases of \$37,747,311 for FY 2021 and \$23,220,616 for FY 2020.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
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MANAGEMENT'S DISCUSSION AND ANALYSIS
Year ended June 30, 2021

Expenses

Expenses excluding depreciation were \$97,719,343 for FY 2021 and \$99,409,941 for FY 2020. This change represents an increase of 0.4%.

TARC is a labor-intensive industry and the cost of labor and benefits comprise the bulk of TARC's expenses. Labor and fringe benefits costs, including pension and OPEB expense, were \$66,545,301 in FY 2021 and \$65,760,010 in FY 2020. TARC experienced increases in both labor and health care costs. Materials and supplies expenses decreased 11.6% in FY 2021 compared to FY 2020. Casualty and insurance expenses increased by 6.3% in FY 2021 compared to FY 2020. Purchased Transportation decreased 7.5%, from \$14,817,237 in FY 2021 to \$16,023,819 in FY 2020. The bulk of purchased transportation is utilized to supply TARC 3 service, a service required by the Americans with Disabilities Act.

Results of Operations

TARC has made a commitment to taxpayers of this community to provide reliable and safe transportation. The economy has a direct effect on TARC's funding sources. TARC has made every effort to streamline its administrative staff. Also, the hiring and training of bus drivers is paramount in keeping operating costs at a manageable level. While there are no government-imposed limits on the balance of the MTTF, TARC's Board of Directors passed a motion that requires Board approval for the balance to go below \$10,000,000. Currently, the MTTF balance, including accruals, is \$27,844,858.

Requests for Additional Information

This report is intended to provide readers with a general overview of TARC's finances and to provide information regarding the receipts and uses of funds. If you need clarification regarding a statement(s) made in the report or need additional information, please contact the Transit Authority of River City, Attention: Finance Department, 1000 West Broadway, Louisville, Kentucky 40203.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
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STATEMENT OF NET POSITION
PROPRIETARY FUND
June 30, 2021

ASSETS

Current assets:

Cash and cash equivalents	\$ 8,583,711
Accounts and grants receivable, net	
Trade receivables	3,061,012
Grant receivables	10,679,617
Materials and supplies inventory, net	1,708,613
Prepaid expenses	<u>277,251</u>
Total current assets	24,310,204

Noncurrent assets:

Capital assets not being depreciated	3,187,624
Depreciable capital assets, net	<u>72,978,721</u>
Total capital assets	76,166,345
Other investments	<u>31,000</u>
Total noncurrent assets	<u>76,197,345</u>
Total assets	<u>100,507,549</u>

DEFERRED OUTFLOWS OF RESOURCES

Pension related	15,359,677
OPEB related	<u>13,657,525</u>
Total deferred outflows or resources	<u>29,017,202</u>

Total assets and deferred outflows of resources \$ 129,524,751

See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
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STATEMENT OF NET POSITION
PROPRIETARY FUND
June 30, 2021

LIABILITIES

Current liabilities:

Current portion of capital lease obligation	\$ 140,841
Accounts payable and other liabilities	14,506,489
Compensated absences	1,923,017
Estimated liability for uninsured liability claims	784,033
Estimated liability for uninsured workers' compensation claims	345,525
Unearned revenue	<u>1,556,893</u>
Total current liabilities	19,256,798

Noncurrent liabilities:

Capital lease, less current portion	121,697
Compensated absences	1,697,365
Estimated liability for uninsured liability claims	1,230,667
Estimated liability for uninsured workers' compensation claims	2,952,163
Net pension liability:	
County Employee Retirement System	95,946,369
TARC Pension Plan	907,047
Net OPEB liability	<u>30,198,452</u>
Total net pension liability and net OPEB liability	<u>127,051,868</u>
Total noncurrent liabilities	<u>133,053,760</u>

Total liabilities 152,310,558

Deferred inflows of resources

Pension related	2,905,567
OPEB related	<u>6,236,393</u>
Total deferred inflows of resources	<u>9,141,960</u>

Total liabilities and deferred inflows of resources 161,452,518

NET POSITION

Net investment in capital assets	75,903,807
Unrestricted	<u>(107,831,574)</u>
Total net position	<u>(31,927,767)</u>

Total liabilities, deferred inflows of resources and net position \$ 129,524,751

See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
PROPRIETARY FUND
Year ended June 30, 2021

Operating revenues	
Passenger fares	\$ 5,408,087
Special transit fares	1,717,095
Advertising	634,167
Interest	2,303
Charter service	118,000
Other revenue	274,085
Recoveries	<u>110,420</u>
Total operating revenues	8,264,157
Operating expenses	
Labor	28,968,059
Fringe benefits, budget basis	28,751,527
Plus: annual pension adjustments	7,422,545
Plus: annual OPEB adjustments	<u>1,403,170</u>
Total labor, fringe benefits, pension and OPEB	66,545,301
Services	4,865,766
Development costs	900,225
Materials and supplies	6,054,166
Utilities	943,600
Casualty and insurance	3,200,840
Miscellaneous	350,325
Rentals and purchased transportation	14,817,237
Interest	32,468
Depreciation	10,916,707
Loss on disposal	<u>9,415</u>
Total operating expenses	<u>108,636,050</u>
Loss from operations	(100,371,893)
Non-operating revenues	
Mass Transit Trust Fund and interest	49,069,249
Mass Transit Trust Fund capital assistance for operating	598,497
Federal Transit Administration	29,020,560
Indiana Department of Transportation	972,337
Kentucky Regional Planning and Development Agency/Other	<u>59,188</u>
Total non-operating revenues	<u>79,719,831</u>
Loss before capital contributions	(20,652,062)
Capital contributions:	
Mass Transit Trust Fund and interest	276,238
Federal Transit Administration and Pass-Through Entities	8,726,751
KIPDA and other	<u>1,641,612</u>
Total capital contributions	<u>10,644,601</u>
Change in net position	(10,007,461)
Net position, beginning of year	<u>(21,920,306)</u>
Net position, end of year	<u>\$ (31,927,767)</u>

See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
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STATEMENT OF CASH FLOWS
PROPRIETARY FUND
Year Ended June 30, 2021

Cash flows from operating activities	
Receipts from passengers and service contracts	\$ 7,536,657
Payments to suppliers	(27,352,232)
Payments to employees	(57,356,058)
Net cash used in operating activities	<u>(77,171,633)</u>
Cash flows from non-capital financing activities	
Federal assistance	24,496,862
State assistance	1,031,525
Mass Transit Trust Fund operational receipts	43,119,168
Net cash provided by non-capital financing activities	<u>68,647,555</u>
Cash flows from capital and related financing activities	
Payments on capital lease obligation	148,700
Government Federal subsidies	10,368,363
Mass transit trust fund capital subsidies	708,370
Proceeds from disposal of capital assets	152,648
Purchases of capital assets	(2,761,992)
Net cash provided by capital and related financing activities	<u>8,616,089</u>
Cash flows from investing activities	
Interest activity	<u>2,303</u>
Net increase in cash and cash equivalents	94,314
Cash and cash equivalents, beginning of year	<u>8,489,397</u>
Cash and cash equivalents, end of year	<u>\$ 8,583,711</u>
Reconciliation of loss from operations to net cash used in operating activities:	
Loss from operations	\$ (100,371,893)
Adjustments to reconcile loss from operations to net cash used in operating activities	
Depreciation and development costs	11,816,932
Net pension liability	2,782,099
Pension related deferred outflows of resources	3,721,918
Pension related deferred inflows of resources	918,528
Net OPEB liability	(4,962,930)
OPEB related deferred outflows of resources	7,993,771
OPEB related deferred inflows of resources	(1,627,671)
(Increase) decrease in:	
Trade accounts receivable	(231,688)
Inventories	(187,340)
Prepaid expenses	1,057,874
Accounts payable and other liabilities	1,020,119
Accrued compensated absences	96,400
Estimated liability for uninsured liability claims	551,900
Estimated liability for uninsured workers' compensation claims	746,160
Unearned revenue	(495,812)
Net cash used in operating activities	<u>\$ (77,171,633)</u>
Noncash capital and related financing activities	
TARC financed the purchase of \$8,296,548 of capital assets through accounts payable as of June 30, 2021.	

See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUND -PENSION TRUST FUND
December 31, 2020

ASSETS

Investments, at fair value	
Mutual funds	\$ 1,050,012
Money market funds	<u>9,042</u>
Total investments, at fair value	1,059,054
Other receivables	<u>563</u>
Total assets	<u>1,059,617</u>

LIABILITIES

Administrative expenses payable	<u>4,920</u>
Total liabilities	<u>4,920</u>

NET POSITION

Net position restricted for pensions	<u>\$ 1,054,697</u>
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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUND – PENSION TRUST FUND
Year ended December 31, 2020

Additions

Investment income:

Net appreciation in fair value of investments	\$ 90,577
Interest and dividends	<u>18,582</u>
	109,159

Employer contributions	<u>289,128</u>
Total additions	<u>398,287</u>

Deductions

Benefit paid to participants	414,905
Administrative expenses	<u>32,762</u>
Total deductions	<u>447,667</u>

Net decrease in net position	(49,380)
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Plan fiduciary net position, beginning of year (as restated)	<u>1,104,077</u>
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Plan fiduciary net position, end of year	<u>\$ 1,054,697</u>
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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 1 - NATURE OF ORGANIZATION

The Transit Authority of River City ("TARC" or the "Authority") is a public corporation created by joint proceedings of the City of Louisville and Jefferson County Fiscal Court pursuant to KRS Chapter 96A of the Commonwealth of Kentucky to provide public transportation for Louisville, Kentucky and its metro areas. TARC is considered a discretely presented component unit of Louisville/Jefferson County Metro Government for financial statement reporting purposes. In order to measure the costs of providing mass transportation services, the revenues from those services and required subsidies, TARC has adopted the accounting methods appropriate for a governmental enterprise fund. TARC is a government entity and exempt from federal and state income taxes.

Budgetary Controls: Budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America except that the budget omits depreciation expense and accounts for the principal portion of the capitalized lease payments as an expense. Appropriated budgets are adopted on an annual basis. All annual appropriations lapse at fiscal year-end. Project-length financial plans are adopted for all capital projects. Legal budgetary control is established at the fund level (i.e. expenditures for a fund may not exceed the total appropriation amount). TARC is authorized to transfer budgeted amounts within the fund; however, any revisions that alter the total expenditures must be approved by Louisville/Jefferson County Metro Government Council. TARC's management prepares the annual budget and submits it to the Board of Directors (the "Board") for approval. This has historically been performed in April or May of each year. The Board-approved budgets for the 2021 fiscal year were submitted to and approved by Louisville/Jefferson County Metro Government Council in June 2020.

Concentration of Funding: TARC relied on local funding from the Mass Transit Trust Fund ("MTTF" or the "Fund") for 50.64% of total revenue in 2021. The Fund administers the proceeds of the Louisville-Jefferson County Metro Government ("Metro Government") occupational license tax authorized by the electorate to finance a mass transportation program in Metro Louisville. The assets of the Fund are restricted to finance the operating deficits and capital expenditures approved in the Annual Budget by the Metro Government Council for TARC. TARC also relies on federal assistance for operations and capital acquisitions. Federal revenues represented approximately 38.27% of total revenues in 2021.

