

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, March 22, 2022 at 1:30 p.m.

Alternately, members of the public and/or TARC staff may watch a livestream of the meeting by going to www.facebook.com/ridetarc the livestream will be at the top of the page; No Facebook account is needed. 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 – March 22, 2022



I.	Quorum Call/Call to Order	John Launius	1:30
	a. Approval of February Meeting Minutes	Board of Directors	1:35 – 1:40
II.	Staff Reports and Presentations		1:40 – 2:20
	a. January Financials	Tonya Carter	
	b. TARC Monthly Performance Report	Randy Frantz	
	c. TARC Fiscal Year 2023 First Look Budget	Carrie Butler	
III.	Action Items		2:20 – 2:45
	a. Resolution 2022 - 08 Paratransit Vehicle Purchase	Geoffrey Hobin	
	b. Amendment to Resolution 2022-03 Security Guard Services	Maria Harris	
IV.	Old Business		
V.	New Business		
VI.	Chair's Report and Subcommittee Reports	John Launius	2:45 – 3:00
	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	3:05 – 3:15
VIII.	Proposed Agenda Items	Carrie Butler	3:15 – 3:20
	a. TARC's FY 2023 Budget		
	b. Janitorial Services		
	c. Amendment to 2021-43		
	d. Management Consulting Services		
	e. Sole Source Award: Fare Collection Maintenance Agreement		
	To Be Released Procurements:		
	i. Brakes and Components (Invitation to Bid)		
	ii. Cooling components (Invitation to Bid)		

....continued...

TARC BOARD OF DIRECTORS MEETING



- e. Upcoming Procurements:
 - i. Voice Radio Equipment
 - ii. 30th Street Training Lot
 - iii. HVAC Installation at TARC Bus Barn
 - iv. Facility Wide General Maintenance and Contracting Services

IX.	CLOSED SESSION	Board of Directors	3:20
X.	Adjournment	John Launius	4:00

TARC BOARD OF DIRECTORS MEETING



February 2022 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on February 22, 2022 at 1:30 P.M. in person at TARC Board Room, 1000 West Broadway.

Board Members Present

In person:

John Launius
Carla Dearing
Jan Day

Virtual:

Dave Christopher
Gary Dryden
Bonita Black
Ted Smith

Quorum Call

Chair Launius called the meeting to order at 1:38 P.M.

Adoption of Minutes

The motion was duly moved for the January 2022 Board Meeting minutes by Carla Dearing and seconded by Jan Day. The Board of Directors unanimously accepted the January 2022 Board Meeting minutes.

Staff Reports-

Monthly Performance Report

Presented By: Randy Frantz

Due to timing and a full Agenda, we will not present the monthly performance report. Board members are encouraged to ask any questions after reviewing it in their packet. There were no questions.

Update on Financials

Presented By: Tonya Carter

See PDF of December Financials

Monthly Performance Report

Presented By: Randy Frantz

See Powerpoint presentation

- Preparing for FTA comprehensive review, scheduled May 9-12
- Continuing preparations for the FY 2023 Budget
- Total Fixed route operators is at 322, have 376 budgeted
- Total TARC3 operators is at 102, have 120 budgeted
- For January 2022, fixed route and paratransit ridership is down, on time performance is up

TARC BOARD OF DIRECTORS MEETING



- Fixed route accidents are up and customer service complaints are up on fixed route, but down for paratransit

TARC3 Update

Presented By: Bruce Withers

See Powerpoint presentation

- Since November 2021, more community engagement
- Month to month on time performance has increased since October 2021
- Currently offering sign-on bonuses and employee referral bonuses
- Signed 3 addition sub-contractors to perform TARC3 work starting this month
- Customer complaints has decreased for the month of January

Micromobility Study

Presented By: David Perl, Via Consulting team

See Powerpoint presentation

- Evaluate mobility options
- Identify learnings from mobility projects and programs in peer cities
- Identified gaps between activity-based demand and supply
- Continue advancing remaining study phases by May 2022

Update on Strategic Outcomes

Presented By: Nicole McCleary

- Working on Strategic Planning with Board and Management.
- Completed 2nd workshop
- Working on Mission, Vision and Value Statements

Action Items

Resolution 2022-01 Financial Management Policy

Presented by: Carrie Butler

A resolution adopting updated Financial Management Policy as recommended by the Federal Transit Administration resulting from the Finance Management Oversight Program (FMO) to clarify job titles and responsibilities and to accurately depict our current budget, financial and procurement processes.

The motion was duly moved by Carla Dearing and seconded by Jan Day and approved.

Resolution 2022-05 Human Resources and Payroll Systems

Presented by: Maria Harris

A Resolution authorizing the Executive Director to enter into a contract for an Initial Term of three (3) years with an Option of two (2) one-year terms with ADP for a Payroll and Human Resources Information System over a 5-year period for a total not-to-exceed (NTE) amount of \$902,981.

TARC BOARD OF DIRECTORS MEETING



The motion was duly moved by Carla Dearing and seconded by Jan Day and approved. Board Member Ted Smith abstained.

Resolution 2022-06 Fluid Management System

Presented by: Geoffrey Hobin

A Resolution authorizing the Executive Director to negotiate and enter into a contract with S & A Systems, Inc. for an Automated Fuel and Fluids Monitoring System for a contract maximum of \$740,000 for a possible ten year term.

The motion was duly moved by Jan Day and seconded by Carla Dearing and approved.

Resolution 2022-07 Capital Assistance Projects

Presented by: Geoffrey Hobin

A Resolution authorizing the Executive Director to file an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964, as amended.

The motion was duly moved by Carla Dearing and seconded by Tawanda Owsley and approved.

Chair's Report

Last month the Board heard comments regarding employees having to use their accumulated leave due to being exposed or contracting COVID, the structure of its agenda, and the deduction of attendance points for those union employees who are unvaccinated who contract or are exposed to COVID and cannot attend work as opposed to those union employees who are vaccinated and have a breakthrough infection who do not have attendance points deducted.

The Board certainly understands the frustration of the changes that COVID has had on us all in every facet of our lives. The Board also appreciates what the employees of TARC do every day in providing transportation services for our community. That being said, the best way that employees can protect themselves against COVID is to get vaccinated. The healthcare experts and professionals have stated that vaccination is a deterrent to getting COVID and alternatively, if COVID is contracted, the serious health risks, including hospitalization, are greatly diminished by being vaccinated. As a result, the differential in the treatment of attendance points is necessary if TARC is going to meet its obligations to the community to provide the best service possible. Accumulated sick leave is a benefit that TARC provides its employees, and unfortunately if someone contracts or is exposed to COVID, then this is precisely a reason for use of such leave. As far as not being able to access accumulated sick leave for five years is a term of the collective bargaining agreement, which I understand is up for renewal this August. I might suggest that this be an item to examine upon contract renewal.

As far as the Board agenda, the public comment period is the time for members of the union, employees and the public to share their comments with the Board. We certainly welcome the feedback, opinions and observations and encourage you to continue to share your thoughts with us.

TARC BOARD OF DIRECTORS MEETING



Public Comment

Presented by: Pat Mulvihill

Public Comments (via Facebook)

- Has there been any discussion on updates or changes to the fare system as it pertains to the partner passes? It has happened several times that a pass was invalid and the blame game would start between community partner and TARC and no issue was resolved.
- My next concern is the back and forth of support the transit app and other programs to determine time and location of a bus. I am signed up for notifications but it defeats the purpose when the notification doesn't come through until the early hours of the morning for a bus that was a no show in early to mid afternoon.
- I also want to address concerns for passenger safety when the bus takes off before passenger is seated. I have seen so many elderly passengers and myself lose their balance and be placed in danger because the driver wants to take off to stay on schedule. I personally believe passenger safety should trump scheduling concerns.
- Happy February board members! It's great to see that everyone is pushing forward and doing your best to make a positive impact on the community. Keep up the good work!
- When will TARC3 see electronic smart passes will be implemented for its services? I do hope that it is in the plan. It'll be great to make a push on getting the disabled population into the 21st century along with the rest of the abled body passengers.

Lillian Brents, ATU President

My focus is accountability and respect. Address comments from last months meeting and discuss actions with Covid policy. Keep politics out of workplace when talking about vaccinated and unvaccinated.

This month, there were 2 snow storms. First one was a challenge. TARC was not prepared. Members showed up with little direction. Thank you Randy and William for showing up, everyone else did not. You can't treat people differently. Make the people a priority. There is a lack of respect here. This is the only opportunity for the Union to speak for the people. We lost 5 maintenance employees this month. We have new buses, with no training on those buses.

Can you rely on public transit? If you can't, how can our public rely on it?

I want to get to the point where we are proactive. At the labor/management meeting we talked about adjusting attendance policy.

There are 3 subcontractors for MV, I want to know who they are?

I want to re-emphasize respect.

Onto the great things – TARC is celebrating Black History Month.

We have a long way to go when talking about respect and accountability.

Proposed Agenda Items

Executive Director Carrie Butler says next month we will start sending the Finance Committee packet to the full board so there is more time for review before the Board meetings.

Adjournment

Chair Launius made a motion to adjourn at 3:20 p.m. This motion was duly moved by Jan Day and seconded by Tawanda Owsley and approved by the Board.

John Launius, Chair

Date

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



Current Month Revenues Compared to Budget

Total Operating Revenues are under budget \$69,591 (pg. 2, line 9) mainly due to Passenger Fares and Special Fares being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$1,120,891 (pg. 2, line 16) mainly due to Operating Expenses being under budget. Total Capital Contributions are under budget \$1,649,586 (pg. 2, line 25) due to timing of projects. Total Revenues with Capital are under budget \$2,840,068 (pg. 2, line 27) mainly due Capital Contributions and Operating Expenses being under budget.

Current Month Expenses Compared to Budget

Total Operating Expenses are under budget \$1,388,680 (pg. 2, line 41) mainly due to Fringes, Materials and Purchased Transportation being under budget. Total Capital Expenses are under budget \$18,806 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$1,407,486 (pg. 2, line 50) due to Operating Expenses being under budget.

Current Month Actual Summary

Total Operating Revenues are \$613,111 (pg. 2, line 9) and Total Operating Expenses are \$6,849,041 (pg. 2, line 41) bringing the net to an unfavorable balance of \$6,235,930 before Subsidies are applied. After applying Subsidies of \$6,434,129 (pg. 2, line 16) there is a favorable balanced of \$198,199 (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 \$674,872 (pg. 2 line 9) mainly due to Passenger Fares and Special fares being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$3,635,039 (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 \$2,136,984 (pg. 2, line 25) mainly due to timing of state match on new bus purchases and local match on federal formula dollars being under budget. Total Revenues with Capital are under budget \$6,446,895 (pg. 2, line 27) mainly due to applying less subsidies because Operating Expenses are under budget.

YTD Expenses Compared to Budget

Total Operating Expenses are under budget \$4,508,093 (pg. 2, line 41) mainly due to Fringe & Benefits, Services, Materials, and Purchased Transportation being under budget. Total Capital Expenses are over budget \$216,112 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$4,291,981 (pg. 2, line 50) due to Operating Expenses being under budget and offset with Depreciation expenses being over budget.

YTD Actual Summary

Total Operating Revenues are \$4,411,593 (pg. 2, line 9) and Total Operating Expenses are \$52,220,451 (pg. 2, line 41) bringing the net to an unfavorable balance of \$47,808,858 (pg.7, YTD Balance tab) before Subsidies are applied. After applying Subsidies \$48,007,040 (pg. 2, line 16) the net is a favorable balance of \$198,183 for year-to-date 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 a favorable balance of \$198,183 before applying the MTTF Revenue receipts. January MTTF budgeted receipts for revenue deposits is over budget \$5,623,445 (pg. 8) year-to-date. We currently have a favorable balance before capital year-to-date of \$5,821,627 (pg. 7) due to the MTTF revenue deposits being over budget. MTTF Net Profit Fees are down \$308,571 (pg. 8) and Employee Withholdings are up \$2,422,870 (pg. 8) year-to-date compared to last year.

