

# TARC BOARD OF DIRECTORS MEETING



## Meeting Notice:

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

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

**Tuesday, July 26, 2022 at 1:30 p.m.**

This meeting is also being held via teleconference as permitted by KRS 61.826.

Members of the public and/or TARC staff may watch a livestream of the meeting by going to [www.facebook.com/ridetarc](https://www.facebook.com/ridetarc); the livestream will be at the top of the page; No Facebook account is needed. Public comments may be submitted in the chat feature, please include your name in the chat.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation for assistance with the meeting or meeting materials. Please contact Ashlie Woods at 502.561.5108. Requests made as early as possible will allow time to arrange accommodation.

# TARC BOARD OF DIRECTORS MEETING

## Agenda – July 26, 2022



|       |  |                     |             |
|-------|--|---------------------|-------------|
| I.    | Quorum Call/Call to Order  | John Launius        | 1:30        |
|       | a. Approval of June Meeting Minutes                                      | Board of Directors  | 1:35 – 1:40 |
| II.   | Staff Reports and Presentations  |                     | 1:40 – 2:15 |
|       | a. May Financials  | Tonya Carter        |             |
|       | b. TARC Monthly Performance Report                                       | Carrie Butler/Staff |             |
|       | c. Presentation: Strategic Plan  | Transpro            |             |
|       | d. Election of Officers/ Nominating Committee Recommendations            | John Launius        |             |
| III.  | Action Items   |                     | 2:15 – 2:30 |
|       | a. Resolution 2020– 52<br>Amendment Armored Car Service (Garda Contract) | Tonya Carter        |             |
|       | b. Resolution 2022 – 21<br>Disadvantaged Business Enterprise Goal        | Carrie Butler       |             |
| IV.   | Old Business   |                     | 2:30 - 2:50 |
|       | a. CLOSED SESSION  | TARC Board          |             |
| V.    | New Business   |                     |             |
| VI.   | Chair’s Report and Subcommittee Reports                                  | John Launius        | 2:50 – 3:10 |
|       | a. Finance   | Carla Dearing       |             |
|       | b. Strategic Planning and Technology                                     | Ted Smith           |             |
|       | c. Customer Service  | Jan Day             |             |
|       | d. Human Resources   | Tawanda Owsley      |             |
| VII.  | Public Comment   | Pat Mulvihill       | 3:10 - 3:20 |
| VIII. | Proposed Agenda Items  | Carrie Butler       | 3:20 - 3:25 |
|       | Upcoming Procurements include:   |                     |             |
|       | i. Voice Radio Equipment   |                     |             |
|       | ii. Recycling Services/ Hazardous Waste and Materials                    |                     |             |
|       | iii. Transit Technology  |                     |             |
|       | iv. On Board Technology Request for Information                          |                     |             |
|       | v. Trans Track Expansion of Service                                      |                     |             |
|       | vi. Excess Workers Compensation Coverage                                 |                     |             |
| IX.   | Adjournment  | John Launius        | 3:30        |

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## June 2022 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on June 21, 2022 at 1:30 P.M. in person at TARC Board Room, 1000 West Broadway.

### Board Members Present

#### **In person:**

Tawanda Owsley  
Carla Dearing  
Ted Smith

#### **Virtual:**

John Launius  
Bonita Black

### Quorum Call

Vice Chair Dearing called the meeting to order at 1:35 P.M.

### Adoption of Minutes

The motion was duly moved for the May 2022 Board Meeting minutes by Ted Smith and seconded by Tawanda Owsley. The Board of Directors unanimously accepted the May 2022 Board Meeting minutes.

### Staff Reports-

#### Update on Financials

Presented By: Tonya Carter

See PDF of April Financials

#### Operational Update

Presented By: Carrie Butler

- Completed 'virtual' visit for Federal Transit Administration (FTA) Comprehensive review
- Attending more outreach and community events: CycLouvia and Touch a Truck
- Dump the Pump Day June 17<sup>th</sup>
- Summer Youth Pass \$30.00

#### TARC3 Update

See PDF of MV Performance

### Action Items

#### Resolution 2022-18 Pavement Renovation: 30<sup>th</sup> Street Lot

Presented by: Geoffrey Hobin

A Resolution authorizing the Executive Director to enter into an agreement with a twelve-month term with an option of month-to-month for up to an additional twelve (12) months: Hall Construction based upon proposed cost for a not-to-exceed total amount of \$989,625, which includes a 5% contingency.

The motion was duly moved by John Launius and seconded by Ted Smith and approved.

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## **Resolution 2022-19 Implementation of new Job Access Routes**

Presented by: Aida Copic

A Resolution authorizing TARC to implement new fixed routes in accordance with Federal Transit Administration requirements and guidelines, Circular FTA C 4702.1B.

The motion was duly moved by Tawanda Owsley and seconded by Bonita Black

## **Chair's Report**

Presented By: Carrie Butler

TARC Board did not have anyone make on-line public comments at its May meeting. However, the Board did hear from Mr. Antonio Wilson about the need for seat belts on TARC buses. Mr. Wilson spoke about this topic previously. We certainly appreciate and understand his concerns, but federal law at this time does not mandate the use of such equipment for public transportation.

ATU President, Lillian Brents, praised TARC's efforts at outreach to customers and JCPS students to showcase about the importance of public transportation. We concur with her remarks and hope that TARC will continue to educate the public, customers and young people about the benefits of TARC and the possibility of making TARC as a career choice. TARC's Board will continue to look at its advertising policy and what types of advertising TARC will consider for its buses and shelters.

Finally, TARC's investigation has concluded regarding the Complaint filed by Ms. Brents and the other 81 complainants for which the Board was made aware of the response and concurs with its conclusion.

## **Public Comment**

Presented by: Pat Mulvihill

Public comments via Facebook

- Oh is community able to come and discuss these frivolity of tickets you give people?!

## **Rev. George Mayes Jr. (In Person)**

Mr. Mayes stated that he attended the Metro Council meeting where Mrs. Butler presented the upcoming budget. Mr. Mayes expressed him concern as to who is fact checking the financial numbers presented to TARC Board.

## **Lillian Brents (In Person)**

Ms. Brents praised TARC's Summer youth passes and stressed the importance that it can have on a young person's growth and experience. Ms. Brents also expresses concern that the

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Investigation she called for was not conducted properly. Ms. Brents stated that meetings were canceled due to having union representation. Ms. Brents wants to know who investigates and follows up on these meetings.

## **Proposed Agenda Items**

- Employee Handbook Update to HR Committee
- Board Bylaws to HR Committee
- Advertising Policy to Customer Service Committee
- Disadvantaged Business Enterprise Plan and Goal
- Transit Asset Management Plan Update
- Nominating Committee and Board Officers
- TARC Pension Committee members

## **Closed Session**

Vice Chair Dearing makes a motion to move into closed session pursuant to KRS 61.810 part F to discuss the appointment, discipline or dismissal of an individual employee, member or student at 2:30.

The motion to move into closed session was moved by Tawanda Owsley and seconded by Ted Smith and accepted.

Vice Chair Dearing made a motion to reconvene from closed session at 2:57 p.m. which was moved by Ted Smith and seconded by Tawanda Owsley and approved.

## **Adjournment**

Vice Chair Dearing made a motion to adjourn at 2:58 p.m. This motion was duly moved by Ted Smith and seconded by Tawanda Owsley and approved by the Board.

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John Launius, Chair

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Date

**TARC Board of Directors  
Financial Summary  
May 2022, Fiscal Year 2022**



**Current Month Revenues Compared to Budget**

Total Operating Revenues are over budget \$24,436 (pg. 2, line 9) mainly due to passenger fares being over budget offset by Comp Specials being under budget because we did not do Derby this year. Total Non-Operating Revenues (Subsidies) are under budget \$1,770,435 (pg. 2, line 16) mainly due to Operating Expenses being under budget. Total Capital Contributions are under budget \$2,198,217 (pg. 2, line 25) due to timing of capital purchases. Total Revenues with Capital are under budget \$3,944,216 (pg. 2, line 27) mainly due timing of capital projects and Operating Expenses being under budget.

**Current Month Expenses Compared to Budget**

Total Operating Expenses are under budget \$1,698,131 (pg. 2, line 41) mainly due to Labor, Fringes & Benefits, Materials, Casualty & Liability, and Purchased Transportation being under budget. Total Capital Expenses are under budget \$70,667 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$1,768,798 (pg. 2, line 50) mainly due to Operating Expenses being under budget and timing of Capital purchases.

**Current Month Actual Summary**

Total Operating Revenues are \$700,613 (pg. 2, line 9) and Total Operating Expenses are \$7,205,225 (pg. 2, line 41) bringing the net to an unfavorable balance of \$6,504,612 before Subsidies are applied. After applying Subsidies of \$6,456,743 (pg. 2, line 16) TARC has an unfavorable balance of \$47,869 (pg. 2, line 53) for the current month before Capital Contributions and Capital Expenses are applied.

**YTD Revenues Compared to Budget**

Total Operating Revenues are under budget \$815,851 (pg. 2 line 9) mainly due to Passenger Fares, Special fares, and Comp Specials being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$8,314,539 (pg. 2, line 16) mainly due to applying less Federal Reimbursement Funds-FTA due to Operating Expenses being under budget. Total Capital Contributions are under budget \$7,683,705 (pg. 2, line 25) mainly due to timing of capital formula and 5339 fund purchases. Total Revenues with Capital are under budget \$16,814,095 (pg. 2, line 27) mainly due to applying less subsidies because Operating Expenses are under budget and timing of capital purchases.

**YTD Expenses Compared to Budget**

Total Operating Expenses are under budget \$9,082,521 (pg. 2, line 41) mainly due to Labor, Fringes & Benefits, Materials, and Purchased Transportation being under budget. Total Capital Expenses are over budget \$19,848 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$9,062,673 (pg. 2, line 50) due to Operating Expenses being under budget and offset by Total Capital Expenses.

## **YTD Actual Summary**

Total Operating Revenues are \$7,092,710 (pg. 2, line 9) and Total Operating Expenses are \$82,240,762 (pg. 2, line 41) bringing the net to an unfavorable balance of \$75,148,052 (pg.7, YTD Balance tab) before Subsidies are applied. After applying Subsidies \$75,100,183 (pg. 2, line 16) TARC has an unfavorable balance of \$47,869 (pg.2, line 53) before Capital Contributions and Capital Expenses are applied. This can also be seen on the bottom half of page 7 in your Financial Statement packet.