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting: The financial statements of TARC have been prepared in conformity with accounting principles generally accepted in the United States of America ("GAAP") as applied to government units by the Governmental Accounting Standards Board ("GASB"). TARC operates as an enterprise fund and fiduciary fund and all activities are accounted for using the economic resources measurement focus and the accrual basis of accounting.

Use of Estimates: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Proprietary Fund: The Authority is a single-enterprise proprietary fund and uses the accrual basis of accounting. Proprietary funds are used to account for operations that are financed in a manner similar to a private business enterprise and that a periodic determination of revenues earned, expenses incurred and/or change in net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes. Authority activities are accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned, and expenses are recognized as soon as they result in liabilities for the benefits provided. Proprietary funds distinguish operating revenues and expenses from non-operating items:

- Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary funds' principal ongoing operations. The principal operating revenues of the Authority are charges to customers in the form of bus fares and reimbursement by sponsors of subsidized routes.
- Operating expenses include the cost of providing transit service, administrative expenses and depreciation and amortization on capital assets.
- Property taxes, federal, state, and local assistance used to finance operations and expenses not related to the provision of transit service are reported as non-operating revenues and expenses.

It is the Authority's policy to apply restricted resources first when an obligation is incurred for which both restricted and unrestricted net position are available for use.

Component Unit/Fiduciary Fund: The Authority's defined benefit pension trust fund is presented as a pension trust fiduciary fund in the accompanying financial statements. The defined benefit plan is considered a pension plan under GASB 67 and it meets the GASB 14, as amended, and GASB 84 requirements for presentation as a fiduciary component unit. The plan's trust document authorizes a Board of Trustees consisting of three members appointed by the Authority's Board of Directors and three members of the Local Union, with one member being the person holding the office of Local Union President, as elected by Union membership, and the second and third member being selected by the Union President. The Authority reserves the right to amend, in whole or in part, any or all of the provisions of the plan. The Authority has assumed the obligation to make contributions to the plan. The plan's assets are being held exclusively for the benefit of pension participants and cannot be used for the activities or obligations of the Authority. The Fiduciary Fund has been presented as of its fiscal year end December 31, 2020.

Implementation of Accounting Standards: The Authority adopted the following accounting standard during the year, which was determined to be relevant to the Authority's financial reporting:

- GASB Statement No. 84, *Fiduciary Activities*. The objective of the Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. Adoption of this standard resulted in the inclusion of the Statement of Fiduciary Net Position (Fiduciary Fund) and the Statement of Changes in Fiduciary Net Position (Fiduciary Fund) in the Authority's financial statements, which report the activity of the Authority's defined benefit pension trust fund.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

The Authority adopted the following accounting standard during the year, which was determined to have no impact on the Authority's financial position or results of operations:

- GASB Statement No. 90, *Majority Equity Interests - An Amendment of GASB Statements No. 14 and No. 61*. The objective of the Statement is to establish criteria for reporting a government's majority equity interest in a legally separate organization and improves the relevance of financial statement information for certain component units.

Cash and Cash Equivalents: TARC considers all highly liquid investments (including restricted investments) purchased with an original maturity of three months or less to be cash equivalents.

Prepaid Expenses: Prepaid expenses consist of normal operating expenses for which payment is due in advance such as insurance and are expensed when the benefit is received.

Accounts Receivable: TARC uses the allowance for bad debts method of valuing doubtful accounts receivable, which is based on historical experience, coupled with a review of the current status of existing receivables. Management has recorded an allowance for doubtful accounts of \$3,956 at June 30, 2021.

Materials and Supplies Inventory: Inventory consists of fuel, tires, repair parts and supplies. No general administrative expenses are included in the inventory valuation. Expenses are recorded as the materials are consumed. Inventory is valued at the lower of cost or market using the first-in, first-out method.

Capital Assets: Capital assets are stated at cost and depreciated over their estimated useful lives using the straight-line method. TARC's depreciation policy requires that all qualifying assets with costs in excess of \$500 to be capitalized. Depreciation is recorded on all depreciable capital assets on a straight-line basis over the estimated useful lives of the assets. The estimated useful lives are five to forty years for land improvements, forty years for buildings, ten to twenty years for building repairs and improvements, twelve years for coaches and capitalized vehicles, five years for other equipment, and five years for office equipment. TARC has acquired certain assets with funding provided by federal assistance from the FTA grant programs. TARC holds title to these assets; however, the federal government retains an interest in these assets should TARC no longer use the assets for mass transit purposes. TARC periodically reviews the carrying values of property and equipment for impairment whenever adverse events or changes in circumstances indicate the carrying value of the asset may not be recoverable.

Net Position: GASB requires the classification of net position into three components – net investment in capital assets; restricted; and unrestricted. These net position classifications are defined as follows:

- Net investment in capital assets - This component consists of capital assets, net of accumulated depreciation reduced by the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
- Restricted net position – This component consists of any externally restricted funds or enabling legislation.
- Unrestricted net position - This component of net position consists of net position that does not meet the definition of "restricted" or "net investment in capital assets."

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Self-Insurance: TARC is self-insured for workers' compensation and liability claims up to varying deductible amounts per occurrence for workers' compensation and liability claims. Other liability claims incurred prior to January 1, 1987 and workers' compensation claims in excess of the self-insured amounts are covered by varying amounts of insurance.

TARC is self-insured for cyber property and liability claims per occurrence for third party liability coverages and data breach crisis management, first party network business interruption and extra expenses property coverages, and first party data breach crisis management property coverages to replace, recreate, restore or repair damaged programs, software or electronic data.

Changes in TARC's liability for uninsured workers' compensation and uninsured liability claims for the year ended June 30, 2021 are as follows:

	<u>Beginning Balance</u>	<u>Claims and Changes in Estimates</u>	<u>Claim Payments</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Uninsured worker's compensation	\$ 2,551,528	\$ 1,273,206	\$ 527,046	\$ 3,297,688	\$ 345,525
Uninsured liability claims	\$ 1,462,800	\$ 1,653,700	\$ 1,101,800	\$ 2,014,700	\$ 784,033

Changes in TARC's liability for uninsured workers' compensation and uninsured liability claims for the year ended June 30, 2020 are as follows:

	<u>Beginning Balance</u>	<u>Claims and Changes in Estimates</u>	<u>Claim Payments</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Uninsured worker's compensation	\$ 2,657,926	\$ 2,154,984	\$ 2,261,382	\$ 2,551,528	\$ 2,169,000
Uninsured liability claims	\$ 1,057,300	\$ 3,011,088	\$ 2,605,588	\$ 1,462,800	\$ 815,112

Excess coverage can be purchased through Louisville Area Governmental Self-Insurance Trust. TARC participates in the Louisville Area Governmental Self Insurance Trust (the "Trust"). The Trust provides insurance coverage on liability claims made in excess of each member's deductible amount. The amount of coverage available to TARC could be limited by the total assets of the Trust.

There have been no significant reductions in insurance coverage from the previous year. Settlement amounts have not exceeded insurance coverage in any of the past three fiscal years for uninsured worker's compensation and uninsured liability claims at the TARC level.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Compensated Absences: Accrued compensated absences represent vested or accumulated sick time and vacation leave that is expected to be liquidated with expendable available financial resources. Full-time employees who have a continuous service record of one year or longer are entitled to an annual vacation from one to six weeks, based on a predetermined schedule. TARC's policy permits employees to accumulate earned but unused vacation. Employees can receive payment for earned, but unused vacation leave up to 240 hours. For bargaining employees, if the employee's predetermined schedule is changed by TARC's management, TARC is required to reschedule the employee's vacation time, which may carry the time over to the following year. In the event the non-bargaining employee has not taken his or her vacation by the end of the calendar year then his or her vacation time can be taken, paid or lost as deemed prudent by TARC's management. All full-time active employees earn sick days at the rate of 5/6 of a day per month, 10 days per year, up to a maximum of 145 days. Upon retirement, the following two options are available for the unused sick day accumulation:

- a. TARC will buy back all accumulated sick days at 100% of the employee's current pay rate, or
- b. If the employee is a member of TARC's retirement plan, the unused sick days can be considered as time worked to either advance a normal retirement date and increase service credits.

Changes in TARC's liability for compensated absences for the year ended June 30, 2021 are as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>	<u>Due Within One Year</u>
Compensated absences	<u>\$ 3,523,982</u>	<u>\$ 5,107,395</u>	<u>\$ 5,010,995</u>	<u>\$ 3,620,382</u>	<u>\$ 1,923,017</u>

Unearned Revenue: Advance fare media that have not been redeemed through the fare box are shown as unearned revenue. Unearned revenue at June 30, 2021 was \$1,556,893.

Net Pension Liability: TARC has recorded a net pension liability reflecting the difference between the total pension liabilities and the fiduciary net positions of the single employer defined benefit plan and the County Employees Retirement System plan. For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the single employer defined benefit plan and the County Employees Retirement System (CERS) plan and additions to deductions from the single employer defined benefit plan and the CERS plan fiduciary net position have been determined on the same basis as they are reported by the single employer defined benefit plan and the CERS plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

	<u>Beginning Balance</u>	<u>Net Change</u>	<u>Ending Balance</u>
At June 30, 2021:			
TARC Pension Plan	\$ 1,200,456	\$ (293,409)	\$ 907,047
CERS	<u>92,870,861</u>	<u>3,075,508</u>	<u>95,946,369</u>
Net pension liability	<u>\$ 94,071,317</u>	<u>\$ 2,782,099</u>	<u>\$ 96,853,416</u>

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Net OPEB Liability: TARC has recorded a net OPEB liability reflecting the difference between the total OPEB liability and the fiduciary net positions of the County Employees Retirement System plan. For purposes of measuring the net OPEB liability, deferred outflows and inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the CERS plan and additions to deductions from the CERS plan fiduciary net position have been determined on the same basis as they are reported by the CERS plan. For this purpose, benefit payments recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

	<u>Beginning Balance</u>	<u>Net Change</u>	<u>Ending Balance</u>
At June 30, 2021:			
Net OPEB liability	<u>\$ 22,204,681</u>	<u>\$ 7,993,771</u>	<u>\$ 30,198,452</u>

Deferred Outflows of Resources and Deferred Inflows of Resources: These deferred amounts represent a consumption (outflow) or acquisition (inflow) of net position that applies to future periods. TARC's activities are related to recognition of changes in its defined benefit plans' net pension liability and net OPEB liability totaling \$9,141,960 of deferred inflows of resources and \$29,017,202 of deferred outflows of resources that will be amortized to expense in future periods.

Operating Revenues and Expenses: Operating revenues and expenses generally result from providing services in connection with ongoing operations. Revenues are recorded as income in a manner consistent with the timing of the provided service. Operating expenses include the cost of delivering services, administrative expenses and depreciation expenses on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Fare Revenues: Passenger fares are recorded as revenue at the time such services are performed, and revenues pass through the fare box. Sales of Stored Rides, Period Passes, and Pay as you go are recorded initially as unredeemed fares and recognized as income upon passage through the fare box. All other fare products are considered revenue when purchased.

