

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, April 26, 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 – April 26, 2022



I.	Quorum Call/Call to Order	John Launius	1:30
	a. Approval of March Meeting Minutes	Board of Directors	1:35 – 1:40
II.	Staff Reports and Presentations		1:40 – 2:00
	a. February Financials	Tonya Carter	
	b. TARC Monthly Performance Report	Randy Frantz	
	c. Fleet Electrification Study Update Presented by WSP	Tim Reynolds	
III.	Action Items		2:20 – 2:45
	a. Resolution 2022 - 09 COSOL Renewal	Maria Harris	
	b. Resolution 2022-10 Janitorial Services	Maria Harris	
	c. Resolution 2022-11 Brakes and Components	Maria Harris	
	d. Resolution 2022- 12 Cooling Components	Maria Harris	
	e. Resolution 2022 – 13 Fare Collection Maintenance Agreement	Maria Harris	
	f. Resolution 2022- 14 TARC Fiscal Year 2023 Budget	Carrie Butler	
	g. Amendment to 2021-43.1 Management Consulting Services	John Launius	
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
	i. Upcoming Procurements include:		
	ii. Voice Radio Equipment		
	iii. 30 th Street Training Lot		
	iv. HVAC Installation at TARC Bus Barn		
	v. Facility Wide General Maintenance and Contracting Services		
IX.	Adjournment	John Launius	3:30

TARC BOARD OF DIRECTORS MEETING



March 2022 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on March 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
Gary Dryden

Virtual:

Dave Christopher
Bonita Black

Quorum Call

Chair Launius called the meeting to order at 1:34 P.M.

Adoption of Minutes

The motion was duly moved for the February 2022 Board Meeting minutes by Gary Dryden and seconded by Carla Dearing. The Board of Directors unanimously accepted the February 2022 Board Meeting minutes.

Staff Reports-

Update on Financials

Presented By: Tonya Carter

See PDF of January Financials

Monthly Performance Report

Carrie Butler – Highlights since last Board meeting

- Budget
- Attended Preston Corridor plan trip
- Hosted Long Range Plan Community Advisory Committee Meeting
- Welcomed a New Hire Class
- Celebrated Transit Employee Appreciation Day

John Lockhart

- Fixed Route Staffing 326 Full-Time, after deducting those on sick leave, we have 309 available. Budgeted is 376.
- New Marketing strategy campaign for the next May 9th operator class

Jennifer Miles

- TARC3 Staff is at 114, goal is to have 150 by 7/1/22
- We have 5 subcontractors, Westport Medical Service, ZTrip, Silver Ride, Alpha, Transportation Care Service
- Possibly have 1 more contractor coming soon

Lorri Lee

- Preventable accidents down from this month last year, YTD -2%

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- Total accidents, 18 last month

Anna Cooper

- Fixed Route Customer Service Complaints, +17% VLY
- Paratransit Complaints, +162% VLY
- Complaints per 1,000 riders, +29%

TARC Fiscal Year 2023 Budget Initial Draft Overview

Presented By: Carrie Butler, Randy Frantz, Geoffrey Hobin and Tonya Carter

FY23 Key Capital Projects

- Fleet Replacement
- Transit ITS
- Facility Renovation
- Safety and Security Program

Internal and External Costs

- Paratransit
- Experimental Service
- Reestablish Training Department
- Employee Rewards & Recognition
- Implementation of TARC Linc (COA)
- Explore Fare Free Service

Comparing Opportunities vs. Obstacles of going Fare Free

Budget Impacts

Potential Costs Reductions

- Elimination of low ridership routes
- Decrease frequency, increase headways
- Analyze hours of operations (start/stop)
- Manage absenteeism, reduce overtime

Revenue Opportunities

- Increase Fares
- Seek additional State funding
- Additional revenue streams
- Tax referendum

Redefining the (Near) Future

- June 2023 for Go Live of route and system changes

Action Items

Resolution 2022-08 Paratransit Vehicle Purchase

Presented by: Geoffrey Hobin

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.

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

TARC BOARD OF DIRECTORS MEETING



Amendment to Resolution 2022-03 Security Guard Services

Presented by: Maria Harris

A Resolution authorizing the Executive Director 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 which is the same amount originally approved for both Morgan and Allied, but now just applies to Morgan.

The motion was duly moved by Jan Day and seconded by Gary Dryden and approved.

Chair's Report

Presented By: John Launius, Board Chair

Update from Subcommittee Chairs:

Finance Subcommittee – Carla Dearing

No update, covered during Budget

Strategic Planning and Technology Subcommittee – Ted Smith (not present)

No Update

Customer Service Subcommittee – Jan Day

No Update

Human Resources Subcommittee – Tawanda Owsley (not present)

From John Launius - In the process for the Executive Director's annual performance evaluation. Will put the contract before the Board at the April meeting and the score will be shared to the full Board before the meeting for review.