## **Operating Summary**

Overall after applying the Subsidies the Statement of Revenues – Expenses shows an unfavorable balance of \$47,869 (pg.2, line 53) before applying the MTTF Revenue receipts or Capital year-to-date. May MTTF budgeted receipts for revenue deposits is over budget \$1,452,524 (pg. 8) for current month. We currently have a favorable balance before capital year-to-date of \$15,854,950 (pg. 7) due to the MTTF revenue deposits being over budget, mainly due to one capital gains tax in April. MTTF Net Profit Fees are up \$3,353,927 (pg.8) and Employee Withholdings are up \$3,463,692 (pg.8) year-to-date compared to last year.



Statement of Revenue - Expenses - with Capital Contributions  
 May 2022, Fiscal Year 2022

| Description                                    | FY22<br>Total Budget | Current Month    |                   |                               | Fiscal Year-to-date |                    |                               | Percentage<br>Remaining |
|--|----------------------|------------------|-------------------|-------------------------------|---------------------|--------------------|-------------------------------|-------------------------|
|  |                      | Actual           | Budget            | Over budget<br>(Under budget) | Actual              | Budget             | Over budget<br>(Under budget) |                         |
| <b>Revenues</b>                                |                      |                  |                   |                               |                     |                    |                               |                         |
| 1 Passenger Fares                              | 4,757,097            | 412,785          | 297,185           | 115,600                       | 3,952,642           | 4,428,978          | (476,336)                     | 16.91%                  |
| 2 Paratransit Fares                            | 805,500              | 61,652           | 87,000            | (25,348)                      | 789,754             | 894,500            | (94,746)                      | 0.71%                   |
| 3 Special Fare Revenues (Uo/L, UPS and etc)    | 1,796,605            | 111,606          | 144,300           | (32,694)                      | 1,363,392           | 1,635,470          | (272,078)                     | 24.11%                  |
| 4 Comp Specials                                | 150,000              | 0                | 75,000            | (75,000)                      | 0                   | 150,000            | (150,000)                     | 100.00%                 |
| 5 Advertising Revenue                          | 624,000              | 54,167           | 52,000            | 2,167                         | 590,000             | 572,000            | 18,000                        | 5.45%                   |
| 6 Other Agency Revenues                        | 183,300              | 13,950           | 15,275            | (1,325)                       | 180,903             | 168,025            | 12,878                        | 1.31%                   |
| 7 Total Recoveries-Insurance                   | 65,000               | 46,453           | 5,417             | 41,036                        | 206,018             | 59,587             | 146,431                       | -216.95%                |
| 8  |                      |                  |                   |                               |                     |                    |                               |                         |
| 9 Operating Revenues                           | <b>8,381,502</b>     | <b>700,613</b>   | <b>676,177</b>    | <b>24,436</b>                 | <b>7,092,710</b>    | <b>7,908,560</b>   | <b>(815,851)</b>              | <b>15.38%</b>           |
| 10   |                      |                  |                   |                               |                     |                    |                               |                         |
| 11 MTTF Contributions- Federated               | 50,865,563           | 4,906,640        | 4,906,640         | 0                             | 46,786,755          | 46,786,755         | 0                             | 8.02%                   |
| 12 Local Government Funds - MTTF               | 1,146,453            | 0                | 95,538            | (95,538)                      | 1,094,486           | 1,050,918          | 43,568                        | 4.53%                   |
| 13 Federal Reimbursement Funds - FTA           | 38,008,770           | 1,550,103        | 3,000,000         | (1,449,897)                   | 23,582,339          | 34,288,375         | (10,706,036)                  | 37.96%                  |
| 14 State Government Funds                      | 1,553,856            | 0                | 225,000           | (225,000)                     | 3,636,603           | 1,288,674          | 2,347,929                     | -134.04%                |
| 15   |                      |                  |                   |                               |                     |                    |                               |                         |
| 16 Total Non-Operating Revenues                | <b>91,574,642</b>    | <b>6,456,743</b> | <b>8,227,178</b>  | <b>(1,770,435)</b>            | <b>75,100,183</b>   | <b>83,414,722</b>  | <b>(8,314,539)</b>            | <b>17.99%</b>           |
| 17   |                      |                  |                   |                               |                     |                    |                               |                         |
| 18 Total Revenues Before Cap Contributions     | <b>99,956,144</b>    | <b>7,157,356</b> | <b>8,903,355</b>  | <b>(1,745,999)</b>            | <b>82,192,893</b>   | <b>91,323,282</b>  | <b>(9,130,390)</b>            | <b>17.77%</b>           |
| 19   |                      |                  |                   |                               |                     |                    |                               |                         |
| 20 Local Government Funds - MTTF, Cap          | 2,188,232            | 75,059           | 518,179           | (443,120)                     | 322,841             | 2,076,076          | (1,753,235)                   | 85.25%                  |
| 21 Federal Reimbursement Funds - FTA, Cap      | 22,218,487           | 356,450          | 2,111,547         | (1,755,097)                   | 12,583,263          | 18,604,483         | (6,021,220)                   | 43.37%                  |
| 22 State Government Funds, Cap                 | 0                    | 0                | 0                 | 0                             | 3,217,301           | 3,126,551          | 90,750                        | 0.00%                   |
| 23 Other Agencies Revenue, Cap                 | 0                    | 0                | 0                 | 0                             | 0                   | 0                  | 0                             | 0.00%                   |
| 24   |                      |                  |                   |                               |                     |                    |                               |                         |
| 25 Total Capital Contributions                 | <b>24,406,719</b>    | <b>431,509</b>   | <b>2,629,726</b>  | <b>(2,198,217)</b>            | <b>16,123,405</b>   | <b>23,807,110</b>  | <b>(7,683,705)</b>            | <b>33.94%</b>           |
| 26   |                      |                  |                   |                               |                     |                    |                               |                         |
| 27 Total Revenues                              | <b>124,362,863</b>   | <b>7,588,865</b> | <b>11,533,081</b> | <b>(3,944,216)</b>            | <b>98,316,298</b>   | <b>115,130,392</b> | <b>(16,814,095)</b>           | <b>20.94%</b>           |
| 28   |                      |                  |                   |                               |                     |                    |                               |                         |
| 29   |                      |                  |                   |                               |                     |                    |                               |                         |
| 30 Expenses                                    |                      |                  |                   |                               |                     |                    |                               |                         |
| 31   |                      |                  |                   |                               |                     |                    |                               |                         |
| 32 Labor                                       | 32,000,848           | 2,581,534        | 2,853,686         | (272,162)                     | 28,232,392          | 29,110,152         | (877,760)                     | 11.78%                  |
| 33 Fringes & Benefits                          | 31,734,057           | 2,152,267        | 2,756,048         | (603,781)                     | 26,795,165          | 29,166,346         | (2,371,181)                   | 15.56%                  |
| 34 Services                                    | 5,639,222            | 506,240          | 466,350           | 39,890                        | 5,200,903           | 5,167,958          | 32,945                        | 7.77%                   |
| 35 Materials                                   | 7,458,185            | 539,698          | 631,133           | (91,435)                      | 5,776,091           | 6,838,840          | (1,062,749)                   | 22.55%                  |
| 36 Utilities                                   | 1,016,796            | 110,107          | 84,733            | 25,374                        | 991,380             | 932,063            | 59,317                        | 2.50%                   |
| 37 Casualty & Liability                        | 2,736,426            | 22,411           | 228,035           | (205,624)                     | 2,815,008           | 2,508,385          | 306,623                       | -2.87%                  |
| 38 Purchased Transportation                    | 18,740,930           | 1,266,455        | 1,839,251         | (572,796)                     | 12,010,904          | 17,023,933         | (5,013,029)                   | 35.91%                  |
| 39 Interest Expense                            | 7,860                | 480              | 480               | 0                             | 7,417               | 7,419              | (2)                           | 5.64%                   |
| 40 Other Expenses                              | 621,820              | 26,032           | 43,629            | (17,597)                      | 411,501             | 566,186            | (156,685)                     | 33.62%                  |
| 41 Operating Expenses                          | <b>99,956,144</b>    | <b>7,205,226</b> | <b>8,903,355</b>  | <b>(1,698,131)</b>            | <b>82,240,762</b>   | <b>91,323,282</b>  | <b>(9,082,521)</b>            | <b>17.72%</b>           |
| 42   |                      |                  |                   |                               |                     |                    |                               |                         |
| 43   |                      |                  |                   |                               |                     |                    |                               |                         |
| 44   |                      |                  |                   |                               |                     |                    |                               |                         |
| 45 Development Cost & Loss on Disposal         | 426,467              | 54,053           | 33,465            | 20,588                        | 319,362             | 189,832            | 129,530                       | 25.11%                  |
| 46 Depreciation Expenses                       | 12,194,557           | 1,008,128        | 1,097,383         | (91,255)                      | 10,979,620          | 11,092,448         | (112,828)                     | 9.96%                   |
| 47 Loss on Disposal of Assets                  | 0                    | 0                | 0                 | 0                             | 3,146               | 0                  | 3,146                         | 0.00%                   |
| 48 Total Capital Expenses                      | <b>12,621,024</b>    | <b>1,060,181</b> | <b>1,130,848</b>  | <b>(70,667)</b>               | <b>11,302,128</b>   | <b>11,262,280</b>  | <b>39,848</b>                 | <b>10.45%</b>           |
| 49   |                      |                  |                   |                               |                     |                    |                               |                         |
| 50 Total Expenses                              | <b>112,577,168</b>   | <b>8,265,406</b> | <b>10,034,203</b> | <b>(1,768,798)</b>            | <b>93,542,890</b>   | <b>102,605,562</b> | <b>(9,062,673)</b>            | <b>16.91%</b>           |
| 51   |                      |                  |                   |                               |                     |                    |                               |                         |
| 52   |                      |                  |                   |                               |                     |                    |                               |                         |
| 53 Revenue / Expense Difference Before Capital | <b>0</b>             | <b>(47,869)</b>  | <b>0</b>          | <b>(47,868)</b>               | <b>(47,869)</b>     | <b>0</b>           | <b>(47,869)</b>               | <b>0.00%</b>            |
| 54   |                      |                  |                   |                               |                     |                    |                               |                         |
| 55 Revenue / Expense Difference After Capital  | <b>11,785,695</b>    | <b>(676,541)</b> | <b>1,498,878</b>  | <b>(2,175,418)</b>            | <b>4,773,408</b>    | <b>12,524,830</b>  | <b>(7,751,422)</b>            | <b>59.50%</b>           |