Capital and Operating Grants: Certain expenditures for capital acquisitions, improvements and development of an urban mass transportation system have received significant federal funding through the Federal Transit Administration (FTA). The balance of such expenditures is funded through various grants and receipts from MTTF. Funds provided by governmental authorities for capital and operating assistance are recorded when earned.

Risks and Uncertainties: In December 2019, a novel strain of coronavirus surfaced in Wuhan, China, and spread around the world, with resulting business and social disruption. Coronavirus was declared a Public Health Emergency of International Concern by the World Health Organization on January 30, 2020. In response, governments and businesses worldwide have restricted access to public facing institutions, those deemed non-essential. These closures have led to significant, adverse changes in macroeconomic conditions – constraints on supply chain, sourcing of inputs and workforce availability. The extent to which the coronavirus impacts results will depend on future developments, which are highly uncertain and cannot be predicted, including new information which may emerge concerning the severity of the coronavirus and the actions required to contain the coronavirus or treat its impact; among others.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 3 - CASH, CASH EQUIVALENTS AND INVESTMENTS

A summary of cash, certificate of deposit and investments at June 30, 2021 is as follows:

	<u>Cash and Cash Equivalents</u>
Operating accounts:	
Cash in bank and on hand	\$ 1,497,473
U.S. Government money market	<u>7,086,238</u>
Total cash and cash equivalents	8,583,711
Certificate of deposit (Other Investments)	<u>31,000</u>
 Total	 <u>\$ 8,614,711</u>

The bank balance of cash, cash equivalents and certificate of deposit as of June 30, 2021 was \$8,734,562. The difference represents outstanding checks and deposits.

Custodial Credit Risk: Custodial credit risk for deposits and investments is the risk that, in the event of failure by a financial institution, TARC may not be able to recover the value of its deposits and investments or collateral securities that are in the possession of the financial institution. TARC's investment policy dictates that all cash and investments maintained in any financial institution named as a depository be collateralized and the collateral held in the name of TARC. TARC's cash deposits at June 30, 2021, were entirely covered by FDIC insurance or by pledged collateral held by TARC's agent bank in TARC's name.

Interest Rate Risk: Interest rate risk is the risk that changes in interest rates of investments will adversely affect the fair value of an investment. TARC's investment policy limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. Investments are made based upon prevailing market conditions at the time of the transaction. TARC reviews its cash and investment needs in order to maintain adequate liquidity to meet its cash flow needs. Assets categorized as short-term operating funds will be invested in investments maturing in 12 months or less.

Credit Risk: Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Investments are made under the 'prudent investor' standard to ensure that (a) due diligence is exercised in accordance with State law, (b) any negative deviations are reported timely and (c) reasonable action is taken to control any adverse developments. TARC's investment policy requires investment in instruments authorized in KRS 66.480(a)-(d).

Concentration of Credit Risk: TARC's investment policy requires diversification of the overall portfolio to eliminate the risk of loss from an over-concentration of assets in a specific class of security, a specific maturity, and/or a specific issuer.

Foreign Currency Risk: Foreign currency risk is the risk that changes in exchange rates will adversely impact the fair value of an investment. TARC is not exposed to this risk and its investment policy does not provide for investments in foreign currency denominated securities.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 4 - CAPITAL ASSETS

The changes in capital assets for the year ended June 30, 2021 are summarized as follows:

	<u>Balance at July 1, 2020</u>	<u>Additions</u>	<u>Retirements (Adjustments)</u>	<u>Balance at June 30, 2021</u>
Capital Assets, Not Being Depreciated				
Land	\$ 3,177,782	\$ 9,842	\$ -	\$ 3,187,624
Depreciable Capital Assets, Net				
Buildings	49,094,438	58,009	-	49,152,447
Coaches	115,378,686	8,282,763	(1,805,412)	121,856,037
Office and computer equipment	10,135,863	543,903	(362,598)	10,317,168
Other equipment	<u>21,940,655</u>	<u>1,277,976</u>	<u>(1,515,015)</u>	<u>21,703,616</u>
	196,549,642	10,162,651	(3,683,025)	203,029,268
Accumulated depreciation for:				
Buildings	(26,291,502)	(1,547,794)	-	(27,839,296)
Coaches		(71,793,534)	(7,007,674)	1,805,412
(76,995,796)				
Office and computer equipment	(7,412,701)	(907,943)	362,598	(7,958,046)
Other equipment	<u>(16,910,720)</u>	<u>(1,376,487)</u>	<u>1,029,798</u>	<u>(17,257,409)</u>
	<u>(122,408,457)</u>	<u>(10,839,898)</u>	<u>3,197,808</u>	<u>(130,050,547)</u>
Total	<u>74,141,185</u>	<u>(677,247)</u>	<u>(485,217)</u>	<u>72,978,721</u>
Capital assets, net	<u>\$ 77,318,967</u>	<u>\$ (667,405)</u>	<u>\$ (485,217)</u>	<u>\$ 76,166,345</u>

NOTE 5 – LINE OF CREDIT BORROWINGS

TARC entered into a direct borrowing agreement with Fifth Third Bank that established an unsecured line-of-credit whereby TARC had available borrowings up to \$15,000,000 for the period July 1, 2020 to November 30, 2020. Effective December 1, 2020, TARC amended the borrowing agreement which provides for available borrowings up to \$6,000,000 through its maturity date on November 30, 2021. The interest rate is the 30-day LIBOR rate plus 1.50% (1.60% at June 30, 2021). There was no outstanding balance on the line of credit as of June 30, 2021.

NOTE 6 - LOUISVILLE METRO GOVERNMENT - MASS TRANSIT TRUST FUND

The majority of TARC's funding is from an occupational tax levied on residents of Jefferson County, Kentucky. A tax of 0.2% of taxable income is levied annually. The taxes are collected by the Revenue Commission of the Louisville Metro Government and deposited into MTTF. TARC is authorized to draw MTTF funds for operating and capital expenditures.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO FINANCIAL STATEMENTS
June 30, 2021

NOTE 6 - LOUISVILLE METRO GOVERNMENT - MASS TRANSIT TRUST FUND (Continued)

For the year ended June 30, 2021, TARC recorded nonoperating revenues of \$49,069,249 and \$874,735 for capital assistance for operations and capital contributions from MTTF. TARC may receive authorization to draw amounts in excess of originally authorized amounts in order to manage cash flow during the year. Any such excess (or under) draws are recorded as a payable (receivable) to MTTF. At June 30, 2021, TARC recorded a receivable due from MTTF for \$153,663.

NOTE 7 - COMMITMENTS AND CONTINGENCIES

TARC entered into a contract for purchased transportation service which expires on December 10, 2024. Purchased transportation services expense for the year ended June 30, 2021 was \$14,817,237. TARC has a contract that expires March 2023 with a vendor for the use of bus tires. The monthly charge to operations is based on mileage placed on the tires. Tire usage expense for the year ended June 30, 2021 was \$622,880.

TARC is dependent upon the availability of diesel fuel. Increases in the cost of fuel may, in the future, adversely affect the profitability of TARC. There is no assurance that diesel fuel prices will not increase. To alleviate possible fuel cost increases, TARC periodically enters into fixed unit cost fuel contracts with fuel suppliers to purchase fuel at or below current market prices. In February 2021, TARC entered into an agreement with a fuel supplier to provide diesel fuel to support the fleet operation for twenty-four (24) months at a fixed price of \$1.7887 per gallon of up to 2,000,000 gallons. The base amount of this contract is for \$7,152,800, which is based on the estimated annual fuel usage of TARC of 2,000,000 gallons multiplied by the contractor's bid excluding taxes. The contract not to exceed amount is \$7,512,000 which allows for a 5% increase, if needed, to support any potential increase in the last year of the term.

Expenditures financed by federal and state grants are subject to audit by the granting agencies. The amount, if any, of expenditures which may be disallowed by the granting agencies cannot be determined at this time, although TARC expects such amounts, if any, to be immaterial.

TARC is subject to various legal actions and general asserted and unasserted claims arising in the ordinary course of its business. Litigation is subject to many uncertainties; the outcome of individual litigated matters is not predictable with assurance. While it is reasonably possible that some of these foregoing matters may be decided unfavorably to TARC within the next year, it is the opinion of management that the ultimate liability, if any, with respect to these matters will not materially affect the financial position of TARC.

NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS

General Information About the Pension and OPEB Plan: All full-time and eligible part-time employees of TARC participate in County Employee Retirement System (CERS), a cost-sharing, multiple-employer defined benefit pension plan administered by the Kentucky Retirement System (KRS), an agency of the Commonwealth. Under the provisions of Kentucky Revised Statute Section 78.520, the Board of Trustees (the Board) of KRS administers CERS, Kentucky Employee Retirement System, and State Police Retirement System. Although the assets of the systems are invested as a whole, each system's assets are used only for the payment of benefits to members of that plan, and a pro rata share of administrative costs.

(Continued)

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**NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN –
COST SHARING - CERS (Continued)**

The plan provides for retirement, disability and death benefits to plan members. Retirement benefits may also be extended to beneficiaries of plan members under certain circumstances. Under the provisions of Kentucky Revised Statute Section 61.701, the Board of KRS also administers the Kentucky Retirement Systems Insurance Fund. The statutes provide for a single insurance fund to provide group hospital and medical benefits to retirees drawing a benefit from the three pension funds administered by KRS. The assets of the insurance fund are invested as a whole. KRS and the Commonwealth have statutory authority to determine Plan benefits and employer contributions.

KRS issues a publicly available financial report that includes financial statements and required supplementary information for CERS. The report may be obtained by writing to Kentucky Retirement System, Perimeter Park West, 1260 Louisville Road, Frankfort, Kentucky 40601, or it may be found at the KRS website at www.kyret.ky.gov.

Basis of Accounting: For purposes of measuring the net pension and other post-employment benefits plan (OPEB) liabilities, deferred outflow of resources and deferred inflow of resources related to pensions and OPEB, pension and OPEB expense, information about the fiduciary net position of CERS and additions to/deductions from CERS's fiduciary net position have been determined on the same basis as they are reported by CERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Pension Benefits Provided: The information below summarizes the major retirement benefit provisions of CERS-non-hazardous. It is not intended to be, nor should it be interpreted as, a complete statement of all benefit provisions:

Members whose participation began before 8/1/2004:

Age and Service Requirement: Age 65 with at least one month of non-hazardous duty service credit, or at any age with 27 or more years of service credit.

Benefit: If a member has at least 48 months of service, the monthly benefit is 2.20% times final average compensation times years of service depending on participation and retirement dates. Final compensation is calculated by taking the average of the highest five (5) fiscal years of salary. If the number of months of service credit during the five (5) year period is less than forty-eight (48), one (1) or more additional fiscal years shall be used. If a member has less than 48 months of service, the monthly benefit is the actuarial equivalent of two times the member's contributions with interest.

Members whose participation began on or after 8/1/2004, but before 9/1/2008:

Age and Service Requirement: Age 65 with at least one month of non-hazardous duty service credit, or at any age with 27 or more years of service credit.

(Continued)

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**NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN –
 COST SHARING - CERS (Continued)**

Benefit: If a member has at least 48 months of service, the monthly benefit is 2.00% multiplied by final average compensation, multiplied by years of service. Final compensation is calculated by taking the average of the highest five (5) fiscal years of salary. If the number of months of service credit during the five (5) year period is less than forty-eight (48), one (1) or more additional fiscal years shall be used. If a member has less than 48 months of service, the monthly benefit is the actuarial equivalent of two times the member's contributions with interest.