Total Labor

January 2022, Fiscal Year 2022



		Current Month			Fiscal Year-to-date			
Description	FY22 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	32,000,848	2,474,286	2,394,890	79,396	18,078,049	18,019,266	58,783	43.51%
2 Sick Leave	1,651,183	152,384	112,094	40,290	815,287	1,059,769	(244,482)	50.62%
3 Holiday	1,252,323	142,942	278,575	(135,633)	767,613	968,435	(200,822)	38.70%
4 Vacation	2,088,175	100,377	171,868	(71,491)	1,336,826	1,216,195	120,631	35.98%
5 Other Paid Absences	240,381	14,483	15,891	(1,408)	98,932	159,650	(60,718)	58.84%
6								
7 Total	37,232,910	2,884,472	2,973,318	(88,846)	21,096,707	21,423,315	(326,608)	43.34%
8								
9 Difference compared to Budget			(88,846)			(326,608)		
		Current Month			Year to Date			
Description	FY21 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	2,848,318	187,868	227,456	(39,588)	1,578,656	1,638,882	(60,226)	44.58%
11 Pension	10,262,221	645,562	801,309	(155,747)	5,441,258	6,007,604	(566,346)	46.98%
12 Hospital Medical & Surgical	10,509,847	723,743	847,662	(123,919)	5,388,749	5,933,634	(544,885)	48.73%
13 Vision Care Insurance	101,537	5,873	8,468	(2,595)	32,823	59,276	(26,453)	67.67%
14 Dental Plans	353,988	22,938	29,499	(6,561)	153,921	206,493	(52,572)	56.52%
15 Life Insurance	101,040	7,286	8,420	(1,134)	50,912	58,940	(8,028)	49.61%
16 Disability Insurance	155,544	10,387	12,962	(2,575)	72,692	90,734	(18,042)	53.27%
17 Kentucky Unemployment	40,000	0	0	0	6,267	20,000	(13,733)	84.33%
18 Worker's Compensation	1,850,000	(17,474)	154,167	(171,641)	1,708,566	1,079,169	629,397	7.65%
19 Uniform & Work Clothing Allowance	277,000	16,183	11,333	4,850	248,312	225,331	22,981	10.36%
20 Other Fringes	2,500	120	209	(89)	1,225	1,463	(238)	51.00%
21 Total Fringe & Benefits	26,501,995	1,602,487	2,101,485	(498,999)	14,683,382	15,321,526	(638,144)	44.60%
22								
23								
24 Sick Leave	1,651,183	152,384	112,094	40,290	815,287	1,059,769	(244,482)	50.62%
25 Holiday	1,252,323	142,942	278,575	(135,633)	767,613	968,435	(200,822)	38.70%
26 Vacation	2,088,175	100,377	171,868	(71,491)	1,336,826	1,216,195	120,631	35.98%
27 Other Paid Absences	240,381	14,483	15,891	(1,408)	98,932	159,650	(60,718)	58.84%
28 Total Compensation Benefits	5,232,062	410,186	578,428	(168,242)	3,018,658	3,404,049	(385,391)	42.30%
29								
30 Total	31,734,057	2,012,674	2,679,913	(667,241)	17,702,038	18,725,575	(1,023,535)	44.22%
31								
32 Difference compared to Budget			(667,239)			(1,023,537)		

Balance Sheet

January 2022, Fiscal Year 2022



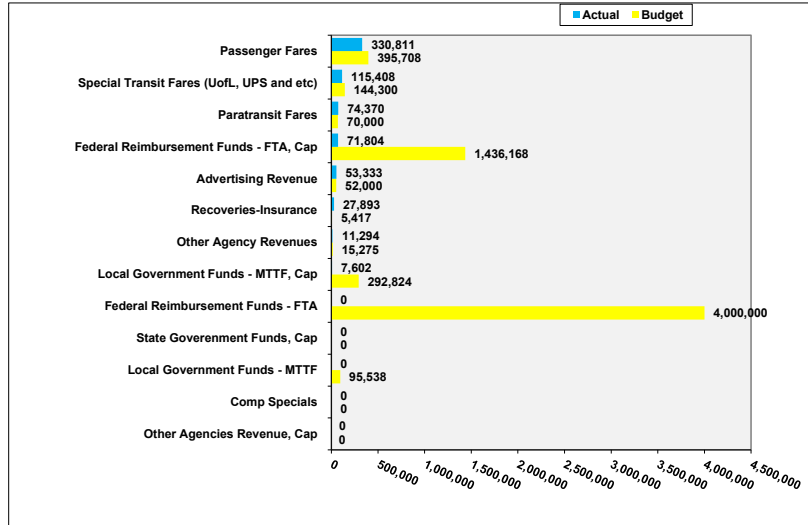
Assets	FY 22	FY 21	Liabilities, Reserves & Capital	FY 22	FY 21
Current Assets			Current Liabilities		
Cash & Cash Items	1,606,838	3,614,094	Long Term Debt	121,697	262,538
Short Term Investments	6,469,029	3,136,642	Short Term Debt	0	0
Accounts Receivable	61,002,596	59,188,692	Trade Payables	8,682,753	5,019,535
Interest Receivable	11	66	Accrued Payroll Liabilities	4,444,552	4,263,399
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,670,591	2,922,104
Materials & Supplies	1,815,787	1,619,637	Accrued Tax Liabilities	0	0
Total Current Assets	70,974,261	67,639,132	Unredeemed Tickets & Tokens	1,676,414	1,744,171
Other Assets			Reserves - Injury & Damages	1,894,900	887,400
Prepaid Insurance & Dues & WIP	1,139,737	1,194,222	Due To Operations	80,000	80,000
Total Other Assets	1,139,737	1,194,222	Unearned Capital Contributions	50,279,454	54,070,393
Fixed Assets			Other Current Liabilities (Health Ins.)	2,045,281	383,942
Land	3,187,624	3,177,782	Total Current Liabilities	72,895,642	69,633,482
Buildings	49,386,466	49,122,760	Equity		
Coaches	129,482,222	114,004,162	Retained Earnings	8,583,906	(5,466,852)
Office Equipment	10,452,872	10,459,196	Prior Year Retained Earning	75,248,859	76,460,607
Other Equipment	21,980,483	21,907,561	Total Equity	83,832,765	70,993,755
Development Costs	345,566	234,062	Total Liabilities & Equity	156,728,407	140,627,237
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	162,888	151,307			
Total Fixed Assets	216,418,525	200,477,233			
Less Accumulated Depreciation					
Accumulated Depr Land	736,459	702,644			
Accumulated Depr Buildings	28,009,405	26,491,252			
Accumulated Depr Coaches	75,359,313	74,962,116			
Accumulated Depr Office Equipment	8,487,572	7,937,317			
Accumulated Depr Other Equipment	17,994,835	17,554,121			
Accumulated Depr Development Cost	131,595	51,352			
Accumulated Depr Vehicle Exp - Opr	957,364	901,238			
Accumulated Depr Other Equipment Op	127,573	113,311			
Total Depreciation	131,804,115	128,713,351			
Net Fixed Assets	84,614,410	71,763,883			
Total Assets	156,728,407	140,597,237			

Actual Revenue vs. Budget

January 2022, Fiscal Year 2022



Current Month Revenues



MTTF \$3,459,482 Actual = \$3,459,482 Budget

Federal Reimbursement Funds - FTA \$0 Actual < \$4,000,000 Budget

Passenger fares \$64,897 ↓
 Paratransit fares \$4,370 ↑
 Special Fares \$28,892 ↓
 Federal Reimbursement Funds - FTA \$4,000,000 ↓
 State Government Funds - \$2,974,647 ↑

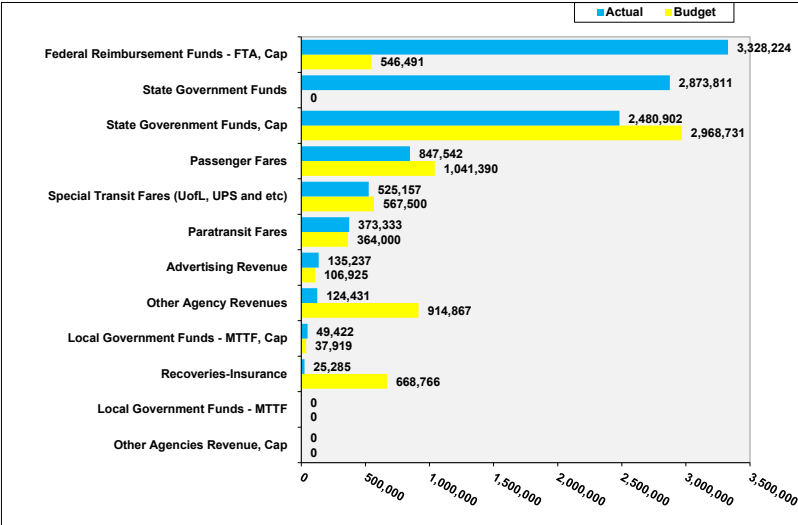
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- * Special Fares - is under budget \$28,892 mainly due to one contract decrease and we will see this decrease monthly
- * Federal Reimbursement Funds - FTA, is under budget \$4,000,000 mainly due to receiving State match and expenses being under budget
- * State Government Funds - is over budget \$2,974,647 due to receiving funds from the State for local match on 2019 Federal Formula funds

YTD

- * Federal Reimbursement Funds - FTA is under budget \$5,773,291 mainly due to receiving State match and operating expenses being under budget
- * State Government Funds - is over budget \$2,781,733 mainly due to receiving the State funds for local match
- * Federal Reimbursement Funds - FTA, Cap - is under budget \$4,220,359 mainly due to timing of expenditures for bus purchases
- * State Government Funds, Cap - is over budget \$2,873,811 due to timing of expenditures for bus purchases

Year to Date Revenues



MTTF \$29,234,572 Actual = \$29,234,572 Budget

Federal Reimbursement Funds - FTA \$15,418,959 Actual < \$21,192,250 Budget

Federal Reimbursement Funds - FTA, Cap \$12,478,743 Actual < \$16,699,102 Budget

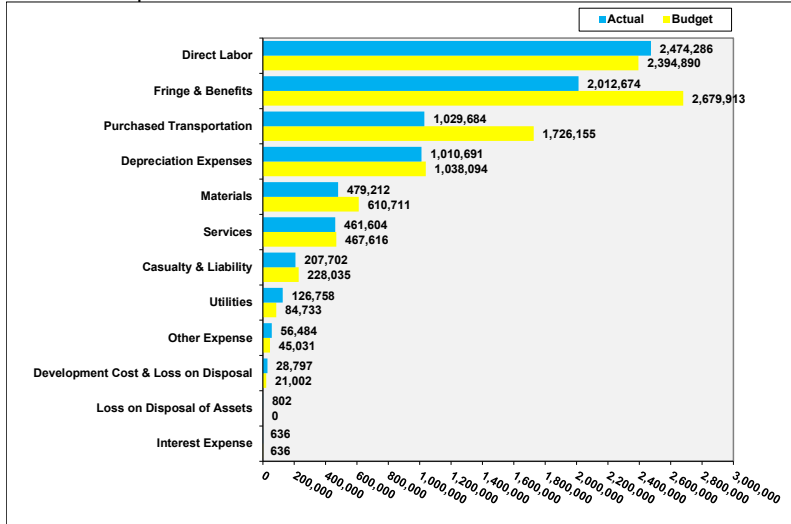
Passenger fares \$487,829 ↓
 Paratransit fares \$42,343 ↓
 Federal Reimbursement Funds - FTA \$5,773,291 ↓
 State Government Funds - \$2,781,733 ↑
 Federal Reimbursement Funds - FTA, Cap \$4,220,359 ↓
 State Government Funds, Cap - \$2,873,811 ↑