**Balance Sheet**

**May 2022, Fiscal Year 2022**



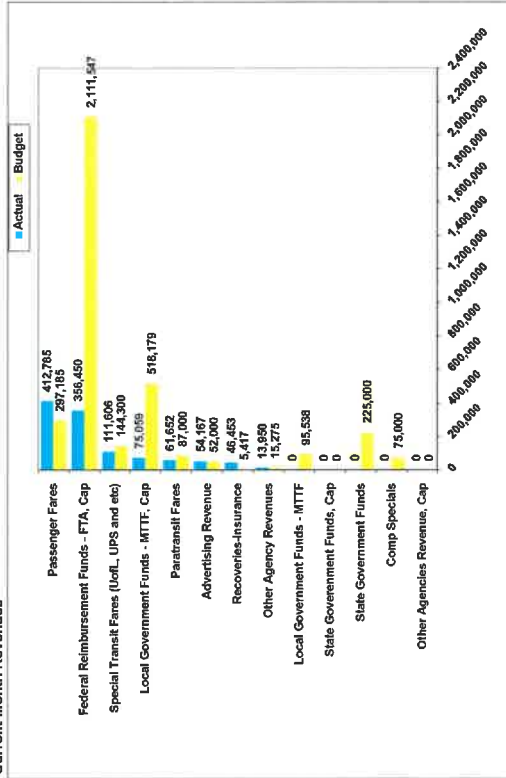
| Assets                               | FY 22              | FY 21              | Liabilities, Reserves & Capital         | FY 22              | FY 21              |
|--------------------------------------|--------------------|--------------------|---|--------------------|--------------------|
| <b>Current Assets</b>                |                    |                    | <b>Current Liabilities</b>              |                    |                    |
| Cash & Cash Items                    | 3,276,833          | 2,451,485          | Long Term Debt                          | 121,697            | 262,538            |
| Short Term Investments               | 7,526,004          | 6,062,197          | Short Term Debt                         | 0                  | 0                  |
| Accounts Receivable                  | 95,831,537         | 51,351,292         | Trade Payables                          | 4,213,088          | 5,583,401          |
| Interest Receivable                  | 75                 | 301                | Accrued Payroll Liabilities             | 4,501,008          | 4,449,467          |
| Due From Grant                       | 80,000             | 80,000             | Estimated Workmans Compensation         | 3,703,004          | 3,346,706          |
| Materials & Supplies                 | 1,772,318          | 2,379,453          | Accrued Tax Liabilities                 | 0                  | 0                  |
| <b>Total Current Assets</b>          | <b>108,486,766</b> | <b>62,324,728</b>  | Unredeemed Tickets & Tokens             | 1,733,245          | 1,604,065          |
| <b>Other Assets</b>                  |                    |                    | Reserves - Injury & Damages             | 1,657,700          | 1,500,200          |
| Prepaid Insurance & Dues & WIP       | 316,711            | 374,352            | Due To Operations                       | 80,000             | 80,000             |
| <b>Total Other Assets</b>            | <b>316,711</b>     | <b>374,352</b>     | Unearned Capital Contributions          | 91,264,932         | 45,983,711         |
|                                      |                    |                    | Other Current Liabilities (Health Ins.) | 2,636,501          | 953,878            |
|                                      |                    |                    | <b>Total Current Liabilities</b>        | <b>108,911,155</b> | <b>63,773,966</b>  |
| <b>Fixed Assets</b>                  |                    |                    |   |                    |                    |
| Land                                 | 3,187,624          | 3,187,624          | <b>Equity</b>                           |                    |                    |
| Buildings                            | 49,486,992         | 49,133,260         | Retained Earnings                       | 4,773,408          | (8,472,849)        |
| Coaches                              | 129,430,072        | 113,494,716        | Prior Year Retained Earning             | 75,248,859         | 76,430,607         |
| Office Equipment                     | 10,461,188         | 10,551,131         | <b>Total Equity</b>                     | <b>80,022,267</b>  | <b>67,957,757</b>  |
| Other Equipment                      | 22,295,850         | 22,178,029         | <b>Total Liabilities &amp; Equity</b>   | <b>189,933,422</b> | <b>131,731,723</b> |
| Development Costs                    | 648,633            | 490,063            |   |                    |                    |
| Vehicle Exp - Operating              | 1,420,405          | 1,420,405          |   |                    |                    |
| Other Equipment -Operating           | 183,031            | 154,908            |   |                    |                    |
| <b>Total Fixed Assets</b>            | <b>217,113,795</b> | <b>200,610,135</b> |   |                    |                    |
| <b>Less Accumulated Depreciation</b> |                    |                    |   |                    |                    |
| Accumulated Depr Land                | 747,772            | 713,834            |   |                    |                    |
| Accumulated Depr Buildings           | 28,518,584         | 26,996,303         |   |                    |                    |
| Accumulated Depr Coaches             | 78,070,355         | 76,743,631         |   |                    |                    |
| Accumulated Depr Office Equipment    | 8,750,795          | 8,234,172          |   |                    |                    |
| Accumulated Depr Other Equipment     | 18,467,965         | 17,663,379         |   |                    |                    |
| Accumulated Depr Development Cost    | 319,362            | 188,303            |   |                    |                    |
| Accumulated Depr Vehicle Exp - Opr   | 976,073            | 919,946            |   |                    |                    |
| Accumulated Depr Other Equipment Op  | 132,944            | 117,924            |   |                    |                    |
| <b>Total Depreciation</b>            | <b>135,983,849</b> | <b>131,577,492</b> |   |                    |                    |
| <b>Net Fixed Assets</b>              | <b>81,129,945</b>  | <b>69,032,643</b>  |   |                    |                    |
| <b>Total Assets</b>                  | <b>189,933,422</b> | <b>131,731,723</b> |   |                    |                    |

**Actual Revenue vs. Budget**

May 2022, Fiscal Year 2022



Current Month Revenues



MTTF \$4,906,640 Actual = \$4,906,640 Budget

Federal Reimbursement Funds - FTA \$1,550,103 Actual < \$3,000,000 Budget

- Passenger fares \$115,600 ↑
- Paratransit fares \$25,348 ↓
- Recoveries-Insurance \$41,036 ↑
- Federal Reimbursement Funds - FTA 1,448,897 ↔
- Federal Reimbursement Funds - FTA, Cap \$1,755,097 ↔

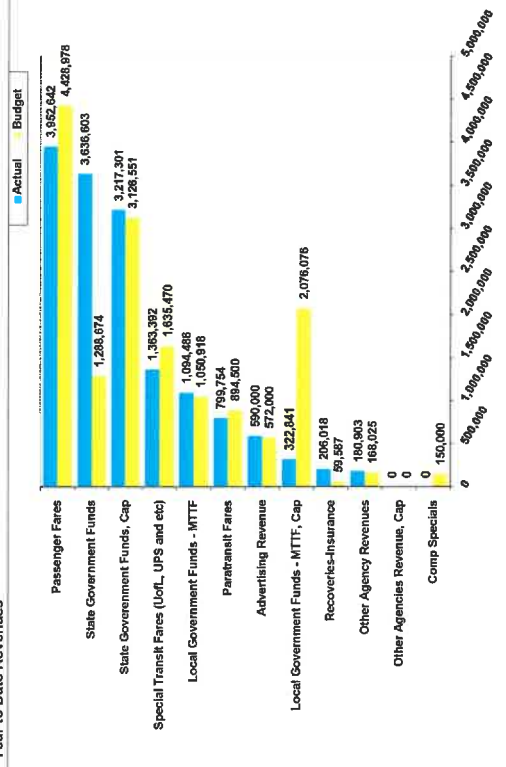
CM

- \* Recoveries - Insurance - is over budget \$41,036 due to collecting payments on damages done to TARC vehicles
- \* Federal Reimbursement Funds - FTA is under budget \$1,449,897 mainly due to expenses being under budget
- \* Federal Reimbursement Funds - FTA, CAP is under budget \$1,755,097 mainly due to timing of capital expenses (facility rehab, ITS equipment, electric power and security enhancements)

YTD

- \* Federal Reimbursement Funds - FTA is under budget \$10,706,036 mainly due to receiving State match and operating expenses being under budget
- \* State Government Funds - is over budget \$2,347,929 mainly due to receiving the State funds for local match in January
- \* Federal Reimbursement Funds - FTA, CAP is under budget \$6,021,220 mainly due to timing of capital expenses for capital formula and 5339 funds

Year to Date Revenues



MTTF \$46,786,755 Actual = \$46,786,755 Budget

Federal Reimbursement Funds - FTA \$23,562,339 Actual < \$34,288,375 Budget

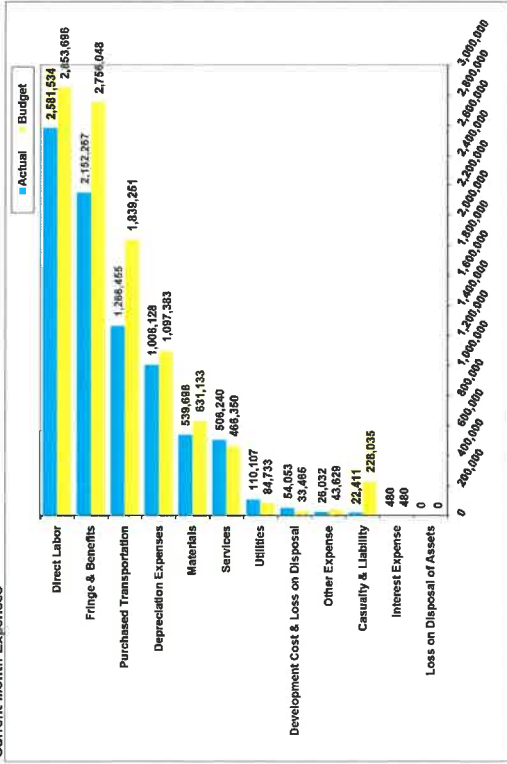
Federal Reimbursement Funds - FTA, Cap \$12,583,263 Actual < \$18,604,483 Budget

- Passenger fares \$476,336 ↓
- Paratransit fares \$94,746 ↓
- Federal Reimbursement Funds - FTA \$10,706,036 ↔
- State Government Funds - \$2,347,929 ↔
- Federal Reimbursement Funds - FTA, Cap \$6,021,220 ↔

Actual Expenses vs. Budget

May 2022, Fiscal Year 2022

Current Month Expenses



Direct Labor \$272,162 ↗ Total Labor \$434,067 ↗  
 Fringe & Benefits \$603,781 ↗  
 Services \$39,890 ↘  
 Purchased Transportation \$572,796 ↗