Members whose participation began on or after 9/1/2008 but before 1/1/2014:

Age and Service Requirement: Age 65 with 60 months of non-hazardous duty service credit, or age 57 if age plus service equals at least 87.

Benefit: The monthly benefit is the following benefit factor based on service credit at retirement plus 2.00% for each year of service greater than 30 years, multiplied by final average compensation, multiplied by years of service.

<u>Service Credit</u>	<u>Benefit Factor</u>
10 years or less	1.10%
10+ - 20 years	1.30%
20+ - 26 years	1.50%
26+ - 30 years	1.75%

Final compensation is calculated by taking the average of the last (not highest) five (5) complete fiscal years of salary. Each fiscal year used to determine final compensation must contain twelve (12) months of service credit.

Members whose participation began on or after 1/1/2014:

Age and Service Requirement: Age 65 with 60 months of non-hazardous duty service credit, or age 57 if age plus service equals at least 87.

Benefit: Each year that a member is an active contributing member to the System, the member contributes 5.00% of creditable compensation, and the member's employer contributes 4.00% of creditable compensation, which is a portion of the total employer contribution, into a hypothetical account. The hypothetical account will earn interest annually on both the member's and employer's contribution at a minimum rate of 4.00%. If the System's geometric average net investment return for the previous five years exceeds 4.00%, then the hypothetical account will be credited with an additional amount of interest equal to 75.00% of the amount of the return which exceeds 4.00%. All interest credits will be applied to the hypothetical account balance on June 30 based on the account balance as of June 30 of the previous year. Upon retirement the hypothetical account which includes member contributions, employer contributions and interest credits can be withdrawn from the System as a lump sum or annuitized into a single life annuity option.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
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NOTES TO FINANCIAL STATEMENTS
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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

OPEB Benefits Provided: The information below summarizes the major retirement benefit provisions of CERS-non-hazardous. It is not intended to be, nor should it be interpreted as, a complete statement of all benefit provisions:

Insurance Tier 1: Participation began before 7/1/2003

Benefit Eligibility: Recipient of a retirement allowance

Benefit: The percentage of member premiums paid by the retirement system are dependent on the number of years of service. Benefits also include duty disability retirements, duty death in service, non-duty death in service and surviving spouse of a retiree.

Insurance Tier 2: Participation began on or after 7/1/2003, but before 9/1/2008

Benefit Eligibility: Recipient of a retirement allowance with at least 120 months of service at retirement

Benefit: The system provides a monthly contribution subsidy of \$10 for each year of earned service. The monthly contribution is increased by 1.5% each July 1. Benefits also include duty disability retirements, duty death in service and non-duty death in service.

Insurance Tier 3: Participation began on or after 9/1/2008

Benefit Eligibility: Recipient of a retirement allowance with at least 180 months of service at retirement

Benefit: The system provides a monthly contribution subsidy of \$10 for each year of earned service. The monthly contribution is increased by 1.5% each July 1. Benefits also include duty disability retirements, duty death in service and non-duty death in service.

Contributions: TARC was required to contribute at an actuarially determined rate determined by Statute. Per Kentucky Revised Statute Section 78.545(33) normal contribution and past service contribution rates shall be determined by the KRS Board on the basis of an annual valuation last preceding July 1 of a new biennium. The KRS Board may amend contribution rates as of the first day of July of the second year of a biennium, if it is determined on the basis of a subsequent actuarial valuation that amended contribution rates are necessary to satisfy requirements determined in accordance with actuarial bases adopted by the KRS Board.

For the fiscal year ended June 30, 2021, participating employers contributed 24.06% (19.30% allocated to pension and 4.76% allocated to OPEB) as set by KRS, respectively, of each Non-hazardous employee's creditable compensation. These percentages are inclusive of both pension and insurance payments for employers. Administrative costs of KRS are financed through employer contributions and investments earnings.

TARC has met 100% of the contribution funding requirement for the fiscal year ended June 30, 2021. Total current year contributions recognized by the Plan were \$7,669,209 (\$6,151,942 related to pension and \$1,517,267 related to OPEB) for the year ended June 30, 2021. The OPEB contributions amount does not include the implicit subsidy reported in the amount of \$741,134.

(Continued)

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**NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN –
COST SHARING - CERS (Continued)**

Members whose participation began before 9/1/2008:

Non-hazardous member contributions equal 5% of all creditable compensation. Interest paid on the members' accounts is currently 2.5%; and per statute shall not be less than 2.0%. Members are entitled to a full refund of contributions with interest.

Members whose participation began on or after 9/1/2008:

Non-hazardous member contributions equal to 6% of all creditable compensation, with 5% being credited to the member's account and 1% deposited to the KRS 401(h) Account. Interest paid on the members' accounts will be set at 2.5%. Members are entitled to a full refund of contributions and interest in their individual account, however, the 1% contributed to the insurance fund is non-refundable.

Members whose participation on or after 1/1/2014:

Non-hazardous member contributions equal to 6% of all creditable compensation, with 5% being credited to the member's account and 1% deposited to the KRS 401(h) Account. Members are entitled to a full refund of contributions and interest on the member's portion of the hypothetical account, however, the 1% contributed to the insurance fund is non-refundable.

PENSION INFORMATION

Total Pension Liability: The total pension liability ("TPL") was determined by an actuarial valuation performed as of June 30, 2019. An expected TPL was determined at June 30, 2020 using standard roll-forward techniques. The following actuarial assumptions were applied to all periods included in the measurement:

Price inflation:	2.30%
Salary increases:	3.30% to 10.30%, varying by service years, including inflation
Investment rate of return:	6.25%, net of pension plan investment expense, including inflation

The mortality table used for active members is PUB-2010 General Mortality table, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2010. For healthy retired members and beneficiaries, the mortality table used is the PUB-2010 General Mortality table based on mortality experience from 2013-2018, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2019 (set back 3 years for males). For disabled members, the mortality table used is the PUB-2010 Disabled Mortality table, with a 4-year set-forward for both male and female rates, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2010. The actuarial assumptions used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the period July 1, 2013 – June 30, 2018.

- (a) **Discount Rate:** The discount rate used to measure the total pension liability was 6.25%, which did not change from the prior year.

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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

- (b) **Projected Cash Flows:** The projection of cash flows used to determine the discount rate assumed the local employers and plan members would contribute the statutorily determined contribution rate of projected compensation over the remaining 24-year amortization period of the unfunded actuarial accrued liability. The actuarial determined contribution rate is adjusted to reflect the phase in of anticipated gains on actuarial value of assets over the first four years of the projection period.
- (c) **Long-Term Rate of Return:** The long-term expected return on plan assets is reviewed as part of the regular experience studies prepared every five years for the System. The most recent analysis, performed for the period covering fiscal years 2013 through 2018 is outlined in a report dated April 12, 2019. However, the Board of KRS has the authority to review the assumptions on a more frequent basis and adopt new assumptions prior to the next scheduled experience study. The long-term expected rate of return was determined by using a building-block method in which best-estimate ranges of expected future real rate of returns are developed for each asset class. The ranges are combined by weighting the expected future real rate of return by the target asset allocation percentage.
- (d) **Municipal Bond Rate:** The discount rate determination does not use a municipal bond rate.
- (e) **Periods of Projected Benefit Payments:** The long-term assumed rate of return was applied to all periods of projected benefit payments to determine the total pension liability.
- (f) **Assumed Asset Allocation:** The target asset allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Growth:		
US equity	18.75%	4.30%
Non-US equity	18.75	4.80
Private equity	10.00	6.65
Specialty credit/high yield	15.00	2.60
Liquidity:		
Core bonds	13.50	1.35
Cash	1.00	0.20
Diversifying strategies:		
Real estate	5.00	4.85
Opportunistic	3.00	2.97
Real return	<u>15.00</u>	4.10
Total	<u>100.00%</u>	

The long-term expected rate of return on pension plan assets was established by the KRS Board of Trustees at 6.25% based on a blending of the factors described above.

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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

(g) **Sensitivity Analysis:** This paragraph requires disclosure of the sensitivity of the net pension liability to changes in the discount rate. The following presents TARC's allocated portion of the net pension liability ("NPL") of the System, calculated using the discount rate of 6.25%, as well as what TARC's allocated portion of the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.25%) or 1 percentage-point higher (7.25%) than the current rate:

	1% Decrease (5.25%)	Current Discount Rate (6.25%)	1% Increase (7.25%)
TARC's net position liability - Non-hazardous	\$ 118,322,751	\$ 95,946,369	\$ 77,417,874

Employer's Portion of the Collective Net Pension Liability: TARC's proportionate share of the net pension liability, as indicated in the prior table, is \$95,946,369, or approximately 1.25%. The net pension liability was distributed based on 2020 actual employer contributions to the plan. TARC's prior year proportionate share of the net pension liability was \$92,870,861, or approximately 1.32%.

Measurement Date: June 30, 2019 is the actuarial valuation date and June 30, 2020 is the measurement date upon which the total pension liability is based.

Changes in Assumptions and Benefit Terms: Since the prior measurement date, there were no changes in assumptions, however benefit terms were updated as follows, which did not have a material impact on the total pension liability:

- The monthly payment to a surviving spouse of a member whose death was due to a duty-related injury upon remarriage of the spouse was reduced.
- Benefits were increased for a small number of beneficiaries.

Changes Since Measurement Date: There were no changes between the measurement date of the collective net pension liability and the employer's reporting date.

Pension Expense: TARC was allocated pension expense of \$13,672,708 related to the CERS for the year ended June 30, 2021.

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**NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN –
COST SHARING - CERS (Continued)**

Deferred Outflows and Deferred Inflows: Since certain expense items are amortized over closed periods each year, the deferred portions of these items must be tracked annually. If the amounts serve to reduce pension expense they are labeled as deferred inflows. If they will increase pension expense, they are labeled deferred outflows. The amortization of these amounts is accomplished on a level dollar basis, with no interest included in the deferred amounts. Experience gains/losses and the impact of changes in actuarial assumptions, if any, are amortized over the average remaining service life of the active and inactive System members at the beginning of the fiscal year. Investment gains and losses are amortized over a fixed five-year period. Deferred inflows and outflows as of the Measurement Date include:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience:	\$ 2,392,599	\$ -
Change of assumptions:	3,746,544	-
Changes in proportion and differences between employer contributions and proportionate shares of contributions:	391,615	2,828,991
Differences between expected and actual investment earning on plan investments:	<u>2,400,937</u>	<u>-</u>
	8,931,695	2,828,991
Contributions subsequent to the measurement date:	<u>6,151,942</u>	<u>-</u>
Total	<u>\$ 15,083,637</u>	<u>\$ 2,828,991</u>

Deferred outflows of resources resulting from employer contributions subsequent to the measurement date of \$6,151,942 will be recognized as a reduction of net pension liability in the year ending June 30, 2022. The remainder of the deferred outflows and deferred inflows of resources are amortized over two to four years with remaining amortization as follows:

Year ending June 30:	
2022	\$ 2,820,201
2023	1,340,969
2024	977,262
2025	<u>964,272</u>
	<u>\$ 6,102,704</u>

Pension Plan Fiduciary Net Position: Detailed information about the pension plans' fiduciary net position is available in the separately issued CERS pension plan financial reports.