Actual Expenses vs. Budget

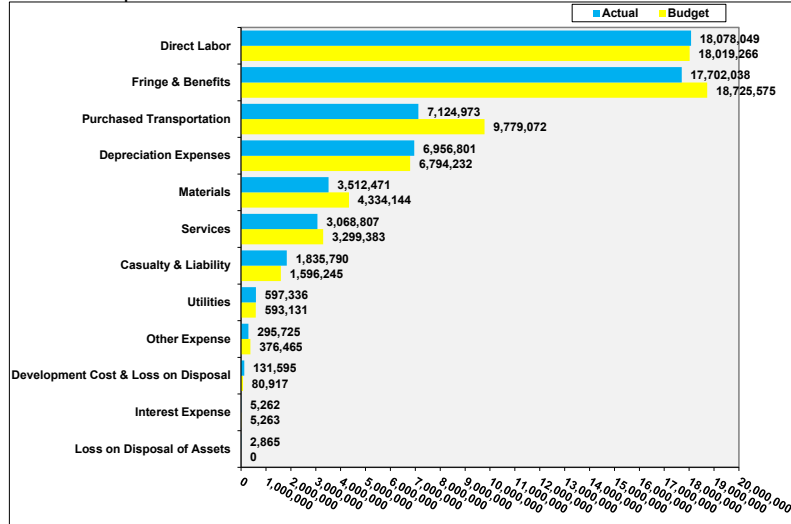
January 2022, Fiscal Year 2022



Current Month Expenses



Year to Date Expenses



Direct Labor \$79,396 ▲ Total Labor \$88,846 ▼
 Fringe & Benefits \$667,239 ▼
 Materials & Supplies \$131,499 ▼
 Purchased Transportation \$696,471 ▼

Direct Labor \$58,783 ▲ Total Labor \$326,608 ▼
 Fringe & Benefits \$1,023,537 ▼
 Materials \$821,673 ▼
 Casualty & Liability \$239,545 ▲
 Purchased Transportation \$2,654,099 ▼
 Depreciation Expenses \$162,569 ▲

CM

- * Direct Labor is over budget \$79,396
- * Fringe & Benefits are under budget \$667,239 mainly due to Pension, Medical, Worker's Compensation and Holiday pay
- * Materials & Supplies is under budget \$131,499 mainly due to Diesel Fuel and Maintenance materials & supplies being under budget
- * Purchased Transportation is under budget \$696,471 mainly due to revenue hours and penalties

YTD

- * Fringe & Benefits are under budget \$1,023,537 mainly due to Pension, Medical, Sick leave, Holiday all being under budget and offset by Worker's Compensation being over \$629,397
- * Materials are under budget \$821,673 mainly due to diesel fuel and Maintenance materials and supplies
- * Casualty & Liability is over budget \$239,545 mainly due to settlements in prior months
- * Purchased Transportation is under budget \$2,654,099 mainly due to revenue hours and penalties
- * Depreciation Expenses are over budget \$162,569 mainly due to timing of bus purchases



Year to Date Summary

January 2022, Fiscal Year 2022

Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ Under by (pg. 2, line 18)		\$4,309,911	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$4,508,093		
MTTF Revenue Deposits are Over /Under by (pg. 8)	\$5,623,445		
January has a favorable balance before Capital of	\$10,131,538	\$4,309,911	\$5,821,627

Actual Revenues over Expenses

Operating Revenues	\$4,411,593
Operating Expenses	\$52,220,451
Net Gain/(Loss) before MTTF	(\$47,808,858)
MTTF Approved Contributions	\$29,234,572
Net Gain/(Loss) before Subsidies	(\$18,574,286)
Subsidies	
CARES	\$10,387,177
CRSSAA	\$4,930,640
5307 Federal Formula dollars to be used as (CEER)	\$101,142
MTTF Local Share	\$25,285
State Contributions	\$3,328,224
Total Subsidies	\$18,772,468
Net Gain/(Loss) before Capital	\$198,183

MassTransit Trust Fund (MTTF) Revenue Deposits

Deposit to Budget Difference FY 2022



Month	FY 22 Actual Deposits	FY 22 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%	11.72%
December	\$6,581,965	\$4,963,520	\$1,618,445	\$3,662,720	32.61%	19.96%
January	\$6,549,774	\$4,589,049	\$1,960,725	\$5,623,445	42.73%	30.90%
February		\$4,233,049				
March		\$4,173,450				
April		\$5,781,232				
May		\$3,901,651				
June		\$4,747,430				
TOTAL	\$36,878,739	\$54,092,106				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	January 2022	January 2021	YTD FYE 2022	YTD FYE 2021	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 5,811,589	\$ 5,060,721	\$ 31,137,860	\$ 28,714,990	\$ 2,422,870	8.44%
Individual Fees	7	48	67	944	(877)	-92.88%
Net Profit Fees	784,989	441,502	5,814,498	6,123,069	(308,571)	-5.04%
Interest & Penalty	42,107	77,222	426,190	343,369	82,821	24.12%
Total Collections	\$ 6,638,692	\$ 5,579,493	\$ 37,378,614	\$ 35,182,372	\$ 2,196,242	6.24%
Investment Income	\$ 704	\$ 879	\$ 4,735	\$ 4,744	\$ (9)	-0.18%
Total Receipts	\$ 6,639,396	\$ 5,580,372	\$ 37,383,350	\$ 35,187,116	\$ 2,196,234	6.24%
Disbursements						
Collection Fee	\$ 89,622	\$ 75,323	\$ 504,611	\$ 474,961	\$ 29,650	6.24%
Total Disbursements	\$ 89,622	\$ 75,323	\$ 504,611	\$ 474,961	\$ 29,650	6.24%
Due Mass Transit	\$ 6,549,774	\$ 5,505,049	\$ 36,878,739	\$ 34,712,155	\$ 2,166,584	6.24%
Less Previous Payments			30,328,965	29,207,106	1,121,859	3.84%
Payable To Trust Fund			\$ 6,549,774	\$ 5,505,049	\$ 1,044,725	18.98%



BOARD OF DIRECTORS MARCH 22, 2022

MARCH OPERATIONAL UPDATE



HIGHLIGHTS

SINCE THE LAST BOARD MEETING.....

- Budget, Budget, Budget
- Attended Preston corridor plan trip
- Hosted Long Range Plan Community Advisory Committee meeting
- Welcomed a new hire class
- Celebrated Transit Employee Appreciation Day!



TARC (FIXED ROUTE) OPERATOR STAFFING

Budgeted: 376

Total Operators: 326

Delta to Budget: 50

Available Operators: 309

Delta from Total: 17

- # Recent Graduates
 - Jun 21: 2
 - Jul 19: 11
 - Aug 23: 15
 - Oct 18: 9
 - Jan 10: 6
 - Mar 1: newest class
- Strategizing campaign efforts for May 9 class

Recently graduated 4 Operators, 2 additional pending



12 new hires began training March 1





RIDERSHIP

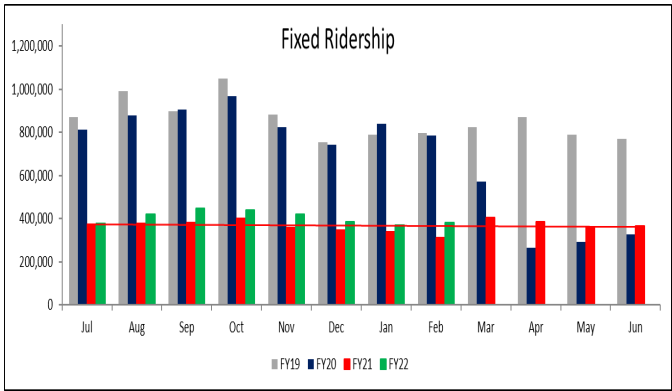
FIXED ROUTE

Monthly

382K +3% VLM
 +24% VLY

YTD

3.2M +13% VLY



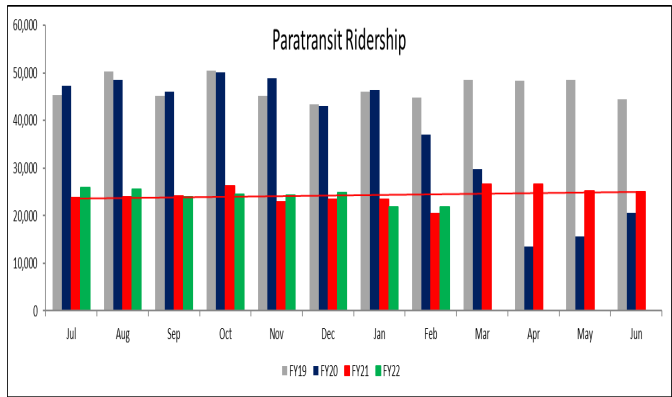
PARATRANSIT

Monthly

21.8K Flat VLM
 +7% VLY

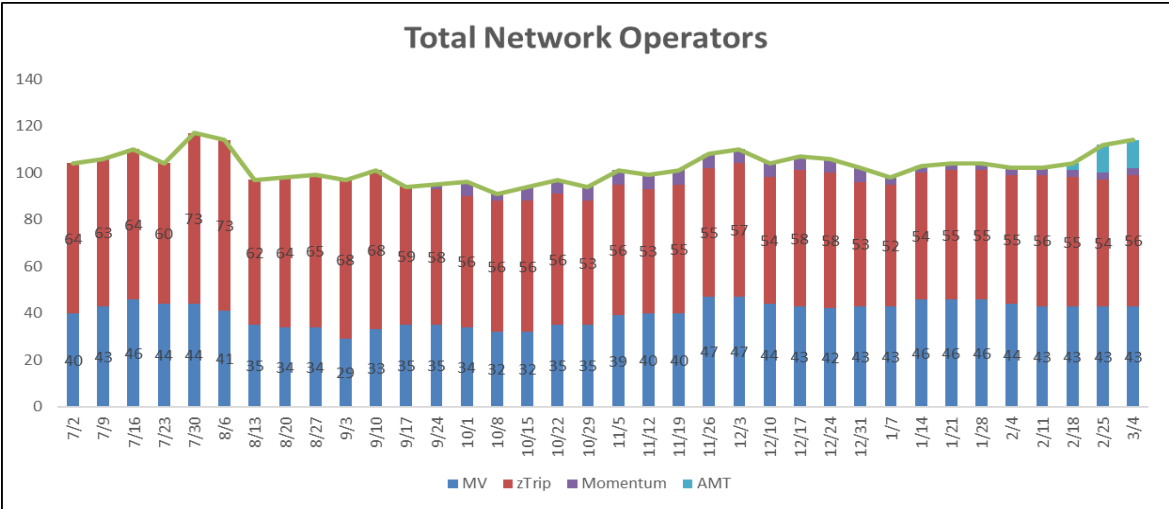
YTD

192.6K +2% VLY





TARC3 (PARATRANSIT) OPERATOR STAFFING



Total Network Headcount to Date: 114 (+16%, from Jan)

MV Operator Updates

- 1 behind the wheel training
- 2 cadetting
- New class began Mar 2 with 3 in attendance
- Next class scheduled for Mar 15, 2 drivers

Securing additional subcontractors

Transportation Care Services:

- Class scheduled for Mar 14
- 4 operators schedule to attend

Alpha:

- Training conducted, 12 operators in service

Silver Ride:

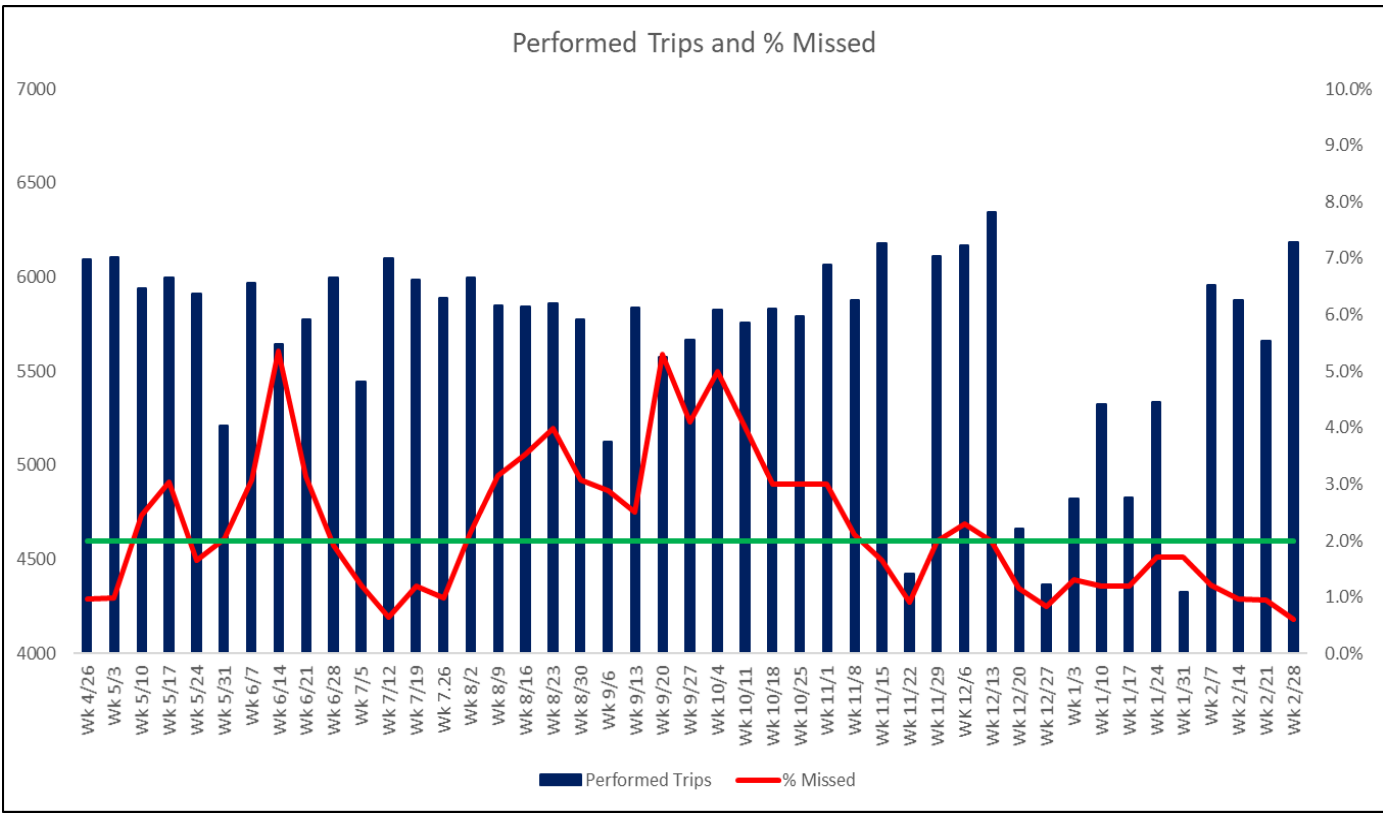
- Training conducted, 4 operators in service
- New class scheduled for Mar 14

zTrip:

- Training conducted, 6 additional operators



MV PERFORMANCE



% Missed Trips

Wk 2/28: 6,187 trips / 0.6% missed

Previous 5 Wk Avg: 1.3%

Feb: 1.2%, Jan: 1.4%, Dec: 1.7%, Nov: 2.0%, Oct: 3.8%, Sep: 3.7%



MV LIQUIDATED DAMAGES

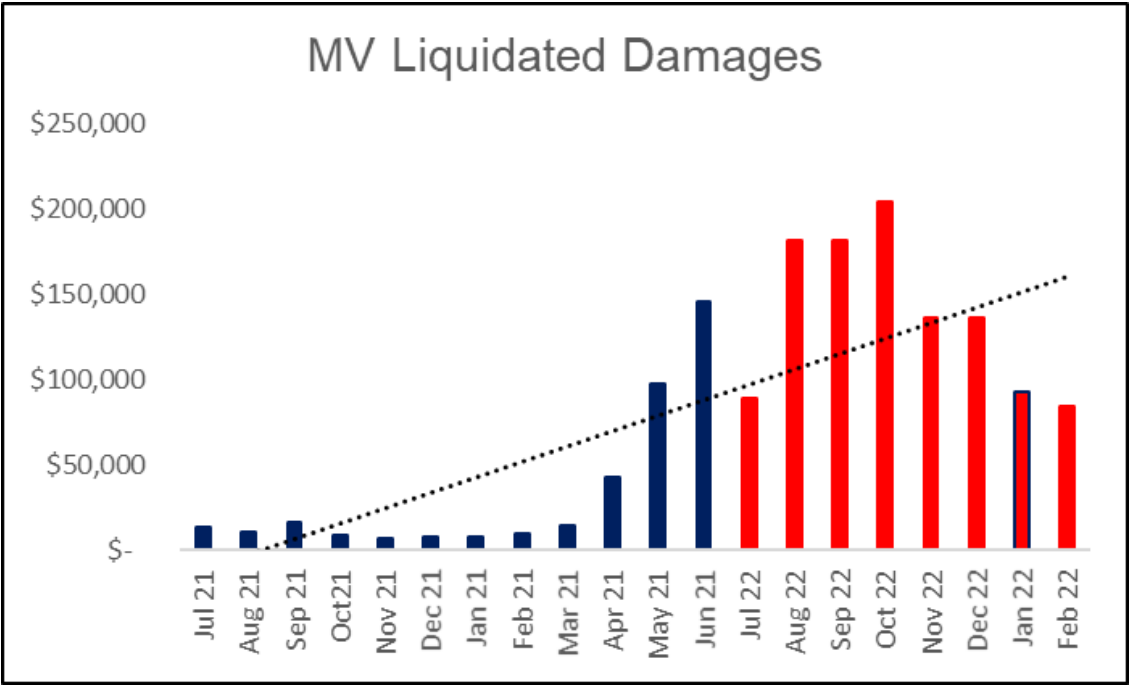
PARATRANSIT

Monthly

YTD

\$84.1K -9% VLM
+751% VLY

\$1,107K +1,260% VLY



Large YOY variance due to prior social distancing restrictions

Monthly Details

\$39K (46%), Productivity, 1.8 trips/hr

\$26K (31%), Late Trip, > 30 mins late

\$9K (11%), On Time, < 93%

Types of Penalties:

Missed Trip

Late Trip

On-Time Performance

Excessive Trip Length

Customer Complaints

Compromised Safety

Maintenance



SAFETY

SAFETY PREVENTABLE ACCIDENTS

Monthly

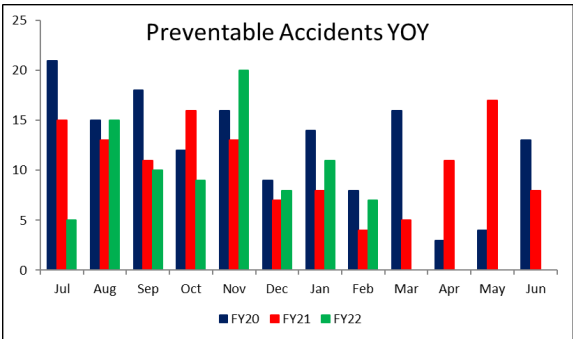
7

-37%VLM
+75% VLY

YTD

85

-2% VLY



SAFETY ACCIDENTS TOTAL

Monthly

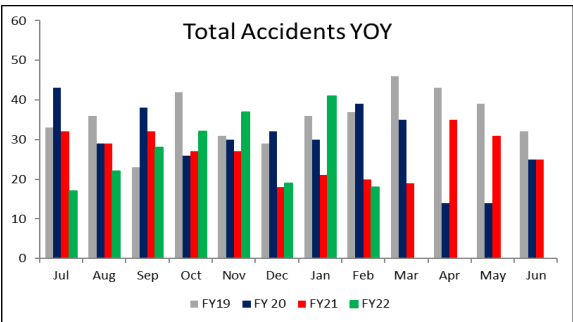
18

-56% VLM
-10% VLY

YTD

196

+4% VLY



PREVENTABLE ACCIDENTS / 100K MILES

Monthly

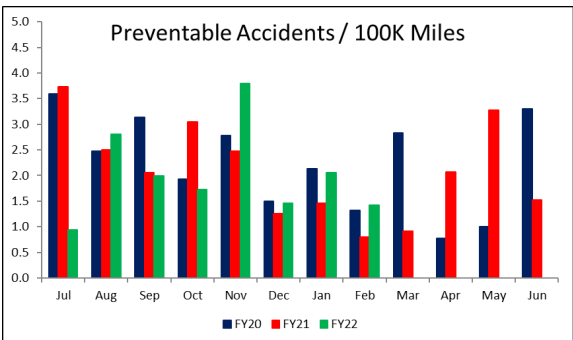
1.4

-33%%VLM
+75% VLY

YTD

2.0

-13% VLY





CUSTOMER SERVICE COMPLAINTS

FIXED ROUTE

Monthly

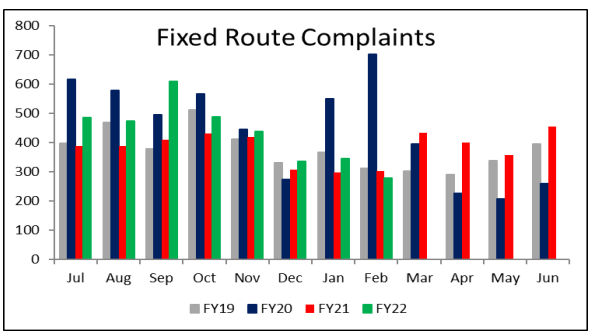
278

-19% VLM
-8% VLY

YTD

3.5K

+17% VLY



PARATRANSIT

Monthly

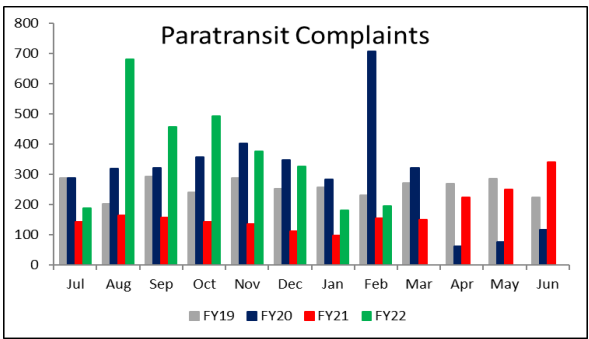
196

+8% VLM
+26% VLY

YTD

2.9K

+162% VLY



COMPLAINTS / 1,000 RIDERS

Monthly

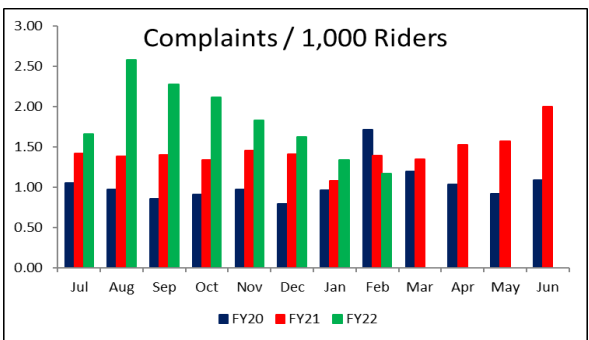
1.2

-13% VLM
-16% VLY

YTD

1.8

+29% VLY





THANK YOU



MARCH BOARD OF DIRECTORS UPDATE

March 22, 2022

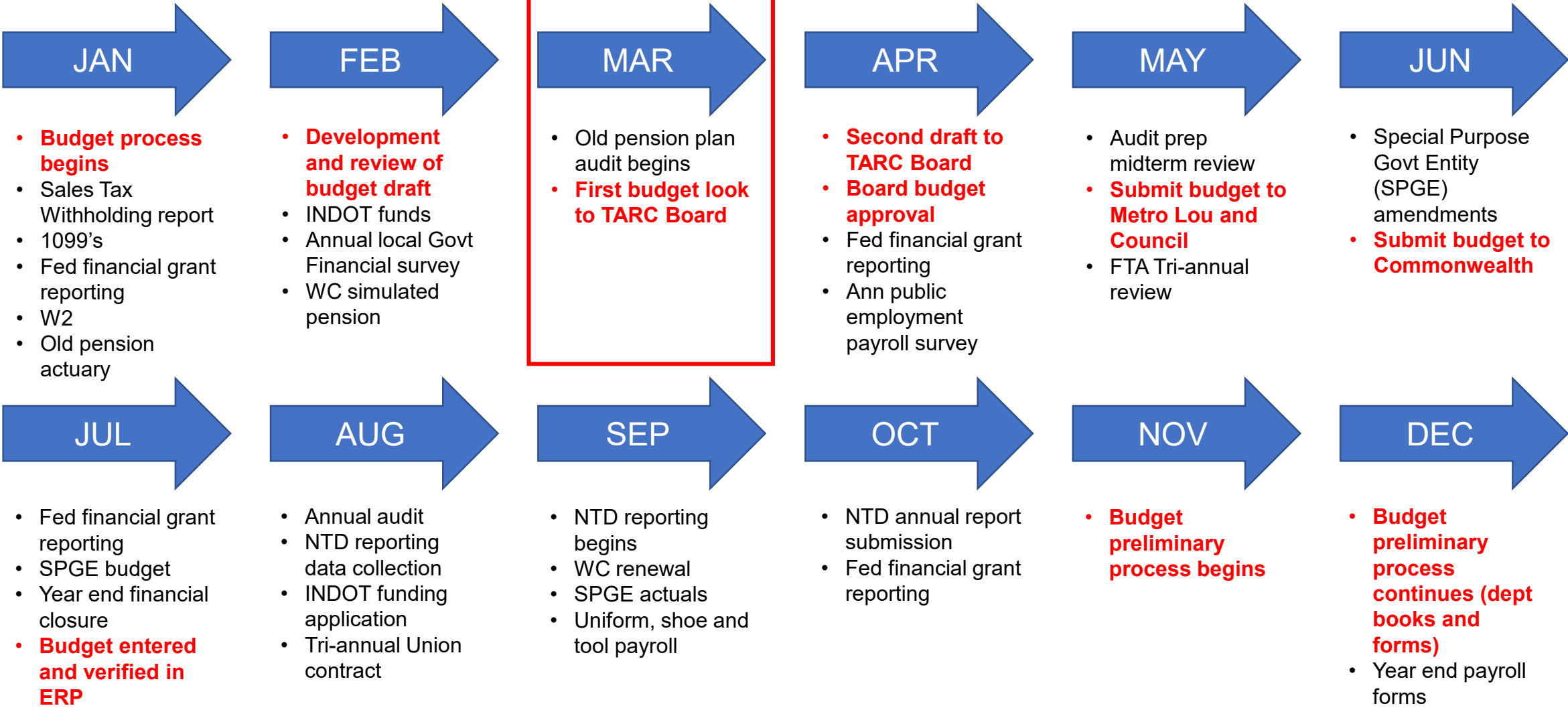


FISCAL YEAR 2023 BUDGET INITIAL DRAFT OVERVIEW

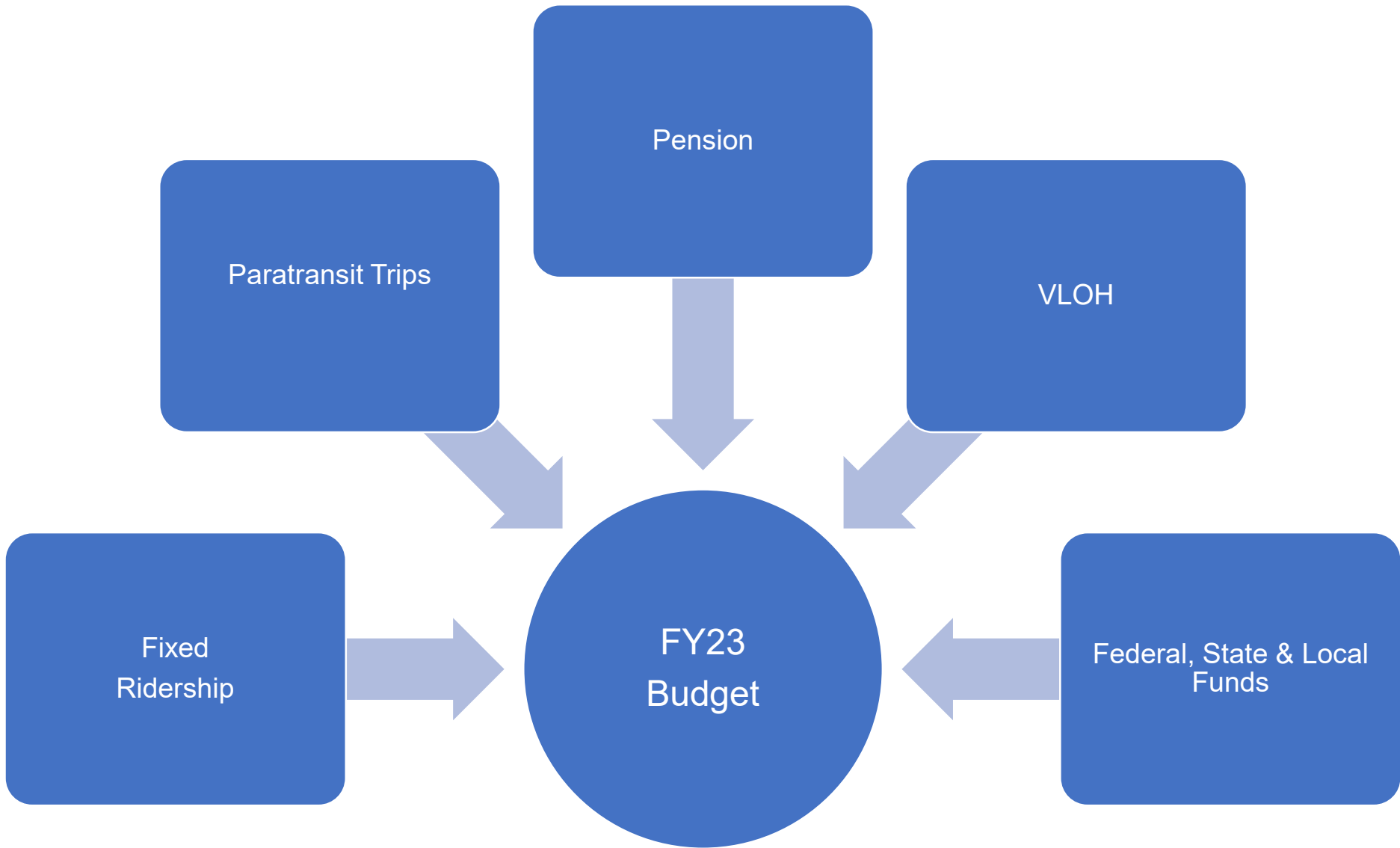
MARCH 22, 2022



ANNUAL FINANCIAL CALENDAR



CONSIDERATIONS & ASSUMPTIONS



OPERATING BUDGET AND MASS TRANSIT TRUST FUND

BALANCE OF SERVICE ON STREET AND LONG TERM STABILITY

FY20 Final

Operating: \$88,787,516
MTTF Ending Balance: \$14,038,469

FY21 Final

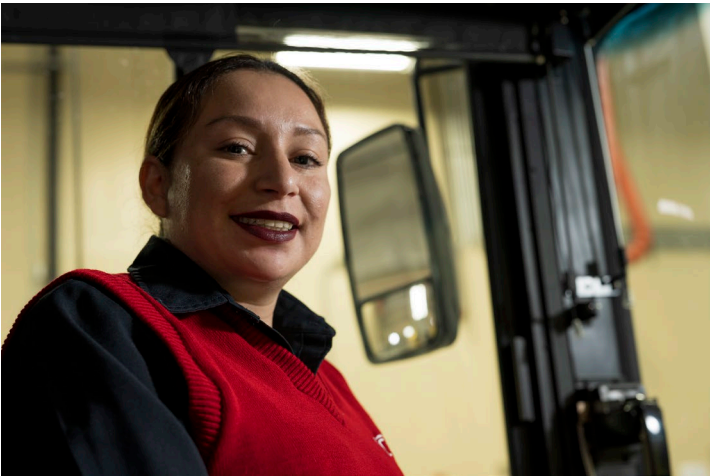
Operating: \$87,983,988
MTTF Ending Balance: \$27,844,858

FY22 Estimate

Operating: \$96,703,157
MTTF Ending Balance: \$40,661,948

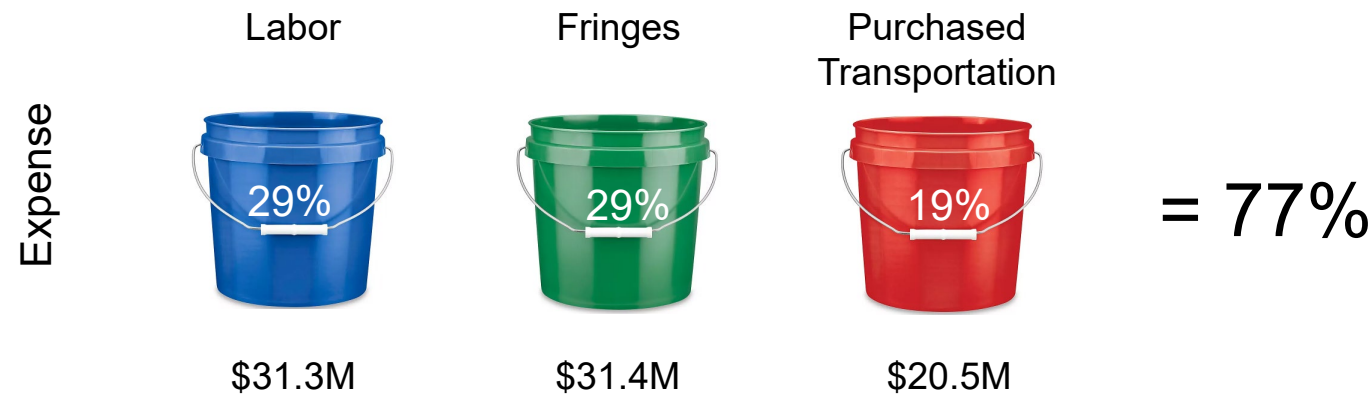
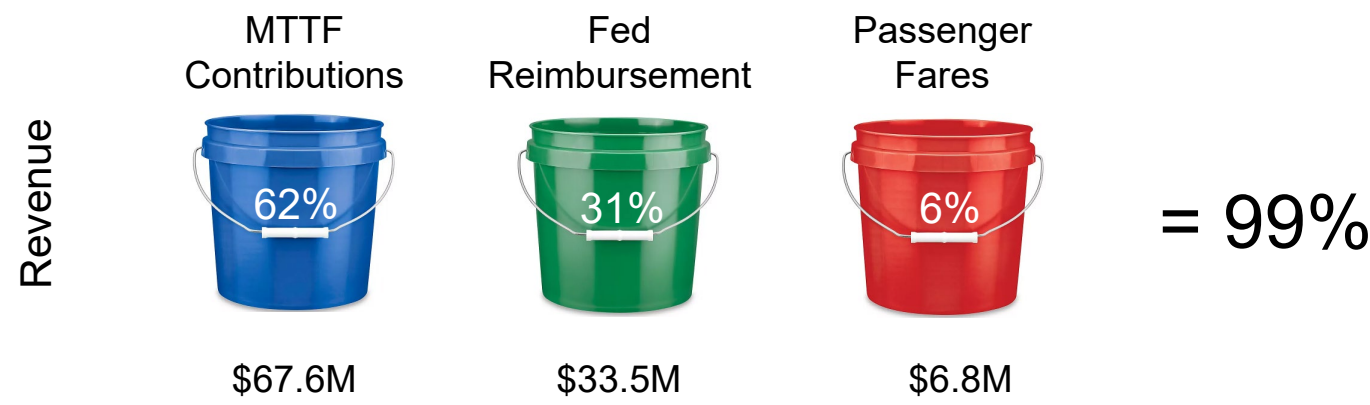
FY23 Budget