CM

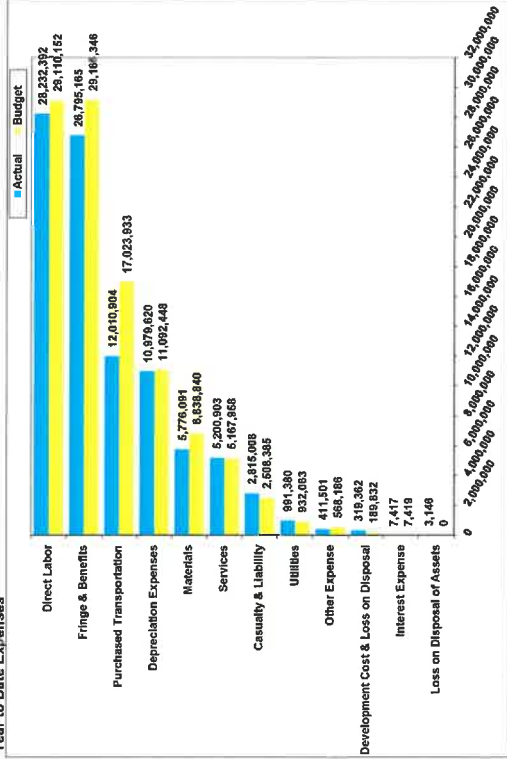
- Direct Labor is under budget \$272,162
- Fringe & Benefits are under budget \$603,781 mainly due to Pension and Medical
- Services is over budget \$39,890 mainly due to Temporary help for various departments
- Purchased Transportation is under budget \$572,796 mainly due to revenue hours

YTD

- Fringe & Benefits are under budget \$2,371,181 mainly due to Pension, Medical, Sick leave, Holiday all being under budget and offset by Worker's Compensation being over \$1,213,680
- Materials are under budget \$1,082,749 mainly due to diesel fuel and Maintenance materials and supplies
- Casualty & Liability is over budget \$306,623 mainly due to settlements and reserve increases
- Purchased Transportation is under budget \$5,013,028 mainly due to revenue hours and penalties
- Depreciation Expenses are under budget \$112,828 mainly due to a timing of capital purchases



Year-to-Date Expenses



Direct Labor \$877,760 ↗ Total Labor \$1,773,519 ↗  
 Fringe & Benefits \$2,371,181 ↗  
 Materials \$1,082,749 ↗  
 Casualty & Liability \$306,623 ↘  
 Purchased Transportation \$5,013,028 ↗  
 Depreciation Expenses \$112,828 ↔

**Year to Date Summary**

**May 2022, Fiscal Year 2022**



**Actual Compared to Budget YTD**

Total Revenues before Capital are **Over/Under** by (pg. 2, line 18)

**Good** **In the Red**  
\$9,130,390

Total Expenses are **Over/Under** by (pg. 2, line 41)

\$9,082,521

MTTF Revenue Deposits are **Over/Under** by (pg. 8)

\$15,902,819

May has a favorable balance before Capital of

\$24,985,340 \$9,130,390  
**\$15,854,950**

**Actual Revenues over Expenses**

Operating Revenues  
 Operating Expenses  
**Net Gain/(Loss) before MTTF**

\$7,092,710  
 \$82,240,762  
**(\$75,148,052)**

MTTF Approved Contributions  
**Net Gain/(Loss) before Subsidies**

\$46,786,755  
**(\$28,361,297)**

**Subsidies**

5307 Federal Formula dollars to be used as (CEER)  
 MTTF Local Share  
 State Contributions

CARES  
 CRSSAA  
 \$10,387,177  
 \$8,759,181  
 \$4,435,981  
 \$1,094,486  
 \$3,636,603

**Total Subsidies**

**\$28,313,428**

**Net Gain/(Loss) before Capital**

**(\$47,869)**

## MassTransit Trust Fund (MTTF) Revenue Deposits



## Deposit to Budget Difference FY 2022

| Month        | FY 22<br>Actual Deposits | FY 22<br>Budget Deposits | Difference  | YTD Total    | Current Month | YTD    |
|--------------|--------------------------|--------------------------|-------------|--------------|---------------|--------|
| July         | \$4,416,524              | \$4,263,320              | \$153,204   | \$153,204    | 3.59%         |        |
| August       | \$4,516,464              | \$4,049,642              | \$466,822   | \$620,026    | 11.53%        | 7.46%  |
| September    | \$5,708,766              | \$4,744,809              | \$963,957   | \$1,583,983  | 20.32%        | 12.13% |
| October      | \$4,035,303              | \$3,821,270              | \$214,033   | \$1,798,016  | 5.60%         | 10.65% |
| November     | \$5,069,943              | \$4,823,684              | \$246,259   | \$2,044,275  | 5.11%         | 9.42%  |
| December     | \$6,581,965              | \$4,963,520              | \$1,618,445 | \$3,662,720  | 32.61%        | 13.74% |
| January      | \$6,549,774              | \$4,589,049              | \$1,960,725 | \$5,623,445  | 42.73%        | 17.99% |
| February     | \$4,003,609              | \$4,233,049              | (\$229,440) | \$5,394,005  | -5.42%        | 15.20% |
| March        | \$5,323,468              | \$4,173,450              | \$1,150,018 | \$6,544,023  | 27.56%        | 16.50% |
| April        | \$13,687,504             | \$5,781,232              | \$7,906,272 | \$14,450,295 | 136.76%       | 31.80% |
| May          | \$5,354,175              | \$3,901,651              | \$1,452,524 | \$15,902,819 | 37.23%        | 32.23% |
| June         |                          | \$4,747,430              |             |              |               |        |
| <b>TOTAL</b> | <b>\$65,247,495</b>      | <b>\$54,092,106</b>      |             |              |               |        |

## MTTF Revenue Deposits - Actuals

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

|                              | May<br>2022         | May<br>2021         | YTD<br>FYE 2022      | YTD<br>FYE 2021      | Difference<br>Amount  | Percent<br>Change |
|------------------------------|---------------------|---------------------|----------------------|----------------------|-----------------------|-------------------|
| <b>Receipts</b>              |                     |                     |                      |                      |                       |                   |
| Employee Withholding         | \$ 4,907,648        | \$ 4,500,971        | \$ 49,152,591        | \$ 45,688,889        | \$ 3,463,692          | 7.56%             |
| Individual Fees              | 275                 | 657                 | 2,792                | 3,299                | (507)                 | -15.36%           |
| Net Profit Fees              | 454,169             | 2,069,628           | 16,326,085           | 12,972,158           | 3,353,927             | 25.85%            |
| Interest & Penalty           | 62,026              | 23,845              | 646,896              | 461,427              | 185,469               | 40.19%            |
| <b>Total Collections</b>     | <b>\$ 5,424,119</b> | <b>\$ 6,595,401</b> | <b>\$ 66,128,363</b> | <b>\$ 59,125,783</b> | <b>\$ 7,002,580</b>   | <b>11.84%</b>     |
| Investment Income            | \$ 3,282            | \$ 867              | \$ 11,863            | \$ 6,992             | \$ 4,871              | 69.67%            |
| <b>Total Receipts</b>        | <b>\$ 5,427,401</b> | <b>\$ 6,596,268</b> | <b>\$ 66,140,227</b> | <b>\$ 59,132,775</b> | <b>\$ 7,007,452</b>   | <b>11.85%</b>     |
| <b>Disbursements</b>         |                     |                     |                      |                      |                       |                   |
| Collection Fee               | \$ 73,226           | \$ 89,038           | \$ 892,732           | \$ 798,197           | \$ 94,535             | 11.84%            |
| <b>Total Disbursements</b>   | <b>\$ 73,226</b>    | <b>\$ 89,038</b>    | <b>\$ 892,732</b>    | <b>\$ 798,197</b>    | <b>\$ 94,535</b>      | <b>11.84%</b>     |
| <b>Due Mass Transit</b>      | <b>\$ 5,354,175</b> | <b>\$ 6,507,250</b> | <b>\$ 65,247,495</b> | <b>\$ 59,334,578</b> | <b>\$ 6,912,917</b>   | <b>11.85%</b>     |
| Less Previous Payments       |                     |                     | 59,893,320           | 51,827,328           | 8,065,992             | 15.56%            |
| <b>Payable To Trust Fund</b> |                     |                     | <b>\$ 5,354,175</b>  | <b>\$ 6,507,250</b>  | <b>\$ (1,153,075)</b> | <b>-17.72%</b>    |



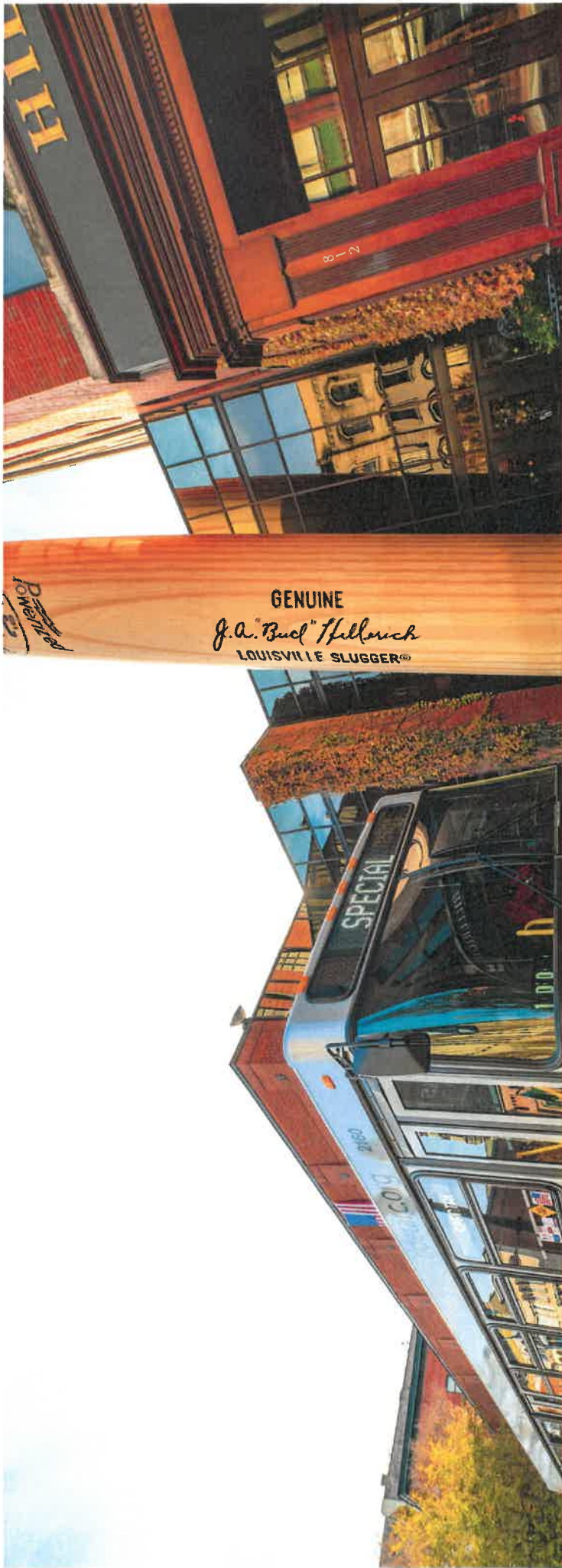
**Reimbursement Funds Only and a One Time Funding Source for TARC**