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**NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN –
COST SHARING - CERS (Continued)**

OPEB INFORMATION

Total OPEB Liability: The total other postemployment benefits plan (“OPEB”) liability was determined by an actuarial valuation as of June 30, 2019. An expected total OPEB liability was determined at June 30, 2020 using standard roll-forward techniques. The following actuarial assumptions were applied to all periods included in the measurement:

Price inflation:	2.30%
Payroll growth rate:	2.00%
Salary increases:	3.30% to 10.30%, varying by service years, including inflation
Investment rate of return:	6.25%, net of pension plan investment expense, including inflation
Healthcare trend rates:	
Pre-65:	Initial trend starting at 7.25% at January 1, 2019 and gradually decreasing to an ultimate trend rate of 4.05% over a period of 13 years
Post-65:	Initial trend starting at 5.10% at January 1, 2019 and gradually decreasing to an ultimate trend rate of 4.05% over a period of 11 years

The mortality table used for active members is PUB-2010 General Mortality table, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2010. For healthy retired members and beneficiaries, the mortality table used is the PUB-2010 General Mortality table based on mortality experience from 2013-2018, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2019 (set back 3 years for males). For disabled members, the mortality table used is the PUB-2010 Disabled Mortality table, with a 4-year set-forward for both male and female rates, projected with the ultimate rates from the MP-2014 mortality improvement scale using a base year of 2010. The actuarial assumptions used in the June 30, 2019 valuation were based on the results of an actuarial experience study for the period July 1, 2013 – June 30, 2018.

Discount rate assumptions:

- (a) **Discount Rate:** The discount rate used to measure the total OPEB liability was 5.34%, which decreased from the 5.68% discount rate used in the prior year.
- (b) **Projected Cash Flows:** The projection of cash flows used to determine the discount rate assumed the local employers and plan members would contribute the actuarially determined contribution rate of projected compensation over the remaining 24-year amortization period of the unfunded actuarial accrued liability.

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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

- (c) **Long-Term Rate of Return:** The long-term expected return on plan assets is reviewed as part of the regular experience studies prepared every five years for the System. The most recent analysis, performed for the period covering fiscal years 2013 through 2018 is outlined in a report dated April 12, 2019. However, the Board of KRS has the authority to review the assumptions on a more frequent basis and adopt new assumptions prior to the next scheduled experience study. The long-term expected rate of return was determined by using a building-block method in which best-estimate ranges of expected future real rate of returns are developed for each asset class. The ranges are combined by weighting the expected future real rate of return by the target asset allocation percentage.
- (d) **Municipal Bond Rate:** The discount rate determination used a municipal bond rate of 2.45% as reported in Fidelity Index’s “20 – Year Municipal GO AA Index” as of June 30, 2020.
- (e) **Period of Projected Benefit Payments:** Current assets, future contributions, and investment earnings are projected to be sufficient to pay the projected benefit payments from the retirement system. However, the cost associated with the implicit employer subsidy is not currently being included in the calculation of the system’s actuarial determined contributions, and it is the actuary’s understanding that any cost associated with the implicit subsidy will not be paid out of the system’s trust. Therefore, the municipal bond rate was applied to future expected benefit payments associated with the implicit subsidy.
- (f) **Assumed Asset Allocations:** The target asset allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Growth:		
US equity	18.75%	4.30%
Non-US equity	18.75	4.80
Private equity	10.00	6.65
Specialty credit/high yield	15.00	2.60
Liquidity:		
Core bonds	13.50	1.35
Cash	1.00	0.20
Diversifying strategies:		
Real estate	5.00	4.85
Opportunistic	3.00	2.97
Real return	<u>15.00</u>	4.10
Total	<u>100.00%</u>	

The long-term expected rate of return on pension plan assets was established by the KRS Board of Trustees at 6.25% based on a blending of the factors described above.

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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

(g) **Sensitivity Analysis:** This paragraph requires disclosure of the sensitivity of the net OPEB liability to changes in the discount rate and changes in the healthcare cost trend rate.

The following presents TARC's allocated portion of the net OPEB liability of the System, calculated using the discount rate of 5.34%, as well as what TARC's allocated portion of the System's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (4.34%) or 1-percentage-point higher (6.34%) than the current rate for non-hazardous:

	<u>1% Decrease (4.34%)</u>	<u>Current Discount Rate (5.34%)</u>	<u>1% Increase (6.34%)</u>
Net OPEB liability	<u>\$ 38,796,146</u>	<u>\$ 30,198,452</u>	<u>\$ 23,136,881</u>

The following presents TARC's allocated portion of the net OPEB liability of the System, calculated using the healthcare cost trend rate of percent, as well as what the TARC's allocated portion of the System's net OPEB liability would be if it were calculated using a healthcare cost trend rate that is 1-percentage-point lower or 1-percentage-point higher than the current rate for non-hazardous:

	<u>1% Decrease</u>	<u>Current Healthcare Cost Trend Rate</u>	<u>1% Increase</u>
Net OPEB liability	<u>\$ 23,381,150</u>	<u>\$ 30,198,452</u>	<u>\$ 38,471,410</u>

Employer's Portion of the Collective OPEB Liability: TARC's proportionate share of the net OPEB liability, as indicated in the prior table, is \$30,198,452 or approximately 1.25%. The net OPEB liability was distributed based on 2020 actual employer contributions to the plan. TARC's prior year proportionate share of the net OPEB liability was \$22,204,681, or approximately 1.32%.

Measurement Date: June 30, 2019 is the actuarial valuation date and June 30, 2020 is the measurement date upon which the total OPEB liability is based.

Changes in Assumptions and Benefit Terms: Since the prior measurement date, the demographic and economic assumptions that affect the measurement of the total OPEB liability have been updated as follows:

- The discount rate used to calculate the total OPEB liability decreased from 5.68% to 5.34%.
- The assumed increase in future health care costs, or trend assumption, is reviewed on an annual basis and was updated (i.e. increased) to better reflect more current expectations relating to anticipated future increases in the medical costs.
- Actuarial information has been updated to reflect anticipated savings from the repeal of the "Cadillac Tax" and "Health Insurer Fee", which occurred in December 2019.

Changes Since Measurement Date: There were no changes between the measurement date of the collective net OPEB liability and the employer's reporting date.

OPEB Expense: TARC was allocated OPEB expense of \$3,811,170 related to the CERS for the year ended June 30, 2021.

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NOTE 8 – DEFINED BENEFIT PENSION AND OTHER POSTEMPLOYMENT BENEFITS PLAN – COST SHARING - CERS (Continued)

Deferred Outflows and Deferred Inflows: Since certain expense items are amortized over closed periods each year, the deferred portions of these items must be tracked annually. If the amounts serve to reduce OPEB expense they are labeled as deferred inflows. If they will increase OPEB expense they are labeled deferred outflows. The amortization of these amounts is accomplished on a level dollar basis, with no interest included in the deferred amounts. Experience gains/losses and the impact of changes in actuarial assumptions, if any, are amortized over the average remaining service life of the active and inactive System members at the beginning of the fiscal year. Investment gains and losses are amortized over a fixed five-year period. Deferred inflows and outflows as of the Measurement Date include:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience:	\$ 5,045,528	\$ 5,049,468
Change of assumptions:	5,252,746	31,943
Changes in proportion and differences between employer contributions and proportionate shares of contributions:	97,124	1,154,982
Differences between expected and actual investment earnings on plan investments:	<u>1,003,726</u>	<u>-</u>
	11,399,124	6,236,393
Contributions subsequent to the measurement date:	<u>2,258,401</u>	<u>-</u>
Total:	<u>\$ 13,657,525</u>	<u>\$ 6,236,393</u>

Deferred outflows of resources resulting from employer contributions subsequent to the measurement date of \$2,258,401, which includes the implicit subsidy reported of \$741,134 will be recognized as a reduction of net OPEB liability in the year ending June 30, 2022. The remainder of the deferred outflows and deferred inflows of resources are amortized over three to five years with remaining amortization as follows:

Year ending June 30:	
2022	\$ 1,376,635
2023	1,673,679
2024	1,105,108
2025	1,074,117
2026	<u>(66,808)</u>
Total:	<u>\$ 5,162,731</u>

OPEB Plan Fiduciary Net Position: Detailed information about the OPEB plans' fiduciary net position is available in the separately issued CERS OPEB plan financial reports.

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NOTE 9 – DEFINED BENEFIT PENSION PLAN – SINGLE EMPLOYER

Benefits Provided: At June 30, 2021, the following employees were covered by the benefit terms:

Retirees and beneficiaries currently receiving benefits	41
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All full-time employees, who were employed by TARC prior to September 1, 1991, were eligible to participate in the Plan beginning with the first full month of service. Benefits vested after five years of service and are based on a monthly rate per year of service with monthly maximum benefits ranging from \$710 to \$890 based on retirement or termination date. Benefit payments are established or may be amended by the TARC Pension Board. The Plan also provides death and disability benefits. Effective September 1, 2019, the Plan elected no annual cost of living increases in monthly benefit payments for fiscal years 2020 through 2022.

Contributions: TARC contributes to the Plan an amount needed to maintain the Plan in a sound condition as determined periodically on the basis of an actuarial valuation. Contribution requirements are established or may be amended by the TARC Pension Board. Significant actuarial assumptions used to compute contribution requirements are the same as those used to compute the pension benefit obligation.

The actuarially determined contribution amount is based upon the sum of gross normal cost-plus funding of past service costs over 10 years, less anticipated employee contributions. The actuarially determined contribution amount for the 2020 Plan year was \$274,110. The Plan recognized \$289,128 of employer contributions as of December 31, 2020. TARC recognized \$565,168 of employer contributions during their fiscal year ending June 30, 2021. During their employment with TARC, eligible employees were required to contribute an amount per hour that was agreed to in the bargaining agreement.

Employee contributions were determined using the following amounts per hour:

March 1990 to August 1991:	\$ 0.375
September 1991 to December 2004:	\$ 0.425

The final employee eligible to contribute into this Plan retired in 2004; therefore, there were no employee contributions to the Plan after that time.

Net Pension Liability: TARC's net pension liability was measured as of January 1, 2021 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date.

Actuarial Assumptions: The total pension liability in the January 1, 2021 actuarial valuation was determined used the following actuarial assumptions, applied to all periods included in the measurement:

Cost of living adjustment:	0.0%
Investment rate of return:	7.0%

- Mortality rates were based on RP-2014 Generational Mortality Tables (Blue Collar) adjusted to 2006 with projected improvements after year 2006 under Projection Scale MP-2020 (male and female scales).

(Continued)

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NOTE 9 – DEFINED BENEFIT PENSION PLAN – SINGLE EMPLOYER (Continued)

- The actuarial valuation method was based on the Entry Age Normal Cost Method, with the unfunded actuarial liability amortized over 10 years and a future liability changes amortized over average expected future lifetime.
- The asset valuation method based on the market value adjusted for accruals.
- The provision for expenses based on the replacement of prior year's expenses paid from the trust.