Operating: \$102,839,230
MTTF Ending Balance: \$40,661,948



MAIN COMPONENTS OF THE BUDGET

ONLY A FEW KEY DRIVERS WITH LARGE IMPACTS

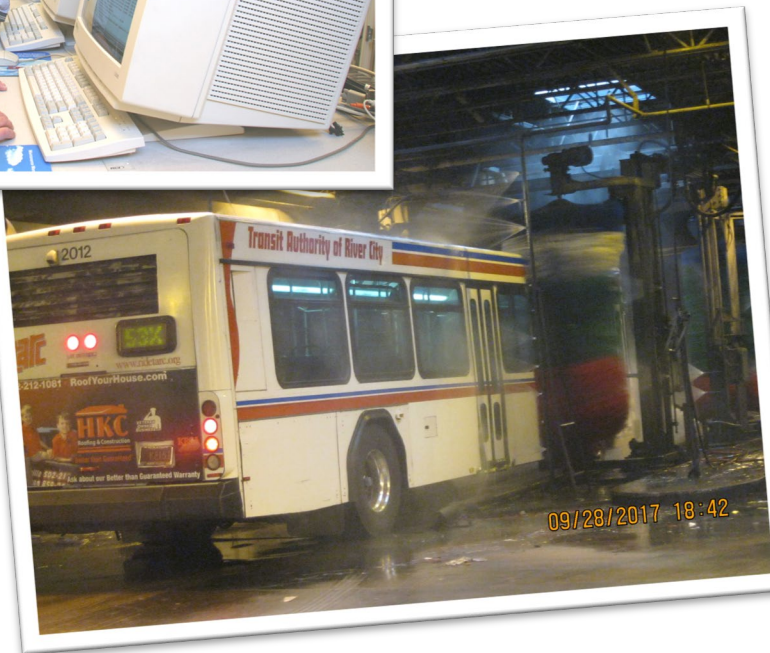


FY23 CAPITAL PROJECTS

Key Projects and Estimated Cost

- Fleet Replacement \$13.9 M
 - 14 Clean Diesel, 8 Electric
- Transit ITS \$8.7 M
 - On-board systems replacement
- Facility Renovation at \$5.9 M
- Safety and Security Program at \$1.6 M

And still catching up from years of deferred maintenance, aging facilities, and systems





FY23 CAPITAL PROGRAM

Budgeted Capital and Capital Eligible Expense Reimbursements Fiscal Year 2023

	TOTAL	FEDERAL	MTTF	STATE	OTHER	TOLL CREDITS
Projects That Use Local Funds						
Paratransit Vehicles (Municipal Lease 5/3 add year)	121,697	0	121,697	0	0	0
Sub-total	121,697	0	121,697	0	0	0
Projects That Use Formula Funds						
Purchase Fourteen (14) Clean Diesel Buses*	7,238,000	5,790,400	1,447,600	0	0	0
Bus Components	254,548	203,638	50,910	0	0	0
Architectural & Engineering Services	315,015	252,012	63,003	0	0	0
Infotech Systems*	3,978,170	3,182,536	795,634	0	0	0
Security Improvements*	1,577,862	1,262,290	315,572	0	0	0
Support Vehicles*	154,555	123,644	30,911	0	0	0
Facility Renovation Projects*	3,500,000	2,800,000	700,000	0	0	0
Operations Planning - Broadway Corridor	250,000	200,000	50,000	0	0	0
Sub-total	17,268,150	13,814,520	3,453,630	0	0	0
Projects That Use Other (5339 & Flex) Formula Funds						
Purchase Eight (8) Battery Electric Buses - Partial*	1,637,315	1,309,852	327,463	0	0	0
Architectural & Engineering Services	32,781	26,225	6,556	0	0	0
Shop Equipment - Bus Lift Replacement*	510,000	408,000	102,000	0	0	0
Infotech Systems*	4,697,154	3,757,723	939,431	0	0	0
Office Equipment	45,704	36,563	9,141	0	0	0
Facility Renovation Projects*	2,397,294	1,917,835	479,459	0	0	0
Transit Enhancements	492,607	394,086	19,704	0	78,817	0
Transit Enhancements (TAP)	193,956	155,165	38,791	0	0	0
Sub-total	10,006,811	8,005,449	1,922,545	0	78,817	0
Projects That Use Discretionary Funds						
Purchase Eight (8) Battery Electric Buses - Partial*	5,076,358	4,314,904	761,454	0	0	0
Architectural & Engineering Services	68,698	54,958	13,740	0	0	0
Photovoltaic Power Projects	227,272	181,818	45,454	0	0	0
Bus Charging Infrastructure*	1,264,336	1,102,402	161,934	0	0	0
Project Management	195,500	156,400	39,100	0	0	0
Sub-total	6,832,164	5,810,482	1,021,682	0	0	0
SUB-TOTAL - All Capital Projects	34,228,822	27,630,451	6,519,554	0	78,817	0
Capital Eligible Expense Reimbursements						
	TOTAL	FEDERAL	MTTF	STATE	OTHER	TOLL CREDITS
Projects That Use Formula Funds						
Non-Fixed Route ADA Paratransit	2,123,900	1,699,120	424,780	0	0	0
Capital Cost of Contracting (Fixed Route)	46,500	37,200	9,300	0	0	0
Capital Maintenance	5,000,000	4,000,000	500,000	500,000	0	0
Sub-total 5307 Formula Contributions	7,170,400	5,736,320	934,080	500,000	0	0
Projects That Use CARES & CRRSA Act Funds						
CRRSA Act Emergency Operations	4,896,014	4,896,014	0	0	0	0
ARP Act Emergency Operations	20,182,896	20,182,896	0	0	0	0
Sub-total CARES Act Contributions	25,078,910	25,078,910	0	0	0	0
Projects That Use CMAQ Funds						
Outer Loop Service	463,000	370,400	92,600	0	0	0
Cross River Connector Service	800,000	640,000	160,000	0	0	0
Sub-total CMAQ	1,263,000	1,010,400	252,600	0	0	0
SUB-TOTAL - All Contributions to Operations	33,512,310	31,825,630	1,186,680	500,000	0	0
TOTAL	67,741,132	59,456,081	7,706,234	500,000	78,817	0

*Prioritized TAM Plan Projects



BIG \$\$ SWINGS!

INTERNALLY AND EXTERNALLY

Paratransit +30% in trips v FY22 estimate	\$ 3.6M
Experimental Service Mobility On-Demand pilot	\$ 1.8M
Reestablish Training Department Reinvesting in our people	\$ 500K
Employee Rewards & Recognition Acknowledging a job well done	\$ 200K
Implementation of TARC Linc (COA) Moving forward on planning efforts	Cost neutral
Explore Fare Free Service Pros and Cons	(~\$7M)



FARE FREE... RECENT NEWS

**‘Better transit services not free service’:
Springfield and PVTa support subsidized
busing rather than free fare, as Boston makes
three routes free**

MAYOR WU TAKES STEPS TO EXPAND FARE-FREE BUS SERVICE

**Free transit had benefits but may
not be sustainable, Worcester study
concludes**

**Fare-free bus pilot expands as initial effort
sees ridership boost**

**L.A. Just Ran (and Ended) the Biggest Free-Transit
Experiment in the U.S.**

**Brampton Transit goes fare free for
all local senior citizens**

**Riders say they want
better service, not
cheaper service.**

**Orange County Takes Free Public Transit Leap With
‘Permanent’ Youth Bus Passes**

FARE FREE... OPPORTUNITIES & OBSTACLES

UNDERSTANDING ALL OF THE POTENTIAL OUTCOMES

Opportunities

Increased Ridership

Reduction of Dwell Time

Customer Satisfaction

Streamlined Operational Efficiency

Community Value

Favorable Climate Impact



Obstacles

Increased Security

Non-Destination Riders

Overcrowding

Increase in Operating Costs

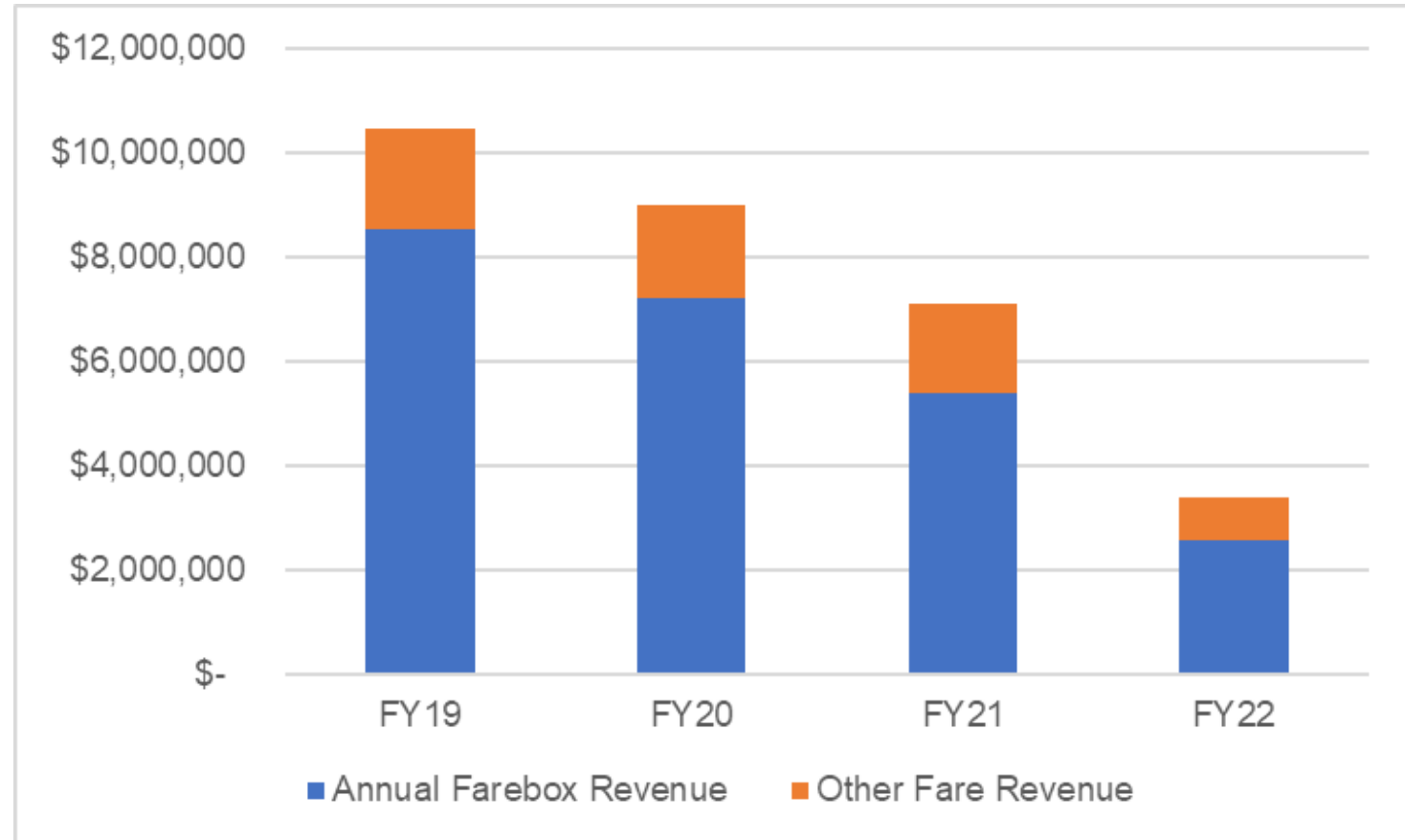
Loss of Data

Loss of Revenue

FARE FREE... BY THE NUMBERS (REVENUE)