|              | TARC Share         | Actual FY 2020   | Actual FY 2021    | Actual YTD FY 2022 | Remaining Balance | Budget YTD FY 2022 | Delta Actual FY 2022 vs Budget FY 2022 |
|--------------|--------------------|------------------|-------------------|--------------------|-------------------|--------------------|--|
| CARES*       | 42,276,008         | 4,341,151        | 26,847,680        | 10,387,177         | 700,000           | 13,000,563         | (2,613,386)                            |
| CRRSAA**     | 21,374,688         |                  |                   | \$7,209,078        | 14,165,610        | 18,237,895         | (11,028,817)                           |
| ARP***       | 48,293,376         |                  |                   |                    | 48,293,376        | 0                  |  |
| <b>Total</b> | <b>111,944,072</b> | <b>4,341,151</b> | <b>26,847,680</b> | <b>17,596,255</b>  | <b>63,158,986</b> | <b>31,238,458</b>  | <b>(13,642,203)</b>                    |

\* KY-2020-012 was approved/Executed 5/27/2020 - KIPDA opted not to utilize so TARC will use remaining funds

\*\* KY-2021-020 was approved/Executed 7/1/2021

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



**BOARD OF DIRECTORS  
JULY 26, 2022**

JUNE OPERATIONAL UPDATE





## HIGHLIGHTS

### SINCE THE LAST BOARD MEETING.....

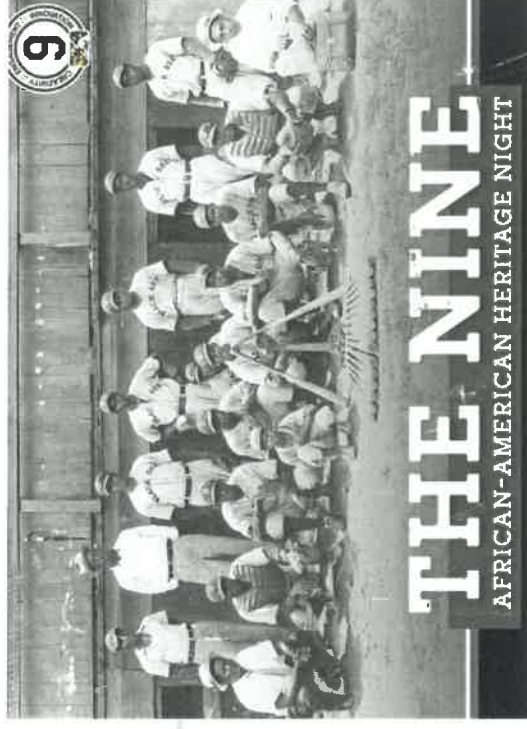
- Participated in Jobs News USA job fair on June 22 – Director of Maintenance William Harris featured on WDRB
- Welcomed 6 new operators at graduation ceremony on June 24
- Louisville Metro Fire Battalion Chief Bobby Cooper acknowledged TARC on WAVE and WLKY for providing cooling buses while LMFDB battled a warehouse fire in the Russell neighborhood on July 5
- 99 Summer Youth Passes sold as of July 15





## COMING UP

- Prepping for debut of new CMAQ routes beginning August 7
- Supporting the Nine Initiative, nationwide outreach program to help connect Black communities to baseball - transportation for Shawnee Little League to Louisville Bats game on Sept. 3
- Long Range Plan Mobility Summit scheduled for Thursday, Sept. 15, 6-8 pm at Union Station
- Promoting student MyTARC cards at Back to School events in August, JCPS Showcase of Schools in October