Changes in Assumptions: Since the prior measurement date, the demographic and economic assumptions that affect the measurement of the total pension liability have been updated as described in the summary of actuarial assumptions. The changes are noted below:

- The mortality table changed from the RP-2014 Generational Mortality Tables (Blue Collar) adjusted to 2006 with projected mortality improvements after year 2006 under Projection Scale MP-2019 (male and female scales) to the RP-2014 Generational Mortality Tables (Blue Collar) adjusted to 2006 with projected mortality improvements after year 2006 under Projection Scale MP-2020 (male and female scales).

The long-term expected rate of return on pension plan investments was determined using a building block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Assumed Asset Allocations: The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Equities:	60%	4.2%
Fixed income:	<u>40</u>	2.8%
Total:	<u><u>100%</u></u>	

Discount Rate: The discount rate used to measure the total pension liability was 7.00%. Based on projected future contributions, benefit payments and investment returns, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The projection of cash flows used to determine the discount rate assumed that TARC would contribute the actuarially determined contribution rate of projected compensation over the remaining 10-year amortization period of the unfunded actuarial accrued liability.

(Continued)

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NOTE 9 – DEFINED BENEFIT PENSION PLAN – SINGLE EMPLOYER (Continued)

Changes in the Net Pension Liability:

	<u>Increase (Decrease)</u>		
	Total Pension Liability <u>(a)</u>	Plan Fiduciary Net Position <u>(b)</u>	Net Pension Liability <u>(a) – (b)</u>
Balances at January 1, 2020	\$ 2,304,533	\$ 1,104,077	\$ 1,200,456
Changes for the year:			
Interest	148,006	-	148,006
Differences between expected and actual experience	(55,835)	-	(55,835)
Contributions – employer	-	289,128	(289,128)
Net investment income	-	109,159	(109,159)
Benefit payments, including refunds of employee contributions	(414,905)	(414,905)	-
Assumption changes	(20,055)	-	(20,055)
Administrative expenses	-	(32,762)	32,762
Net changes	<u>(342,789)</u>	<u>(49,380)</u>	<u>(293,409)</u>
Balances at December 31, 2020	<u>\$ 1,961,744</u>	<u>\$ 1,054,697</u>	<u>\$ 907,047</u>

Sensitivity of the Net Pension Liability to Changes in the Discount Rate: The following presents the net pension liability of TARC, calculated using the discount rate of 7.00%, as well as what TARC's net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (6.00%) or 1-percentage point higher (8.00%) than the current rate:

	1% Decrease <u>(6.00%)</u>	Current Discount Rate <u>(7.00%)</u>	1% Increase <u>(8.00%)</u>
TARC's net pension liability:	\$ 993,951	\$ 907,047	\$ 827,394

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources: For the year ended June 30, 2021, TARC recognized a pension benefit of \$106,916 related to the Plan.

At June 30, 2021, TARC reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual investment earnings on plan investments:	\$ -	\$ 76,576
Contributions subsequent to the measurement date:	<u>276,040</u>	<u>-</u>
Total	<u>\$ 276,040</u>	<u>\$ 76,576</u>

(Continued)

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NOTE 9 – DEFINED BENEFIT PENSION PLAN – SINGLE EMPLOYER (Continued)

Deferred outflows of resources resulting from employer contributions subsequent to the measurement date of \$276,040 will be recognized as a reduction of net pension liability in the year ending June 30, 2022. The deferred outflows of resources resulting from the differences between projected and actual investment earnings on Plan investments are amortized over a 5-year period with remaining amortization as follows:

Year ending June 30:	
2022	\$ (26,929)
2023	(28,018)
2024	(15,052)
2025	(24,902)
2026	<u>18,325</u>
Total:	<u>\$ (76,576)</u>

Pension Plan Fiduciary Net Position: Detailed information about the pension plans' fiduciary net position is available in the separately issued audited pension plan financial reports. A copy of the separately issued audit report may be requested from the Chief Financial Officer, 1000 W. Broadway, Louisville, KY 40203.

NOTE 10 – FIDUCIARY FUND INVESTMENTS

TARC's defined benefit pension plan (Plan) is presented as a fiduciary fund. The Plan is audited separately. Information regarding the Plan is included in Note 9. The following disclosures relate to the Plan's investments.

Investment Policy: The Plan's policy concerning the allocation of invested assets is established and may be amended by the Pension Board. The Pension Board's policy is to pursue an investment strategy that reduces risk through the prudent diversification of the portfolio across collective trust funds and money market funds. The Plan has reported compliance with this policy, which states that equity type investments are permitted but are not to exceed 65% of the total fair value of investments. The policy prohibits the Plan from holding unsecured investments in any public company exceeding 5% of the total market value of the Plan's investments. The policy also prohibits the Plan from holding investments in any one specific industry exceeding 15% of the total market value of the Plan's investments. The Plan's target asset mix is currently 60% equity and 40% fixed income.

The following table presents the fair values of investments of the Plan's fiduciary net position:

	<u>2020</u>
Vanguard Total Bond Market Index Fund	\$ 360,488
Vanguard 500 Index Fund	689,524
Federated Government Obligations Money Market Mutual Fund	<u>9,042</u>
Total:	<u>\$ 1,059,054</u>

The Plan's investments (including gains and losses on investments bought and sold, as well as held during the year) appreciated in value by \$90,577 in 2020.

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NOTE 10 – FIDUCIARY FUND INVESTMENTS (Continued)

Rate of Return: For the year ended December 31, 2020, the annual money-weighted rate of return on pension plan investments, net of pension plan investment expense, was 11.54%. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Custodial Credit Risk: Custodial credit risk for deposits and investments is the risk that, in the event of failure by a financial institution, TARC may not be able to recover the value of its deposits and investments or collateral securities that are in the possession of the financial institution. TARC's investment policy dictates that all cash and investments maintained in any financial institution named as a depository be collateralized and the collateral held in the name of TARC. There were no deposits with financial institutions at December 31, 2020.

Interest Rate Risk: Interest rate risk is the risk that changes in interest rates of investments will adversely affect the fair value of an investment. TARC's investment policy limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The investment policy allows the Plan to invest in fixed income type securities to assure an appropriate balance in quality and maturity consistent with current money market and economic conditions managing its exposure to fair value losses arising from increasing interest rates. At December 31, 2020, the Federated Government Obligations Money Market Mutual Fund had a weighted-average maturity of 31 days and the Vanguard Total Bond Market Index Fund's portfolio had a weighted-average maturity of 8.5 years. The Vanguard 500 Index Fund's underlying investments have no maturity date.

Investments are made based upon prevailing market conditions at the time of the transaction. TARC reviews its cash and investment needs in order to maintain adequate liquidity to meet its cash flow needs. Assets categorized as short-term operating funds will be invested in investments maturing in 12 months or less.

Credit Risk: Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Investments are made under the 'prudent investor' standard to ensure that (a) due diligence is exercised in accordance with State law, (b) any negative deviations are reported timely and (c) reasonable action is taken to control any adverse developments. TARC's investment policy requires investment in instruments authorized in KRS 66.480(a)-(d). The Federated Government Obligations Money Market Mutual Fund received a rating of AAAM by Standard & Poor's. The Vanguard Total Bond Market Index Fund and the Vanguard 500 Index Fund did not receive ratings as they are mutual funds.

Concentration of Credit Risk: TARC's investment policy requires diversification of the overall portfolio to eliminate the risk of loss from an over-concentration of assets in a specific class of security, a specific maturity, and/or a specific issuer.

Foreign Currency Risk: Foreign currency risk is the risk that changes in exchange rates will adversely impact the fair value of an investment. TARC is not exposed to this risk and its investment policy does not provide for investments in foreign currency denominated securities.

Fair Value Measurement: TARC categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

(Continued)

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NOTE 10 – FIDUCIARY FUND INVESTMENTS (Continued)

The asset or liability's fair value measurement level within the fair value hierarchy is based on the lowest level of any input that is significant to the fair value measurement. Valuation techniques used need to maximize the use of observable inputs and minimize the use of unobservable inputs.

The Plan has the following recurring fair value measurements as of December 31, 2020:

- Publicly traded mutual funds of \$1,050,012 are valued using prices quoted for identical assets in active markets (Level 1 inputs);
- Money market mutual funds of \$9,042 are valued using a matrix pricing model (Level 2 inputs).

REQUIRED SUPPLEMENTARY INFORMATION

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN TARC'S NET PENSION LIABILITY –
EMPLOYEES' AMENDED RETIREMENT PLAN
Plan year ended December 31, 2020

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Total pension liability							
Interest	\$ 148,006	\$ 193,057	\$ 226,086	\$ 250,828	\$ 270,473	\$ 286,547	\$ 322,907
Differences between expected and actual experience	(55,835)	(189,015)	(170,890)	30,844	9,170	(192,112)	(116,612)
Changes of assumptions	(20,055)	(201,128)	(7,517)	(48,849)	87,324	356,697	9,687
Benefit payments	<u>(414,905)</u>	<u>(473,229)</u>	<u>(558,697)</u>	<u>(609,620)</u>	<u>(679,756)</u>	<u>(738,404)</u>	<u>(799,005)</u>
Net change in total pension liability	(342,789)	(670,315)	(511,018)	(376,797)	(312,789)	(287,272)	(583,023)
Total pension liability, beginning	<u>2,304,533</u>	<u>2,974,848</u>	<u>3,485,866</u>	<u>3,862,663</u>	<u>4,175,452</u>	<u>4,462,724</u>	<u>5,045,747</u>
Total pension liability, ending	<u>\$ 1,961,744</u>	<u>\$ 2,304,533</u>	<u>\$ 2,974,848</u>	<u>\$ 3,485,866</u>	<u>\$ 3,862,663</u>	<u>\$ 4,175,452</u>	<u>\$ 4,462,724</u>
Plan fiduciary net position							
Employer contributions	\$ 289,128	\$ 595,256	\$ 461,850	\$ 438,954	\$ 438,660	\$ 419,912	\$ 468,338
Net investment income	109,159	132,004	3,683	127,536	77,165	(19,825)	171,041
Benefit payments	(414,905)	(473,229)	(558,697)	(609,620)	(679,756)	(738,404)	(799,005)
Administrative expense	<u>(32,762)</u>	<u>(21,602)</u>	<u>(56,761)</u>	<u>(63,697)</u>	<u>(45,405)</u>	<u>(44,274)</u>	<u>(59,466)</u>
Net change in plan fiduciary net position	(49,380)	232,429	(149,925)	(106,827)	(209,336)	(382,591)	(219,092)
Plan fiduciary net position, beginning	<u>1,104,077</u>	<u>871,648</u>	<u>1,021,573</u>	<u>1,128,400</u>	<u>1,337,736</u>	<u>1,720,327</u>	<u>1,939,419</u>
Plan fiduciary net position, ending	<u>1,054,697</u>	<u>1,104,077</u>	<u>871,648</u>	<u>1,021,573</u>	<u>1,128,400</u>	<u>1,337,736</u>	<u>1,720,327</u>
TARC's net pension liability, ending	<u>\$ 907,047</u>	<u>\$ 1,200,456</u>	<u>\$ 2,103,200</u>	<u>\$ 2,464,293</u>	<u>\$ 2,734,263</u>	<u>\$ 2,837,716</u>	<u>\$ 2,742,397</u>
Plan fiduciary net position as a percentage of the total pension liability	53.76%	47.91%	29.30%	29.31%	29.21%	32.04%	38.55%

Notes to Schedule

The amounts presented for each plan year were reported by the employer in the subsequent year's June 30 reporting period.