UNDERSTANDING REVENUE IMPACT & COSTS OF FARE COLLECTION FY19-FY21

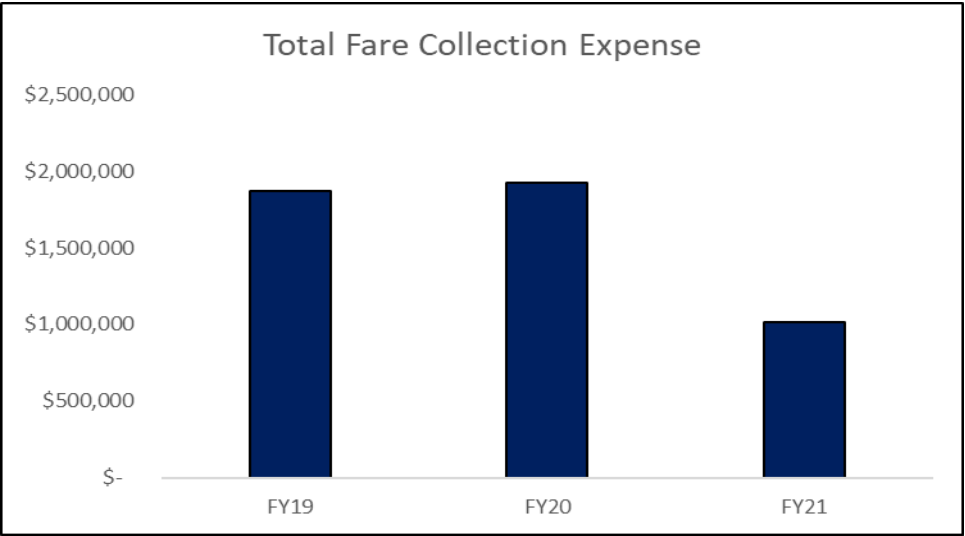
- Declining revenue at farebox due to decreased ridership over past three years
- Farebox recovery ratio at 5%; 10% in FY 2019
- Corporate and community partnership agreements also declined



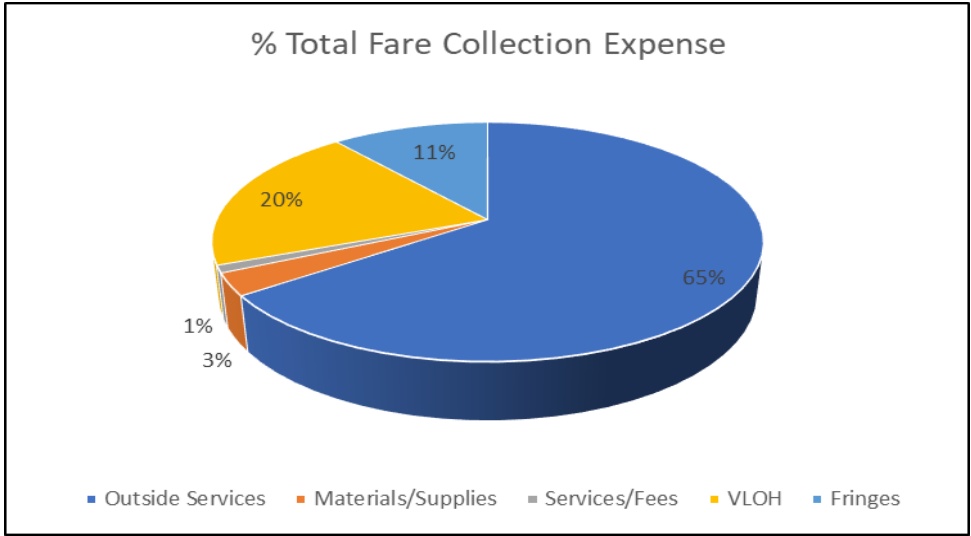


FARE FREE... BY THE NUMBERS (EXPENSES)

UNDERSTANDING REVENUE IMPACT & COSTS OF FARE COLLECTION FY19-FY21



Average Annual Collection Cost: \$1.6M

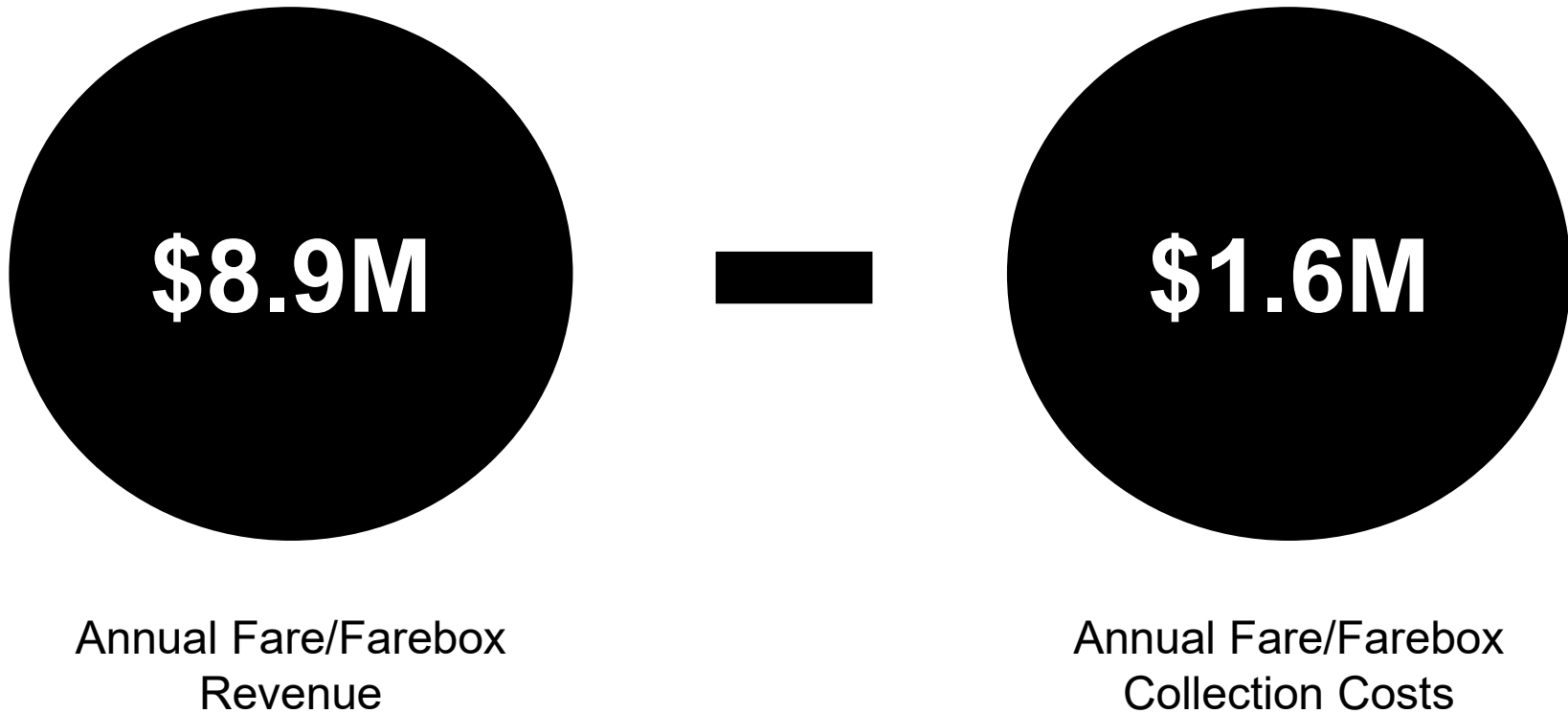


Outside Services: \$1.0M (65%)
VLOH: \$321K (20%)
Fringes: \$177K (11%)



FARE FREE... BY THE NUMBERS

UNDERSTANDING REVENUE IMPACT & COSTS OF FARE COLLECTION FY19-FY21



Fare free would generate \$7.3M revenue gap



FARE FREE... INDUSTRY FINDINGS

WHAT WE ARE SEEING

Legislation passed to subsidize transit fares

Many agencies focused on specific routes and demographics

Fare capping pilots

Simplification of fare structures

Need for greater involvement, wraparound services for non-destination riders



FEDERAL REIMBURSEMENT FUNDS

STRATEGIC FOCUS OF ONETIME REVENUE SOURCE

	TARC Share	Actual FY20	Actual FY21	Estimate FY22	Budget FY23	Remaining Balance
CARES*	\$41,576,008	\$4,341,151	\$26,847,680	\$10,387,177	NA	\$0
CRRSAA*	\$21,374,688			\$16,478,674	\$4,896,014	\$0
ARP*	\$48,293,376				\$20,182,896	\$28,110,480

* Coronavirus Aid, Relief, and Economic Security (CARES); Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA); and the American Rescue Plan (ARP)

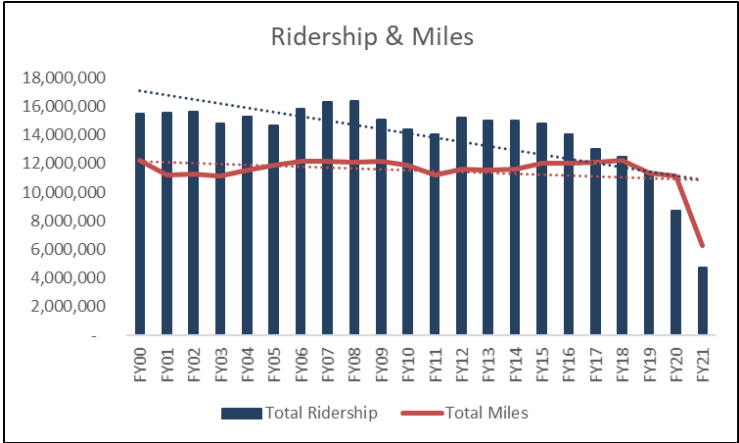


1ST DRAFT SUMMARY

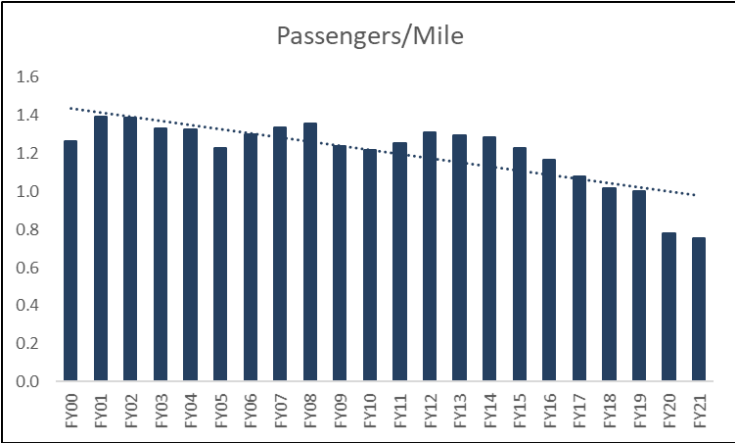
BUDGET BY OBJECT CLASS		FY21 ACTUAL	FY22 BUDGET	FY22 ESTIMATE	FY23 BUDGET	
BEGINNING MTTF BALANCE		\$14,038,469	\$14,038,469	\$27,844,858	\$40,661,948	46.03%
OPERATING REVENUE						
FAREBOX		\$5,408,087	\$5,562,597	\$5,201,751	\$5,305,786	2.00%
SPECIAL FARES		\$1,717,095	\$1,796,605	\$1,466,695	\$1,535,891	4.72%
CHARTER		\$118,000	\$150,000	\$0	\$0	0.00%
ADVERTISING		\$634,167	\$624,000	\$644,167	\$650,000	0.91%
OTHER AGENCY REVENUES		\$276,388	\$183,300	\$213,300	\$213,300	0.00%
TOTAL RECOVERIES - INSURANCE		\$110,420	\$65,000	\$55,000	\$50,000	-9.09%
MTTF COLLECTIONS		\$63,731,732	\$54,092,106	\$65,643,684	\$67,612,995	3.00%
MTTF INTEREST		\$3,345	\$2,000	\$4,800	\$5,040	5.00%
STATE GOVERNMENT FUNDS		\$1,031,525	\$1,103,856	\$3,988,108	\$1,276,642	-67.99%
FEDERAL REIMB. FUNDS-ACCESS TO JOBS		\$232,322	\$384,500	\$232,322	\$384,500	65.50%
MTTF PRINCIPAL		(\$13,806,389)	\$0	(\$12,817,090)	\$0	-100.00%
TOTAL REVENUES		\$59,456,692	\$63,963,964	\$64,632,737	\$77,034,154	19.19%
OPERATING EXPENSES						
DIRECT LABOR		\$28,968,059	\$32,000,848	\$32,296,347	\$31,318,501	-3.03%
FRINGE BENEFITS:						
VAC/HOL/SICK/BDAY		\$5,107,394	\$5,232,062	\$5,296,430	\$5,104,697	-3.62%
HEALTH/WELFARE/PENSION		\$23,644,133	\$26,501,995	\$26,650,780	\$26,347,132	-1.14%
SERVICES		\$4,865,766	\$5,639,222	\$5,707,240	\$6,713,100	17.62%
MATERIAL&SUPPLIES		\$6,054,166	\$7,458,185	\$7,116,110	\$7,440,936	4.56%
UTILITIES		\$943,600	\$1,016,796	\$986,800	\$1,035,600	4.95%
CASUALTY&LIABILITY		\$3,200,840	\$2,736,426	\$2,926,430	\$3,413,070	16.63%
PURCHASED TRANSPORTATION		\$14,817,237	\$18,740,930	\$15,142,590	\$20,541,764	35.66%
INTEREST EXPENSE		\$32,468	\$7,860	\$7,860	\$2,660	-66.16%
OTHER EXPENSE		\$350,325	\$621,820	\$572,570	\$921,770	60.99%
TOTAL OPERATING EXPENSE		\$87,983,988	\$99,956,144	\$96,703,157	\$102,839,230	6.35%
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT		(\$2,539,055)	(\$7,982,265)	(\$7,170,400)	(\$8,433,400)	17.61%
CARES ACT FUNDING		(\$26,847,680)	(\$13,000,563)	(\$10,387,177)	\$0	-100.00%
CRRSAA FUNDING		\$0	(\$18,237,895)	(\$16,478,674)	(\$4,896,014)	-70.29%
ARP				\$0	(\$20,182,896)	0.00%
SUBTOTAL		(\$29,386,735)	(\$39,220,723)	(\$34,036,251)	(\$33,512,310)	-1.54%
NET OPERATING EXPENSE		\$58,597,253	\$60,735,421	\$62,666,906	\$69,326,920	10.63%
MTTF CAPITAL SHARE		\$859,439	\$3,228,543	\$1,965,831	\$7,707,234	292.06%
TOTAL OPERATING/CAPITAL		\$59,456,692	\$63,963,964	\$64,632,737	\$77,034,154	19.19%
ENDING MTTF BALANCE		\$27,844,858	\$14,038,469	\$40,661,948	\$40,661,948	0.00%