# JUNE RIDERSHIP

## FIXED ROUTE

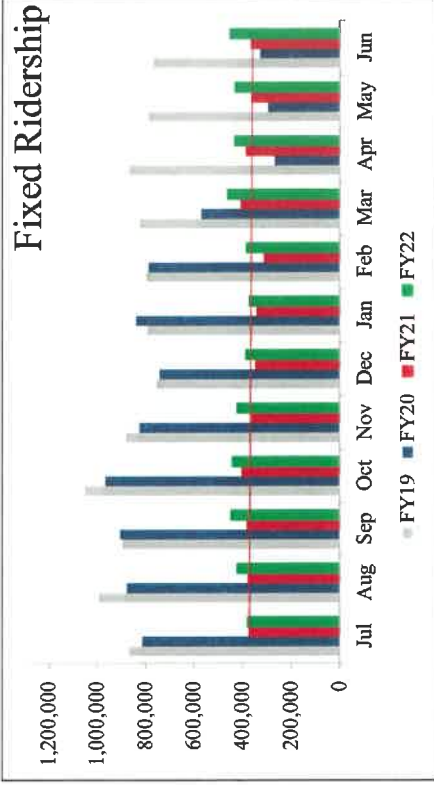
Monthly

**451,066**

+ 4.9% VLM  
+ 24% VLY

YTD

**5 M**



## PARATRANSIT

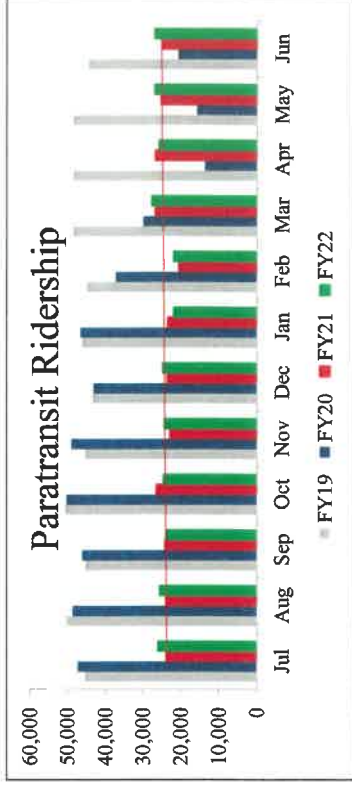
Monthly

**26,779**

0% VLM  
+ 7.3% VLY

YTD

**299.4K**



## COMBINED

This Month Last Year

**388,630**

This Month, This Year

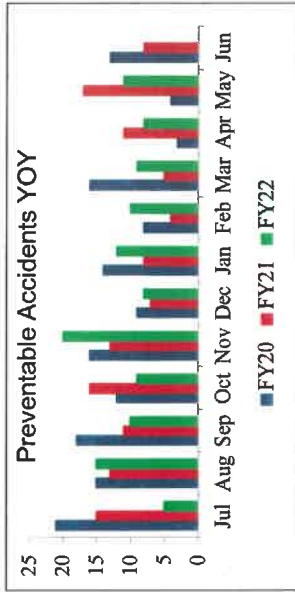
**477,845**

+ 23% VLY

# JUNE SAFETY

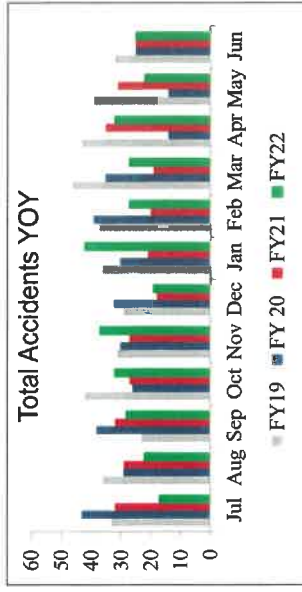
## SAFETY PREVENTABLE ACCIDENTS

Monthly **15** YTD **132**  
 +36% VLM +3% VLY  
 +88% VLY



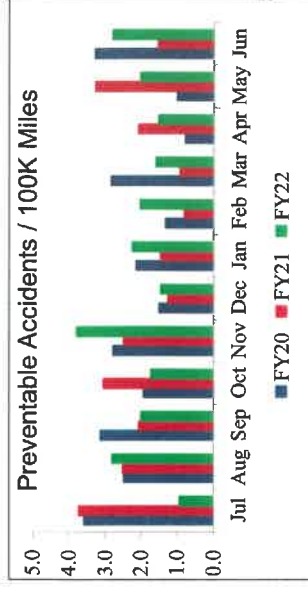
## SAFETY ACCIDENTS TOTAL

Monthly **25** YTD **330**  
 +14% VLM +4% VLY  
 0% VLY



## PREVENTABLE ACCIDENTS / 100K MILES

Monthly **2.8** YTD **2.1**  
 +40% VLM 0% VLY  
 +87% VLY





# JUNE ON-TIME PERFORMANCE

## FIXED ROUTE

Monthly

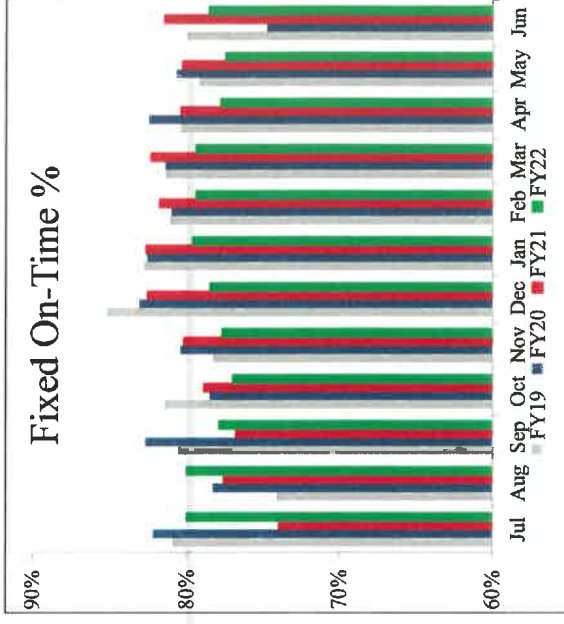
YTD

**78.6%**

1.1% VLM

**78.7%**

-1.31% VLY



## PARATRANSIT

Monthly

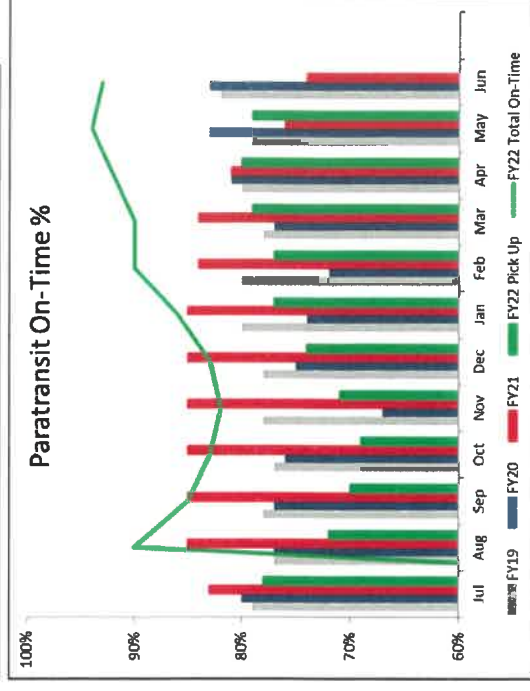
YTD

**92%**

-1% VLM  
+7% VLY

**88%**

+3% VLY





# JUNE CUSTOMER SERVICE COMPLAINTS

## FIXED ROUTE

Monthly

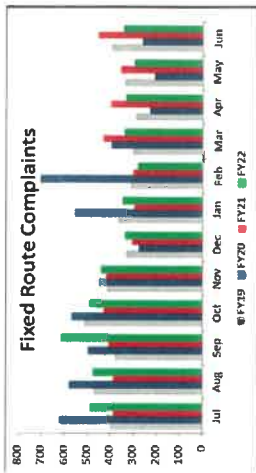
**342**

+16% VLM  
-25% VLY

YTD

**4.8K**

+4% VLY



## PARATRANSIT

Monthly

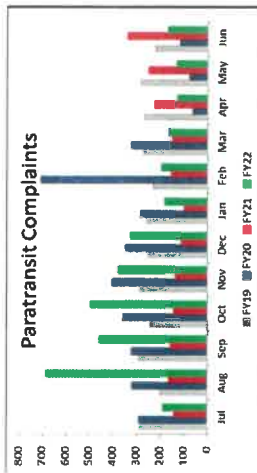
**169**

+30% VLM  
-50% VLY

YTD

**3.5K**

+69% VLY



## COMPLAINTS / 1,000 RIDERS

Monthly

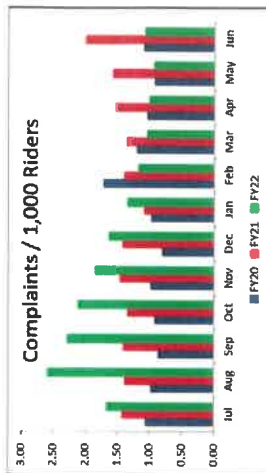
**1.1**

+15% VLM  
-48% VLY

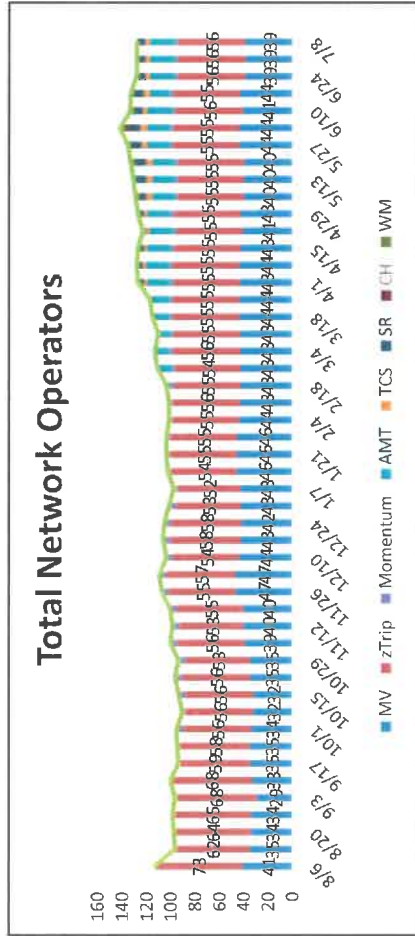
YTD

**1.4**

+8% VLY



# TARC3 (PARATRANSIT) OPERATOR STAFFING



Total Network Headcount to Date: 129 (+24% from January)

## Operator Updates

- 129 total operators
- 6 operators in training
- Next training class began 7/18
- Goal of 150 total operators by 8/1

## Subcontractors

### SilverRide:

- New training class began 7/8

### Transport Care Services:

- Training class began 7/18

### zTrip:

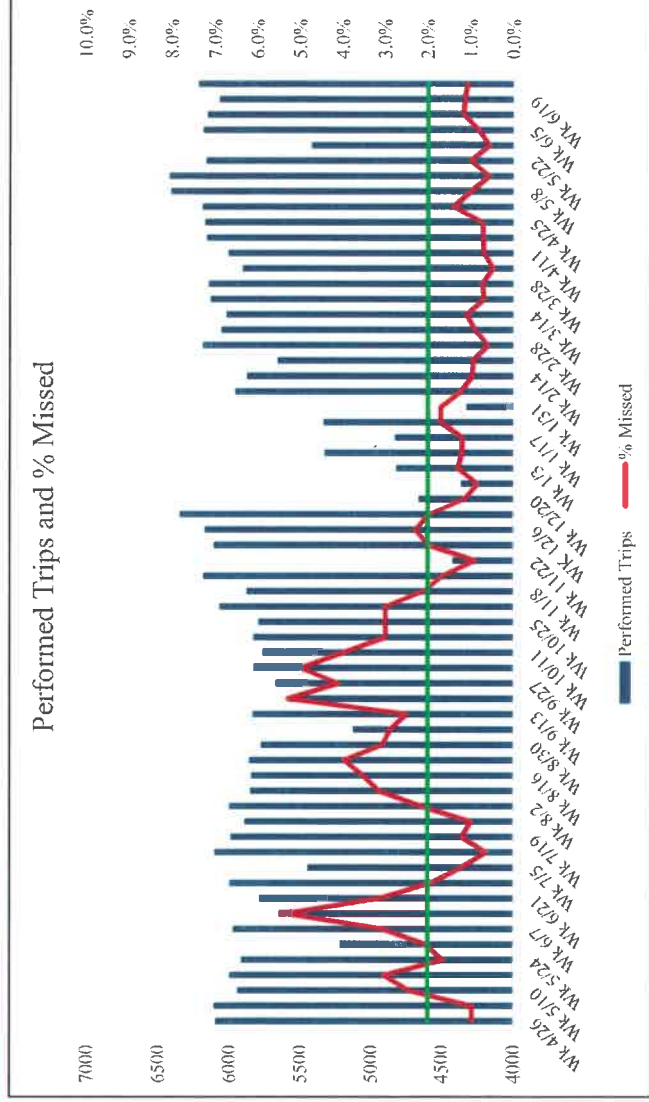
- New training class to begin 7/27

## Week of 7/3 Recruiting Efforts

- Candidate outreach: 12
- Telephone screens from outreach: 5
- Interviews scheduled: 4
- Interviews conducted: 2



# MV WEEKLY PERFORMANCE



% Missed Trips

Wk 6/26 : 1%

Previous 5 Wk Avg: 0.94%





# MV LIQUIDATED DAMAGES

## PARATRANSIT

Monthly

YTD

**\$96K**

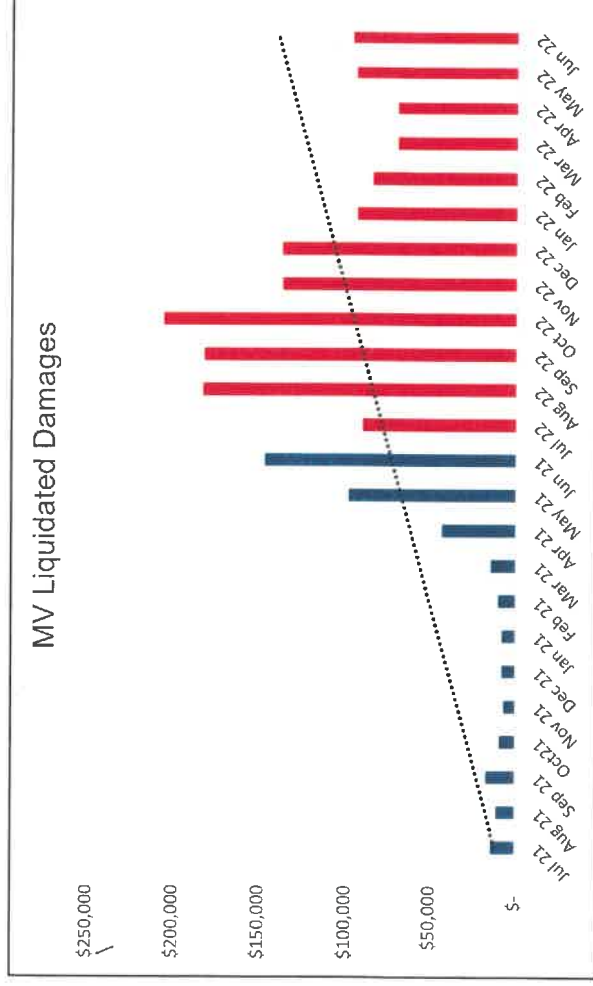
**\$1,438K**

+2.3% VLM  
+276% VLY

Monthly Details  
 \$61K (63%), Productivity, 1.8 trips/hr  
 \$22K (23%), Late Trip  
 \$8K (8%), Missed Trips

Types of Penalties:

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





# JULY BOARD OF DIRECTORS UPDATE

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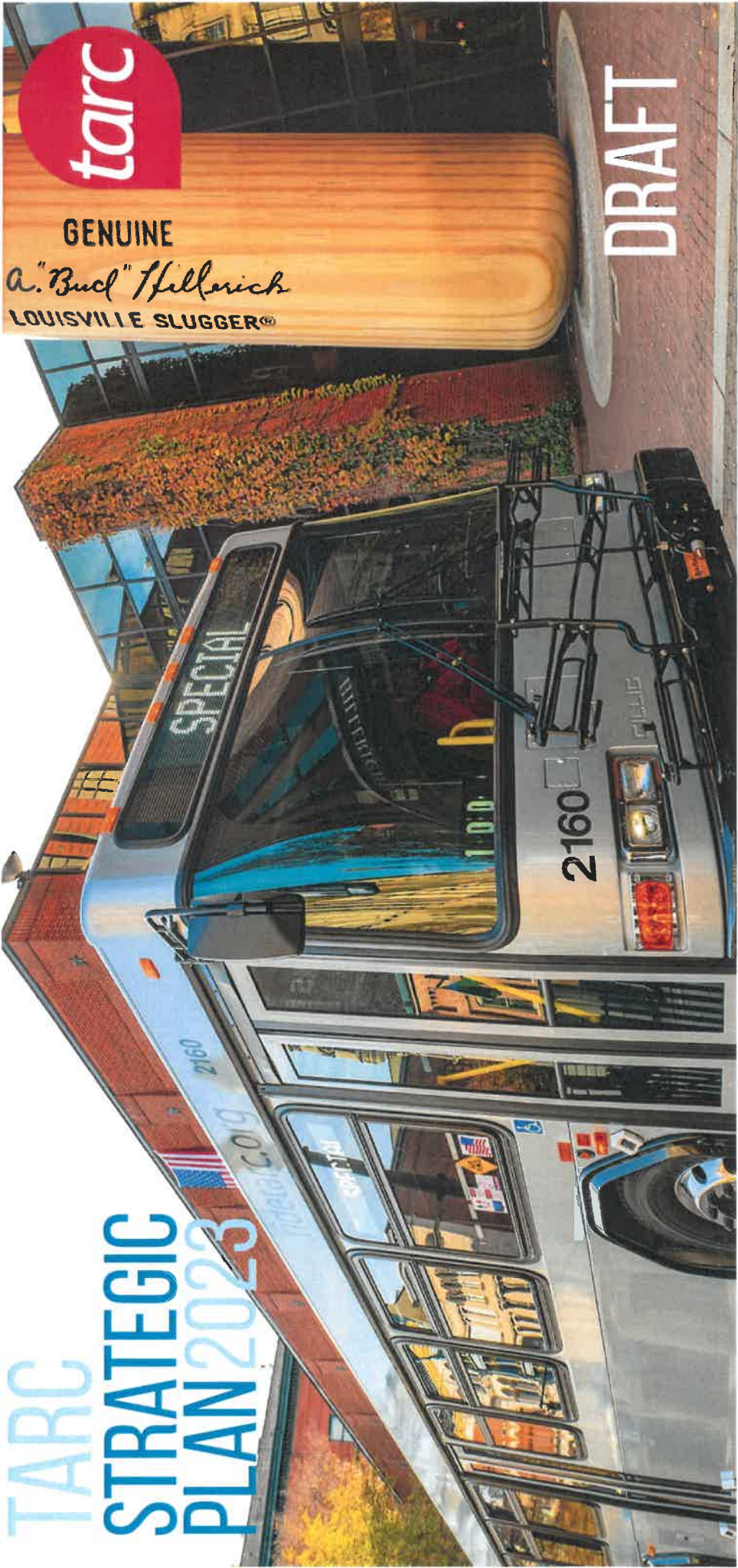
July 26, 2022



**THANK YOU**

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# TARC STRATEGIC PLAN 2023



tarc

GENUINE  
*A. "Bud" Hillerich*  
LOUISVILLE SLUGGER®

DRAFT

# CONTENTS

|                                    |   |
|------------------------------------|---|
| Letter from the Executive Director | 3 |
| Building The Plan                  | 4 |
| Mission, Vision, Values            | 5 |
| Outcomes for 2023                  | 6 |
| 2023 Work Plan                     | 7 |
| Performance Scorecard              | 8 |
| Next Steps                         | 9 |



# LETTER FROM THE EXECUTIVE DIRECTOR



Carrie Butler  
Executive Director

The Transit Authority of River City (TARC) recognizes the value and impact that a high-quality transportation system can deliver to our community. When I stepped into the Executive Director role in 2020, I knew it would be a critically important to take on a strategic planning effort, including a review of our mission and vision. Additionally, a new strategic plan affords the opportunity for new Board Members and members of our leadership team to explore what TARC can be for our community, how we make improvements and changes, and how we should measure our progress toward goals.

What's been discovered during this process is that TARC is in a period of significant transformation. As you will learn in reading the plan, TARC will implement a variety of projects and programs over the coming year aimed at achieving our new vision to be the Greater Louisville community's trusted and reliable mobility choice. Our plan provides the TARC team with guiding goals, projects, and programs to be implemented in the short-term to achieve longer-term outcomes.

TARC is committed to service that supports the needs of our existing customers, agency stakeholders, and the community at large through our new mission – *Making Your Journey Our Priority*.

We strive to be recognized as the regional leader in mobility solutions, and our continued pursuit of this vision has led to the development of this strategic plan,

as well as our exploration of long-term financial models that facilitate longevity and sustainable innovation in mobility.

In addition to the workplan of innovative initiatives, the plan puts forth a framework for measuring success for 2023 and beyond.

It details TARC's aspirations and the specific steps for attaining goals. In addition, it provides clarity around our vision for achieving excellence in customer experience, supporting employee engagement and professional growth, increasing our value with in the community, and achieving financial health.

TARC's 2023 Strategic Plan is both ambitious and actionable. No strategic plan should be an easy reach, and TARC is accepting the Challenge to Change. I truly believe that this plan will elevate TARC through a focused pursuit of excellence while guiding our vision for strategic success.

Sincerely,

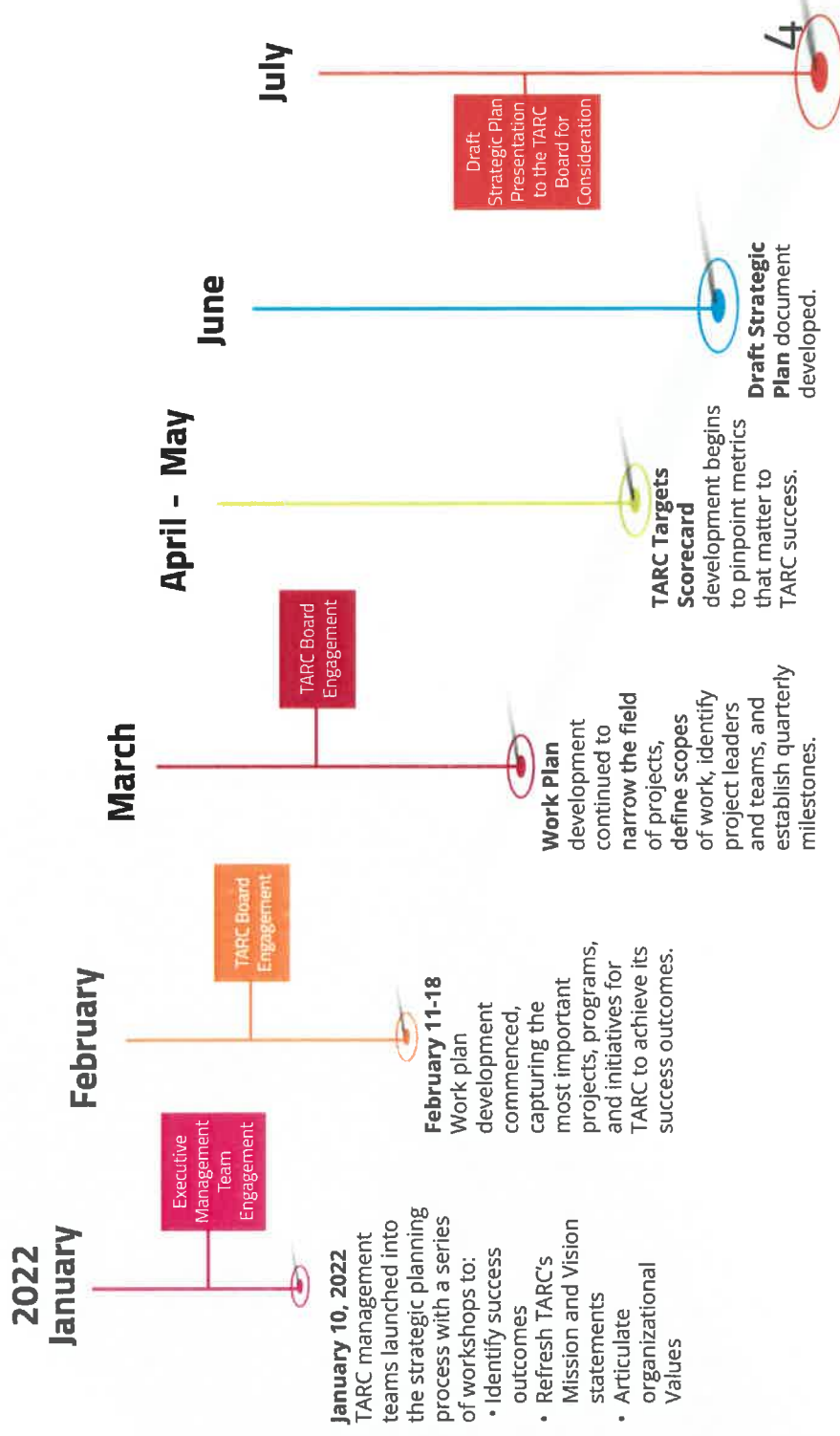
A handwritten signature in black ink that reads "Carrie Butler".

Carrie Butler  
Executive Director

# BUILDING THE PLAN

## Steps In The Planning Process

Planning for TARC's successful 2023 fiscal year began in January, 2022 with focused efforts by staff and Board members all striving for the common goal of delivering high quality services to TARC customers and value to the Louisville community.



# MISSION VISION VALUES

## MISSION

Making your journey our priority.

## VISION

To be the trusted and reliable mobility choice.