There was no covered employee payroll during the ten-year period, so the net pension liability as a percentage of covered employee payroll is not applicable.

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN TARC'S NET PENSION LIABILITY –
EMPLOYEES' AMENDED RETIREMENT PLAN
Plan year ended December 31, 2020

	<u>2013</u>	<u>2012</u>	<u>2011</u>
Total pension liability			
Interest	\$ 358,885	\$ 410,170	\$ 460,070
Changes in benefit terms	230,905	110,129	125,388
Differences between expected and actual experience	(267,436)	(322,677)	(288,142)
Changes in assumptions	10,794	12,274	14,270
Benefit payments	<u>(903,997)</u>	<u>(988,096)</u>	<u>(1,067,381)</u>
Net change in total pension liability	(570,849)	(778,200)	(755,795)
 Total pension liability, beginning	 <u>5,616,596</u>	 <u>6,394,796</u>	 <u>7,150,591</u>
Total pension liability, ending	<u>\$ 5,045,747</u>	<u>\$ 5,616,596</u>	<u>\$ 6,394,796</u>
 Plan fiduciary net position			
Employer contributions	\$ 239,000	\$ 50,000	\$ -
Net investment income	373,829	316,859	184,767
Benefit payments	(903,997)	(988,096)	(1,067,381)
Administrative expense	<u>(49,656)</u>	<u>(63,177)</u>	<u>(66,707)</u>
Net change in plan fiduciary net position	(340,824)	(684,414)	(949,321)
 Plan fiduciary net position, beginning	 <u>2,280,243</u>	 <u>2,964,657</u>	 <u>3,913,978</u>
Plan fiduciary net position, ending	<u>\$ 1,939,419</u>	<u>\$ 2,280,243</u>	<u>\$ 2,964,657</u>
 TARC's net pension liability, ending	 <u>\$ 3,106,328</u>	 <u>\$ 3,336,353</u>	 <u>\$ 3,430,139</u>
 Plan fiduciary net position as a percentage of total pension liability	 38.44%	 40.60%	 46.36%

Notes to Schedule

The amounts presented for each plan year were reported by the employer in the subsequent year's June 30 reporting period.

There was no covered employee payroll during the ten-year period, so the net pension liability as a percentage of covered employee payroll is not applicable.

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 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF TARC'S CONTRIBUTIONS –
 EMPLOYEES' AMENDED RETIREMENT PLAN
 Plan year ended December 31, 2020

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Actuarially determined contribution	\$ 274,110	\$ 423,330	\$ 437,941	\$ 438,954	\$ 426,241	\$ 419,912	\$ 468,337
Contributions in relation to the actuarially determined contribution	<u>289,128</u>	<u>595,256</u>	<u>461,850</u>	<u>438,954</u>	<u>438,660</u>	<u>419,912</u>	<u>468,338</u>
Annual contribution deficiency (excess)	<u>\$ (15,018)</u>	<u>\$ (171,926)</u>	<u>\$ (23,909)</u>	<u>\$ -</u>	<u>\$ (12,419)</u>	<u>\$ -</u>	<u>\$ (1)</u>

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF TARC'S CONTRIBUTIONS –
EMPLOYEES' AMENDED RETIREMENT PLAN
Plan year ended December 31, 2020

	<u>2013</u>	<u>2012</u>	<u>2011</u>
Actuarially determined contribution	\$ 359,326	\$ 377,600	\$ 360,528
Contributions in relation to the actuarially determined contribution	<u>239,000</u>	<u>50,000</u>	<u>-</u>
Contribution deficiency (excess)	<u>\$ 120,326</u>	<u>\$ 327,600</u>	<u>\$ 360,528</u>

Notes to Schedule

There was no covered employee payroll during the ten-year period, so amounts of contributions recognized by the pension plan in relation to the actuarially determined contribution as a percentage of covered-employee payroll is not applicable.

TARC's fiscal year contributions agree to the pension plan's calendar year contributions, as all contributions to the pension plan are only made during the last six months of the pension plan's calendar year, which is the first six months of TARC's fiscal year.

Valuation Date:	January 1, 2020
Actuarial Cost Method:	Entry age normal cost method
Amortization Method:	Level Dollar
Remaining Amortization Period:	10 years
Asset Valuation Method:	Market value less accrued expenses
Inflation:	2.00%
Salary Increases:	Not applicable, as all beneficiaries are retired, and the plan is closed to new entrants.
Investment Rate of Return:	7.00%
Retirement Age:	Not applicable, as all beneficiaries are retired and the plan is closed to new entrants.
Mortality:	RP-2014 Generational Mortality Tables (Blue Collar) adjusted to 2006 with protected mortality improvements after year 2006 under protection scale MP-2019 (male and female scales)

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF MONEY-WEIGHTED RATES OF RETURN –
EMPLOYEES' AMENDED RETIREMENT PLAN
Plan year ended December 31, 2020

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>
Annual money-weighted rate of return, net of investment expenses	11.54%	18.20%	(0.44%)	13.45%	7.03%	(3.66%)	9.71%	19.07%	11.74%	4.76%

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF TARC'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY –
COUNTY EMPLOYEES RETIREMENT SYSTEM - NON-HAZARDOUS
June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
TARC's proportion of the net pension liability	1.251%	1.320%	1.307%	1.309%	1.311%	1.280%	1.250%
TARC's proportionate share of the net pension	\$ 95,946,369	\$ 92,870,861	\$ 79,592,001	\$ 76,614,117	\$ 64,540,703	\$ 55,052,957	\$ 40,406,000
TARC's covered payroll	\$ 32,008,931	\$ 33,820,338	\$ 32,758,156	\$ 32,089,620	\$ 31,443,315	\$ 30,004,788	\$ 30,655,572
TARC's proportion of the net pension liability as a percentage on its covered payroll	299.749%	274.601%	242.969%	238.750%	205.260%	183.481%	131.806%
Plan fiduciary net position as a percentage of the total pension liability	47.814%	50.447%	53.542%	53.325%	55.503%	59.968%	66.801%

The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, TARC is presenting information for those years for which information is available.

Changes in Assumptions and Benefit Terms from 2020 to 2021: Since the prior measurement date, there were no changes in assumptions, however benefit terms were updated, which did not have a material impact on the total pension liability. The monthly payment to a surviving spouse of a member whose death was due to a duty-related injury upon remarriage of the spouse was reduced. Benefits were increased for a small number of beneficiaries.

Changes in Assumptions and Benefit Terms from 2019 to 2020: Since the prior measurement date, annual salary increases were updated based on the 2018 Experience Study; annual rates of retirement, disability, withdrawal, and mortality were updated based on the 2018 Experience Study; the percent of disabilities assumed to occur in the line of duty was updated from 0% to 2% for non-hazardous members and 50% for hazardous members; the assumed increase in future health care costs, or trend assumption, is reviewed on an annual basis and was updated (i.e. increased) to better reflect more current expectations relating to anticipated future increases in the medical costs for post-age 65 retirees; and the assumed impact of the Cadillac Tax was changed from a 3.6% to a 0.9% load on employer paid premiums for non-Medicare retirees who became participants prior to July 1, 2003

Changes in Assumptions and Benefit Terms from 2018 to 2019: Since the prior measurement date, there have been no changes in actuarial assumptions. However, during the 2018 legislative session, House Bill 185 was enacted, which updated the benefit provisions for active members who die in the line of duty. Benefits paid to the spouses of deceased members have been increased from 25% of the member's final rate of pay to 75% of the member's average pay. If the member does not have a surviving spouse, benefits paid to surviving dependent children have been increased from 10% of the member's final pay rate to 50% of average pay for one child, 65% of average pay for two children, or 75% of average pay for three children. The TPL as of June 30, 2018 was determined using these updated benefit provisions.

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REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF TARC'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY –
COUNTY EMPLOYEES RETIREMENT SYSTEM - NON-HAZARDOUS
June 30, 2021

Changes in Assumptions and Benefit Terms from 2017 to 2018: Since the prior measurement date, the demographic and economic assumptions that affect the measurement of the total pension liability have been updated as described: (i) the assumed investment rate of return was decreased from 7.50% to 6.25%, (ii) the assumed rate of inflation was reduced from 3.25% to 2.30%, and (iii) payroll growth assumption was reduced from 4.00% to 2.00%.

Note: There were no changes from 2016 to 2017.

Changes in Assumptions and Benefit Terms from 2015 to 2016: Since the prior measurement date, the demographic and economic assumptions that affect the measurement of the total pension liability have been updated as described: (i) the assumed investment rate of return was decreased from 7.75% to 7.50%, (ii) the assumed rate of inflation was reduced from 3.50% to 3.25%, (iii) the assumed rate of wage inflation was reduced from 1.00% to 0.75%, (iv) payroll growth assumption was reduced from 4.50% to 4.00%, (v) the mortality table used for active members is RP-2000 Combined Mortality Table projected with Scale BB to 2013 (multiplied by 50% for males and 30% for females). For healthy retired members and beneficiaries, the mortality table used is the RP-2000 Combined Mortality Table projected with Scale BB to 2013 (set back 1 year for females). For disabled members, the RP-2000 Combined Disabled Mortality Table projected with Scale BB to 2013 (set back 4 years for males) is used for the period after disability retirement. There is some margin in the current mortality tables for possible future improvement in mortality rates and that margin will be reviewed again when the next experience investigation is conducted, and (vi) the assumed rates of retirement, withdrawal and disability were updated to more accurately reflect experience.

TRANSIT AUTHORITY OF RIVER CITY
 (A COMPONENT UNIT OF LOUISVILLE/
 JEFFERSON COUNTY METRO GOVERNMENT)
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF TARC'S CONTRIBUTIONS –
 COUNTY EMPLOYEES' RETIREMENT SYSTEM – NON-HAZARDOUS
 June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Statutorily required contribution	\$ 6,151,942	\$ 6,192,956	\$ 5,416,203	\$ 4,720,629	\$ 4,476,502	\$ 3,905,260	\$ 3,825,610
Contributions in relation to the statutorily required contribution	<u>6,151,942</u>	<u>(6,192,956)</u>	<u>(5,416,203)</u>	<u>(4,720,629)</u>	<u>(4,476,502)</u>	<u>(3,905,260)</u>	<u>(3,825,610)</u>
Annual contribution deficiency (excess)	<u>\$ _____</u> -	<u>\$ _____</u> -	<u>\$ _____</u> -	<u>\$ _____</u> -	<u>\$ _____</u> -	<u>\$ _____</u> -	<u>\$ _____</u> -
TARC's contributions as a percentage of statutorily required contribution for pension	100%	100%	100%	100%	100%	100%	100%
TARC's covered payroll	\$ 31,768,572	\$ 32,008,931	\$ 33,820,338	\$ 32,758,156	\$ 32,089,620	\$ 31,443,315	\$ 30,004,788
Contributions as a percentage of its covered payroll	19.365%	19.348%	16.015%	14.411%	13.950%	12.420%	12.750%

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, TARC is presenting information for those years for which information is available.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/
JEFFERSON COUNTY METRO GOVERNMENT)
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF TARC'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY –
COUNTY EMPLOYEES' RETIREMENT SYSTEM – NON-HAZARDOUS
June 30, 2021

	2021	<u>2020</u>	<u>2019</u>	<u>2018</u>
TARC's proportion of the net OPEB liability Non-hazardous	1.251%	1.320%	1.307%	1.309%
TARC's proportionate share of the net OPEB liability	\$ 30,198,452	\$ 22,204,681	\$ 23,202,276	\$ 26,313,427
TARC's covered payroll	\$ 32,008,931	\$ 33,820,338	\$ 32,758,156	\$ 32,089,620
TARC's proportion of the net OPEB liability as a percentage of its covered payroll	94.344%	65.655%	70.829%	82.000%
Plan fiduciary net position as a percentage of the total OPEB liability	51.670%	60.438%	57.622%	52.400%

The amounts presented for each fiscal year were determined as of the year end that occurred one year prior.