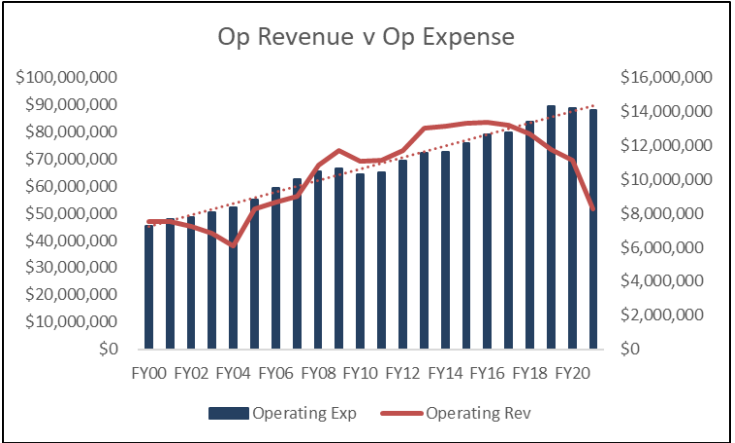
HISTORICAL TRENDS



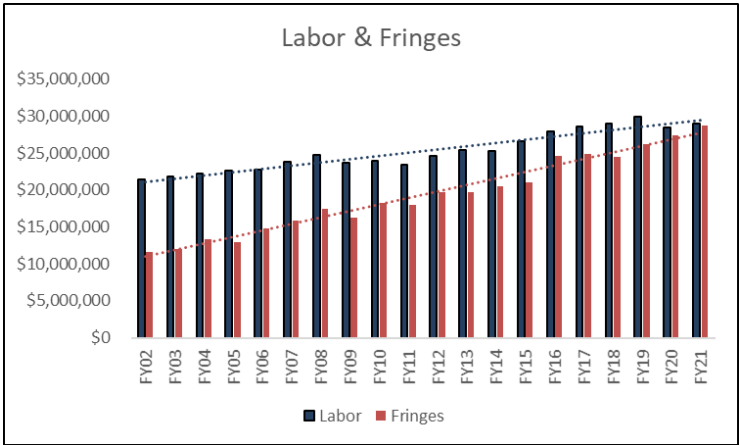
Ridership -27% from 00 to 19



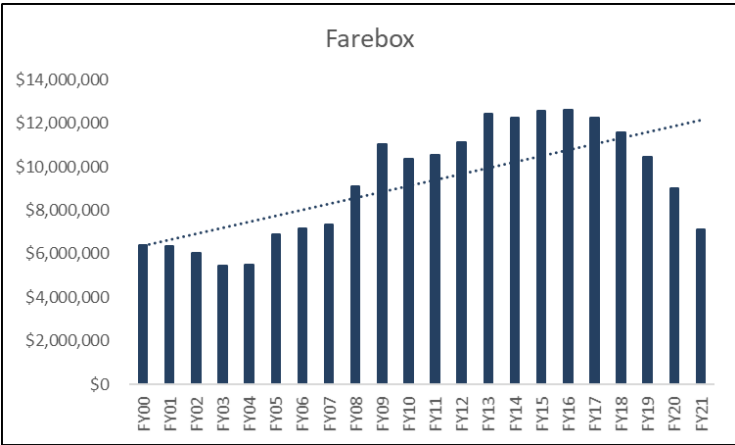
Passengers/Mile continues to decline



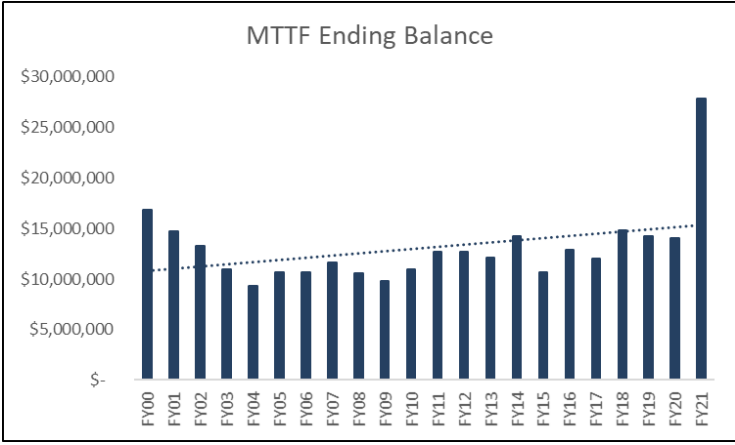
Expenses outpacing Op Rev



Labor +35%, Fringes +146% from 02 to 21



Farebox impacted by ridership and COVID



Stability needed for expiring stimulus funds



FISCAL YEAR 2023 BUDGET INITIAL DRAFT OVERVIEW

March 22, 2022



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: March 22, 2022

Re: Resolution 2022-03 AMENDMENT Security Guard Services – Armed and Unarmed

The TARC Board of Directors authorized the award of Security Guard Services-Armed and Unarmed in January 2022 to Morgan Security and Allied Universal. During the course of contract negotiations, Allied Universal was not able to meet TARC's standard contract terms and this resolution seeks to award the full contract to Morgan Security. The total not-to-exceed amount for the services does not change.

Contract will be awarded as follows:

- Morgan Security to provide two (2) security guards at Union Station and Guard Shack (10th Street and 11th Street) building locations. Estimated hours of 31,200 with a not to exceed amount of \$863,486.00 for the term life of the contract; and
- Morgan Security to provide a security guard at the Maintenance and Customer Service on 29th Street building locations. Estimated hours of 11,440 with a not to exceed amount of \$279,136.00 for the term life of the contract.

This resolution requests that the Board of Directors authorize the Executive Director to enter into an agreement with an initial term of three (3) years and an option of two (2) one-year terms with Morgan Security with a not-to-exceed amount of \$1,142,622.

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



RESOLUTION 2022-03 Amended Security Guard Services Armed and Unarmed

A Resolution authorizing the Executive Director to enter into an Initial Term of three (3) years with an Option of two (2) one-year terms:

WHEREAS, TARC seeks security service provider to provide and assist TARC with its safety and security guard surveillance services; and

WHEREAS, a competitive solicitation, request for proposal was requested on October 8, 2021; and

WHEREAS, TARC received a proposal from Morgan Security and was deemed responsive; 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 an Initial Term of three (3) years with an Option of two (2) one-year term contract with Morgan Security based upon proposed cost for a not-to-exceed amount of \$1,142,622.00.

ADOPTED THIS 22nd DAY OF MARCH 2022

John Launius, Chair of the Board of Directors



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: March 22, 2022

Re: Resolution 2022-08 – Acquisition of ADA-Accessible Paratransit Vans

Last September the TARC Board approved resolution 2021-35, authorizing the acquisition of seven new cutaway buses for paratransit service at a price of \$77,932 each. Last month we were distressed to learn that due to delays in microchip delivery and other supply chain issues our supplier could not promise production of our new buses until the end of calendar year 2023. Worse, price increases from Ford (manufacturer of the chassis) and other component suppliers, the buses we ordered would now cost \$97,448 each. We have learned that with regard to cutaway buses for paratransit service these delays and price increases are universal. We cannot escape them by seeking a new contract.

What we can do for the short term is cancel the existing order for cutaways, and instead order additional ADA-accessible full-size vans exactly like those authorized by Board resolution 2021-34. Our contractor for those vehicles, Superior Van and Mobility, has affirmed that the price for those vehicles remains \$66,491. They also believe it is possible that we could still take delivery within 2022 if we place an additional order soon. These accessible vans, built on the full-size Ford Transit platform, do not have the same passenger capacity as the cutaway buses they would replace. However, given the current pressing need for paratransit vehicles and the extreme cost increase of cutaway type paratransit buses, TARC staff believe that the acquisition of additional ADA-accessible vans is preferable. It will require a change to contract P-2780 with Superior Van and Mobility, Inc., dated October 1, 2019 to increase the purchase options from 20 to 35.

With Board approval, the resolution is asking for authority to cancel the order for cutaways, and to utilize the \$560,000 set aside for their purchase to instead purchase ADA-accessible vans. At the current price of \$66,491, we would be able to buy eight (8) additional vans. In addition, we may have the ability to acquire four more from an award from Kentuckiana Regional Planning and Development Agency (KIPDA) of Surface Transportation Block Grant funds allocated to Indiana Department of Transportation. Assuming the transfer of those funds occurs in a timely fashion, we could purchase as many as thirteen (13) new ADA-accessible vans from Superior Van and Mobility.

Attached to this memo is a resolution requesting authority to increase the number of options associated with contract P-2780 with Superior Van and Mobility, Inc. from 20 to 35. The resolution also requests authority to place an additional order with Superior for thirteen (13) more ADA-accessible full-size vans for a total not-to-exceed \$884,746.00.

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



RESOLUTION 2022-08

Acquisition of ADA Accessible Paratransit Vans

A Resolution authorizing the Executive Director to amend contract P-2780 with Superior Van and Mobility, Inc. to accommodate the purchase of thirteen (13) additional ADA-accessible full-size vans, and to purchase those additional vans at a total not-to-exceed \$884,746.00:

WHEREAS, due to significant production delays and price increases, TARC finds it expedient to cancel its order of seven (7) cutaway paratransit buses; and

WHEREAS, TARC staff recommend utilizing the funds allocated to the purchase of cutaways toward the purchase of ADA-accessible full-size vans, which can be delivered more than one year earlier and at substantially less cost; and

WHEREAS, TARC has received an award from KIPDA of \$324,746 in order to purchase vehicles for “Mobility on Demand Service”; and

WHEREAS, in September of 2019 TARC’s Board of Directors approved a resolution authorizing the Executive Director to enter into contract P-2780 with Superior Van and Mobility, Inc. for the purchase of ADA-accessible full-size vans; and

WHEREAS, thirteen (13) ADA-accessible full-size vans are currently available for purchase by TARC from Superior Van and Mobility through contract P-2780 for approximately \$66,491 each;

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 amend contract P-2780 with Superior Van and Mobility, Inc. to accommodate the purchase of thirteen (13) additional ADA-accessible full-size vans, and to purchase those additional vans at a total not-to-exceed \$884,746.00.

ADOPTED THIS 22nd DAY OF MARCH 2022

John Launius, Chair of the Board of Directors