**VALUES**

|                       |   |                      |  |
|-----------------------|---|----------------------|--|
| <b>EXCELLENCE</b>     | I will be resilient and tenacious as we strive to deliver excellence.               | <b>INTEGRITY</b>     | I will approach my work with integrity.  |
| <b>APPRECIATION</b>   | I will appreciate and value my colleagues.  | <b>RESPECT</b>       | I will show respect in my interactions with both colleagues and our community. |
| <b>INCLUSIVITY</b>    | I will maintain an environment that values equity and an open diversity of thought. | <b>RELIABILITY</b>   | I will execute on the commitments I make.                                      |
| <b>ACCOUNTABILITY</b> | I will foster a culture of ownership.   | <b>COLLABORATION</b> | I will be transparent in my communication with others.                         |

**5**



# SUCCESS OUTCOMES

## Performance Targets for 4 Key Areas of the TARC Organization

WHAT SUCCESS  
LOOKS LIKE FOR  
OUR CUSTOMERS,  
EMPLOYEES AND  
COMMUNITY



CUSTOMER EXPERIENCE

1

Establish baseline for  
**Customer Net  
Promoter Score** and  
increase it by 5%



EMPLOYEE ENGAGEMENT

2

Establish baseline  
for **Employee Net  
Promoter Score** and  
increase it by 5%



FINANCIAL HEALTH

3

Deliver all components of  
**Financial Health Index:**  
**Revenue**  
Revenue meets or exceeds  
operating expenses  
**Fiscal year Capital Plan**  
Were the dollars budgeted  
for the capital plan  
allocated?  
**Productivity**  
Customers per revenue  
hour



COMMUNITY VALUE

4

Establish baseline for  
**Community Perception  
of Value** and increase it  
by 5%

# WORK PLAN Initiatives to be guided by TARC Teams

*Click each of the highlighted tactics below for project details.*

| Tactic Category               | Project Details    |
|-------------------------------|--------------------|
| 1 Customer Experience Tactics |                    |
| 2 Employee Engagement Tactics |                    |
| 3 Financial Health Tactics    | Compensation Study |
| 4 Community Value Tactics     |                    |

TARC's work plan is comprised of the projects, programs, and initiatives – **tactics** – TARC teams will implement during FY2023.

Tactics align with the four strategic areas identified as critical to TARC's ability to achieve success for the year.

Each tactic, outlined in detail here, has a project manager who is responsible for oversight of the tactic team, timeline, and status updates.





TARC leadership team will review progress of each tactic at least on a quarterly basis to ensure that projects are advancing as planned.

*Select a tactic button to the left for project details.*

# TARC SCORECARD

## Quarterly Performance Monitoring

Select a performance index button below for a detailed view of the performance metrics and goals TARC teams are working to achieve.

| TARC Targets Scorecard   |  | Overall Goal Points |
|--|--|---------------------|
|  <p>Customer Experience</p> | <p>Our performance pertaining to areas of our service that are most important to our customers</p>       | 35                  |
|  <p>Employee Engagement</p> | <p>Metrics reflecting employee engagement and job satisfaction</p>                                       | 30                  |
|  <p>Financial Health</p>    | <p>Our performance as financial stewards, striving to balance service excellence and fiscal strength</p> | 20                  |
|  <p>Community Value</p>   | <p>Our performance relating to the value the community receives and perceives from TARC.</p>             | 15                  |
|  |  | <b>100</b>          |

TARC Targets Scorecard gives our teams as well as customers and the community, a view into our performance on a quarterly basis.

Each metric aligns with one of the plan's four strategic areas, and each metric carries a specific point value tied to performance goals. Metric goals established are both challenging and achievable.

An overall goal score of 100 can be achieved each quarter of the fiscal year.

# NEXT STEPS

## TARC Moving Forward

This strategic plan marks the beginning of a new era of service excellence and value from TARC – for our customers and for the entire Louisville community.

With our continued emphasis on the customer experience, we will look to review our strategic plan annually, and expand our performance scorecard system to also include a scorecard for each department within TARC.

It's a bright day at TARC, and we have never been prouder to make your journey our priority.





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# MEMORANDUM

**To:** John Launius, Chair of TARC Board of Directors

**From:** Carrie Butler, Executive Director

**Date:** July 26, 2022

**Re:** Resolution 2020 – 52 Amendment Number 1 Armored Car Services  
Garda Contract 20201011

All industries in the United States, including the cash services industry, is currently facing extraordinary increases in costs of operations. It is no secret the U.S. inflation accelerated to a 8.5% annual rate, reaching a new four-decade high as strong consumer demand and pandemic-related supply constraints kept pushing up prices.

Since January 2022 GardaWorld has experienced operational cost increases. While they have made tremendous efforts to absorb these economic increases and maintain the most competitive rates and comprehensive offerings in the industry, unfortunately, they are now making adjustment to their customers' service rates.

In January 2021, we executed a sole source initial contract term (2021-2024) of three (3) years with a 2-year (2025-2026) yearly option to exercise due to a single bid being received when put out for bid. We are currently in our second year of our contract, and Garda has requested a price increase starting on July 1, 2022 to maintain the current service levels. The current contract term monthly pricing for services of armored transportation is \$1,501, currency processing is \$9,661 and coin processing is \$1,415. Year 2 total increase of the daily price is 38.4% from current year 2 pricing. There is an overall 5% increase from year to year thereafter. TARC has been able to maintain low rates thanks to our longstanding partnership but with COVID and the rate hikes for all industries we are not exempt from the rising pricing index. A price analysis was conducted using market index pricing and forecasting from 2019-2026 and found that the new price schedule is fair and reasonable. Refer to new pricing schedule below:

|              | New Pricing Schedule |              |                     |              |                     |              |                     |              |
|--------------|----------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|
|              | Year 2               |              | Year 3              |              | Year 4              |              | Year 5              |              |
|              | Monthly \$           | Annual \$    | Monthly \$          | Annual \$    | Monthly \$          | Annual \$    | Monthly \$          | Annual \$    |
| Armored Car  | \$2,078.19           | \$24,938.28  | \$2,182.10          | \$26,185.20  | \$2,291.20          | \$27,494.40  | \$2,405.76          | \$28,869.12  |
| Currency     | \$13,372.56          | \$160,470.72 | \$14,041.19         | \$168,494.28 | \$14,743.25         | \$176,919.00 | \$15,480.41         | \$185,764.92 |
| Coin         | \$1,958.13           | \$23,497.56  | \$2,056.04          | \$24,672.48  | \$2,158.84          | \$25,906.08  | \$2,266.78          | \$27,201.36  |
| <b>Month</b> | <b>\$17,408.88</b>   |              | <b>\$18,279.32</b>  |              | <b>\$19,193.29</b>  |              | <b>\$20,152.95</b>  |              |
| <b>Year</b>  | <b>\$208,906.56</b>  |              | <b>\$219,351.89</b> |              | <b>\$230,319.48</b> |              | <b>\$241,835.46</b> |              |



The Executive Director is requesting the Board's authorization to approve the requested increase of the armored services contract in the amount of \$208,906.56 plus a 5% increase for each additional year for a revised not to exceed amount of \$1,048,385.39, which includes all 5 years. TARC will continue to work towards alternate solutions for farebox cash collections.

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



**RESOLUTION 2020-52  
Amendment Number 1  
Armored Transport Service**

A Resolution authorizing the Executive Director to enter into a revised agreement with GardaWorld for armored services, for the Initial Term of three (3) years with an Option of two (2) additional one-year terms for a not to exceed total amount of \$1,048,385.39:

**WHEREAS**, GardaWorld has requested a price increase in year 2 and thereafter starting July 1<sup>st</sup>, 2022 due to an increase in Garda's operational costs due in part to four-decade high inflation; and,

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

The Executive Director is hereby authorized to enter into a revised agreement with GardaWorld for the Initial Term of three (3) years with an Option of two (2) additional one-year terms for a not to exceed total amount of \$1,048,385.39 for the complete 5 year term of the revised contract.

**ADOPTED THIS 26th DAY OF JULY 2022**

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**John Launius, Chair of the Board of Directors**





# MEMORANDUM

**To:** John Launius, Chair of TARC Board of Directors

**From:** Carrie Butler, Executive Director

**Date:** July 26, 2022

**Re:** Resolution 2022–21 Disadvantaged Business Enterprise (DBE) Three Year Annual Goal

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In March 2010, the U.S. Department of Transportation (USDOT) and the Federal Transit Administration (FTA) jointly issued a directive that all FTA recipients, including the Transit Authority of River City (TARC), report their DBE goal once every three years. Under this directive, TARC was assigned to the Group A timeframe. This is TARC's fourth issue of DBE goals under this directive which covers October 1, 2022 through September 30, 2025. TARC's next submittal will be due August 1, 2025.

The attached resolution authorizes TARC to submit a Disadvantaged Business Enterprise (DBE) program goal to the Federal Transit Administration (FTA) for FFY 2023, FFY 2024, and FFY 2025. As you may know, the DBE program (49 CFR, Part 26) is one of the civil rights regulations to which TARC must respond to in order to receive federal funding.

The recommended overall DBE goal is 10.04% for each of the next three (3) federal fiscal years FFY 2023, 2024, 2025. The 10.04% goal is comprised of a 4.03% race-neutral goal and a 6.01% race-conscious goal.

The DBE program goals are expressed as 4.03% "race-neutral" and 6.01% "race-conscious". Race neutral goals are expected to be achieved by maintaining open and full competition when no apparent subcontracting opportunities exist. A race-conscious goal is achieved by assigning a DBE goal to a project prior to bidding it. Each project, including construction, professional services, material supplies, etc., is reviewed for subcontracting opportunities. Upon assignment of estimated dollar values to a project, a search is conducted to determine if there are sufficient numbers of DBE firms who are ready, willing, and able to carry portions of the work. If a DBE firm bids as the prime contractor, it is not relieved of the DBE obligation.

In order for TARC to meet the recommended overall DBE goal of 10.04%, each contracting opportunity will need to be reviewed carefully and where possible, DBE goals shall be paramount. The upcoming projects TARC has reviewed for FFY 2023, 2024, and 2025 support the ability to achieve the overall DBE goal of 10.04%.

TARC continues to partner with the Kentucky Transportation Cabinet and other DOT funded entities. TARC is an active member of the federally mandated Unified Certification Program (UCP), which covers the entire Commonwealth of Kentucky. Please call me at 502-561-5100 for any questions. Thank you.



**RESOLUTION 2022-21**

A resolution authorizing the Transit Authority of River City's Disadvantaged Business Enterprise Program Policy Statement and submittal of an overall three (3) year DBE goal for FFY 2023 through FFY 2025.

**WHEREAS**, it is the policy of TARC to award and administer all U.S. Department of Transportation assisted contracts in a non-discriminatory manner; and,

**WHEREAS**, it is TARC's intention to create a level playing field for small and disadvantaged businesses in order that they have the maximum opportunity to compete for and participate in the performance of contracts financed in whole or in part with federal funds; and,

**WHEREAS**, TARC will ensure that only firms that fully meet the eligibility standards ad required in 49 CFR, Part 26, are permitted to participate as DBEs ; and,

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

The Executive Director is hereby authorized to establish an overall DBE program goal of 9.84% percent for each reporting period of FFY 2023, FFY 2024, and FFY 2025, and to take all necessary and reasonable steps to meet these goals. Of this overall goal of 10.04%, TARC will establish a 4.03% race-neutral goal and a 6.01% race-conscious goal.

**ADOPTED THIS 26<sup>th</sup> DAY OF JULY 2022**

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**John Launius**

**Chair**