This is a 10-year schedule. However, the information in this schedule is not required to be presented retroactively. Years will be added to this schedule in future fiscal years until 10 years of information is available.

Changes in Assumptions and Benefit Terms from 2020 to 2021: Since the prior measurement date, the discount rate used to calculate the total OPEB liability decreased from 5.68% to 5.34%, the assumed increase in future health care costs, or trend assumption, is reviewed on an annual basis and was updated (i.e. increased) to better reflect more current expectations relating to anticipated future increases in the medical costs, and the actuarial information has been updated to reflect anticipated savings from the repeal of the "Cadillac Tax" and "Health Insurer Fee", which occurred in December 2019

Changes in Assumptions and Benefit Terms from 2019 to 2020: Since the prior measurement date, annual salary increases were updated based on the 2018 Experience Study; annual rates of retirement, disability, withdrawal, and mortality were updated based on the 2018 Experience Study; the percent of disabilities assumed to occur in the line of duty was updated from 0% to 2% for non-hazardous members and 50% for hazardous members; the assumed increase in future health care costs, or trend assumption, is reviewed on an annual basis and was updated (i.e. increased) to better reflect more current expectations relating to anticipated future increases in the medical costs for post-age 65 retirees; and the assumed impact of the Cadillac Tax was changed from a 3.6% to a 0.9% load on employer paid premiums for non-Medicare retirees who became participants prior to July 1, 2003

Changes in Assumptions and Benefit Terms from 2018 to 2019: Since the prior measurement date, there have been no changes in actuarial assumptions. However, during the 2018 legislative session, House Bill 185 was enacted, which updated the benefit provisions for active members who die in the line of duty. Benefits paid to the spouses of deceased members have been increased from 25% of the member's final rate of pay to 75% of the member's average pay. If the member does not have a surviving spouse, benefits paid to surviving dependent children have been increased from 10% of the member's final pay rate to 50% of average pay for one child, 65% of average pay for two children, or 75% of average pay for three children. The TPL as of June 30, 2018 was determined using these updated benefit provisions.

TRANSIT AUTHORITY OF RIVER CITY
 (A COMPONENT UNIT OF LOUISVILLE/
 JEFFERSON COUNTY METRO GOVERNMENT)
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULE OF TARC'S OPEB CONTRIBUTIONS –
 COUNTY EMPLOYEES' RETIREMENT SYSTEM – NON-HAZARDOUS
 June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Statutorily required contribution	\$ 1,517,267	\$ 1,527,382	\$ 1,756,426	\$ 1,532,248
Contributions in relation to the statutorily required contribution	<u>(1,517,267)</u>	<u>(1,527,382)</u>	<u>(1,756,426)</u>	<u>(1,532,248)</u>
Annual contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
TARC's contributions as a percentage of statutorily required contribution for pension	100%	100%	100%	100%
TARC's covered payroll	\$ 31,768,572	\$ 32,008,931	\$ 33,820,338	\$ 32,758,156
Contributions as a percentage of its covered payroll	4.776%	4.772%	5.193%	4.677%

This schedule is presented to illustrate the requirement to show information for 10 years. However, until a full 10-year trend is compiled, TARC is presenting information for those years for which information is available.

SUPPLEMENTARY INFORMATION

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN NET POSITION –
BUDGET TO ACTUAL
Year ended June 30, 2021

	Budget	Actual	Actual to GAAP Differences	Actual Amounts GAAP Basis
Operating revenues				
Passenger transportation	\$ 8,356,711	\$ 5,408,087	\$ -	\$ 5,408,087
Special fares	2,087,100	1,717,095	-	1,717,095
Advertising	634,165	634,167	-	634,167
Interest	-	2,303	-	2,303
Charter service	290,700	118,000	-	118,000
Other revenue	183,300	274,085	-	274,085
Recoveries	70,000	110,420	-	110,420
Total operating revenues	<u>11,621,976</u>	<u>8,264,157</u>	-	<u>8,264,157</u>
Operating expenditures				
Labor	28,539,806	28,968,059	-	28,968,059
Fringe benefits	27,029,658	28,751,527	-	28,751,527
Plus: pension adjustments	-	-	7,422,545	7,422,545
Plus: OPEB adjustments	-	-	1,403,170	1,403,170
Total labor, fringe benefits pension and OPEB	<u>55,569,464</u>	<u>57,719,586</u>	8,825,715	66,545,301
Services	5,336,874	4,865,766	-	4,865,766
Development costs	853,590	900,225	-	900,225
Materials and supplies	6,843,550	6,054,166	-	6,054,166
Utilities	958,796	943,600	-	943,600
Casualty and insurance	2,646,356	3,200,840	-	3,200,840
Miscellaneous	715,070	350,325	-	350,325
Rentals and purchase transportation	19,597,253	14,817,237	-	14,817,237
Interest	15,568	32,468	-	32,468
Depreciation	12,303,726	10,916,707	-	10,916,707
Loss on disposal	-	9,415	-	9,415
Total operating expenditures	<u>104,840,247</u>	<u>99,810,335</u>	<u>8,825,715</u>	<u>108,636,050</u>
Operating loss before subsidies	(93,218,271)	(91,546,178)	(8,825,715)	(100,371,893)
Subsidies				
Mass Transit Trust Fund and interest	54,434,910	49,943,984	-	49,943,984
Federal Transit Administration and Pass-Through entities	44,948,131	37,747,311	-	37,747,311
KIPDA and other	1,702,666	2,673,137	-	2,673,137
Total subsidies	<u>101,085,707</u>	<u>90,364,432</u>	-	<u>90,364,432</u>
Change in net position	<u>\$ 7,867,436</u>	<u>\$ (1,181,746)</u>	<u>\$ (8,825,715)</u>	<u>\$ (10,007,461)</u>

The operating budget for 2021, as shown above, represents the originally adopted budget for TARC. No amendments were made to the budget during the year ended June 30, 2021.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year ended June 30, 2021

<u>Federal Grantor/Program or Cluster Title</u>	<u>CFDA Number</u>	<u>Grant Number for Pass-Through</u>	<u>Federal Expenditures</u>
Department of Transportation			
Federal Transit Administration			
Direct Programs:			
Federal Transit Cluster:			
Capital and Operating Assistance Formula Grants	20.507		\$ 9,903,923
COVID 19 – Formula Grants – CARES Act	20.507		26,960,709
Bus and Bus Facilities Formula Program	20.526		<u>107,311</u>
Total Federal Transit Cluster			<u>36,971,943</u>
Transit Services Cluster:			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513		539,202
Public Transportation Research, Technical Assistance and Training	20.514		<u>5,986</u>
Total Expenditures of Federal Awards			<u>\$ 37,517,131</u>

See accompanying notes to schedule of expenditures of federal awards.

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
June 30, 2021

NOTE 1 – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards presents the activity of all federal financial assistance programs received by the Transit Authority of River City (TARC). TARC's reporting entity is defined in Note 1 to the audited financial statements.

NOTE 2 – BASIS OF ACCOUNTING

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of TARC under programs of the federal government for the year ended June 30, 2021. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). TARC has elected not to use the 10-percent de minimus indirect cost rate as allowed under the Uniform Guidance. Because the Schedule presents only a selected portion of the operations of TARC, it is not intended to and does not present the financial position, changes in net assets, or cash flows of TARC.

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following, as applicable, either the Cost Principles for State and Local Governments or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND
ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Board of Directors
Transit Authority of River City
Louisville, Kentucky

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of Transit Authority of River City (TARC), a component unit of Louisville/Jefferson County Metro Government, as of and for the year ended June 30, 2021 and the fiduciary activities as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise TARC's basic financial statements, and have issued our report thereon dated October 12, 2021.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered TARC's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of TARC's internal control. Accordingly, we do not express an opinion on the effectiveness of TARC's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

(Continued)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether TARC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Crowe LLP
Crowe LLP

Louisville, Kentucky
October 12, 2021

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF
EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE

Board of Directors
Transit Authority of River City
Louisville, Kentucky

Report on Compliance for Each Major Federal Program

We have audited Transit Authority of River City's (TARC) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of TARC's major federal programs for the year ended June 30, 2021. TARC's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of TARC's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about TARC's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of TARC's compliance.

Opinion on Each Major Federal Program

In our opinion, TARC complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

(Continued)

Report on Internal Control Over Compliance

Management of TARC is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered TARC's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of TARC's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the business-type activities of TARC as of and for the year ended June 30, 2021, the fiduciary activities of TARC as of and for the year ended December 31, 2020, and the related notes to the financial statements, which collectively comprise TARC's basic financial statements. We issued our report thereon dated October 12, 2021, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditure of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

Crowe LLP
Crowe LLP

Louisville, Kentucky
October 12, 2021

TRANSIT AUTHORITY OF RIVER CITY
 (A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
 SCHEDULE OF FINDINGS AND QUESTIONED COSTS
 Year ended June 30, 2021

SECTION I – SUMMARY OF AUDITORS’ RESULTS

Financial Statements

Type of auditors’ report issued Unmodified

Internal control over financial reporting:

Material weakness(es) identified? _____ Yes X No

Significant deficiency identified not considered to be material weaknesses? _____ Yes X None Reported

Noncompliance material to financial statements noted? _____ Yes X No

Federal Awards

Internal control over major programs:

Material weakness(es) identified? _____ Yes X No

Significant deficiency identified not considered to be material weakness(es)? _____ Yes X None Reported

Type of auditors’ report issued on compliance for major programs Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2CFR200.516(a)? _____ Yes X No

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster Number</u>
20.507	Total Federal Transit Cluster consisting of: Formula Grants COVID 19 – Formula Grants Bus and Bus Facilities Formula Program
20.507	
20.526	

Dollar threshold used to distinguish between Type A and Type B programs \$ 750,000

Auditee qualified as low-risk auditee? _____ Yes X No

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year ended June 30, 2021

SECTION 2 – FINDINGS RELATED TO THE FINANCIAL STATEMENTS THAT ARE REQUIRED TO BE REPORTED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

There were no findings for the year ended June 30, 2021.

SECTION 3 – FEDERAL AWARDS FINDINGS AND QUESTIONED COSTS

There were no findings for the year ended June 30, 2021.