Last month, the Board heard comments regarding TARC's community partner passes and felt that it was unclear as to whose responsibility it should be to explain when a partner pass fails to work. TARC continues to examine ways to improve its processes, and, as such, TARC will attempt to resolve the issue for the customer before asking assistance from its community partners. TARC strives to provide real-time and updated information to its customers. Unfortunately, during weather events, like we recently experienced with snow and ice, the modifications come fast and furious and radio operators do their best to keep up with the calls and make sure operators know adjustments before communicating those changes to our customers. Sometimes, regrettably, the information does not get out as fast and timely to our customers as we would like during these situations. TARC strives to ensure the utmost safety for our passengers and continually works with, monitors and trains our operators to meet the needs of each and every passenger. In addition, our buses are equipped with hand-rails for passengers to use as they move throughout the vehicle to board or depart. Plus, our operators are trained to secure apparatuses for our ADA passengers to ensure a safe ride. TARC is always looking at ways to improve methods for which customers can purchase services and will continue to do so.

Finally, we always continue to appreciate hearing from union leadership and value their feedback.

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Public Comment

Presented by: Pat Mulvihill

From Facebook:

- Why can y'all start bus early i Post to be at work at 7am but i get to work at 815
- Why is so many delays bus
- Why can't your driver's tell time, never on time
- This is great info. I will be joining Tarc Drivers on May 9th.investing into training is great been trucking for about 12 years. I'm ready to join. Thx
- As far as training what area of training will be improved or fixed? According to some drivers that I know work there they love the training and they love the folks.
- We need train as well like St Louis, MO has bus and train
- The bus is never on time I be late for work everyday
- Have y'all ever thought about lowing the fair to \$1 and see how that works.

Antonio Wilson (In Person)

- Want to ask about fare increase, how much would that fare increase be?
- The people that drive the bus, have seatbelts. Is there any way you can put seatbelts for customers?

Lillian Brents (In Person)

I didn't hear much follow up from the last meeting. I talked about members being harassed or complaints that have made that are not resolved. Still want to talk about respect. Did not hear anything about that. I have a class action claim to give to the Board with 81 signatures which is recognizing how the drivers are being harassed out on the road, the Covid Policy, various management styles that things have been brought to their attention and following on deaf ears. They talk about hostile work environment, direct unprofessionalism, hostile communication when interacting with management, failure to adequately facilitate communication between departments, mismanaging scheduling, disruption of worker schedules and Covid policy. Hopefully we can get some follow up comments at our next Board meeting. Since we have a new guest today who may not understand the flow of process so they may not feel ignored. Highlight times that their question may be answered.

Proposed Agenda Items

- Janitorial Services
- Amendment to 2021-43 – Management Consulting Services, IDIQ (Amendment of Scope of Work)
- Sole Source Award: Fare Collection Maintenance Agreement
- To Be Released Procurements:
 - Brakes and Components (Invitation to Bid)
 - Cooling components (Invitation to Bid)
- Upcoming Procurements:
 - Voice Radio Equipment
 - 30th Street Training Lot
 - HVAC Installation at TARC Bus Barn
 - Legal Services
 - Facility Wide General Maintenance and Contracting Services

TARC BOARD OF DIRECTORS MEETING



Closed Session

Chair Launius 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 3:08 p.m.

The motion to move into closed session was moved by Carla Dearing and seconded by Gary Dryden and accepted.

Chair Launius made a motion to reconvene from Closed session at 3:47 p.m. which was moved by Carla Dearing and seconded by Gary Dryden and approved. Chair Launius stated there was a discussion regarding the Collective Bargaining Agreement, but no action was taken.

Adjournment

Chair Launius made a motion to adjourn at 3:48 p.m. This motion was duly moved by Jan Day and seconded by Gary Dryden and approved by the Board.

John Launius, Chair

Date

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



Current Month Revenues Compared to Budget

Total Operating Revenues are under budget \$118,934 (pg. 2, line 9) mainly due to Passenger Fares and Special Fares being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$1,244,140 (pg. 2, line 16) mainly due to Operating Expenses being under budget. Total Capital Contributions are under budget \$1,258,898 (pg. 2, line 25) due to timing of capital projects. Total Revenues with Capital are under budget \$2,621,972 (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 \$1,164,894 (pg. 2, line 41) mainly due to Labor, Fringes & Benefits, Materials and Purchased Transportation being under budget. Total Capital Expenses are under budget \$34,972 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$1,199,866 (pg. 2, line 50) mainly due to Operating Expenses being under budget.

Current Month Actual Summary

Total Operating Revenues are \$591,745 (pg. 2, line 9) and Total Operating Expenses are \$7,024,514 (pg. 2, line 41) bringing the net to an unfavorable balance of \$6,432,769 before Subsidies are applied. After applying Subsidies of \$6,234,586 (pg. 2, line 16) there is an unfavorable balance of \$198,183 (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 \$793,808 (pg. 2 line 9) mainly due to Passenger Fares and Special fares being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$4,879,179 (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 \$3,395,883 (pg. 2, line 25) mainly due to timing of capital projects. Total Revenues with Capital are under budget \$9,068,870 (pg. 2, line 27) mainly due to applying less subsidies because Operating Expenses are under budget and timing of capital projects.

YTD Expenses Compared to Budget

Total Operating Expenses are under budget \$5,672,987 (pg. 2, line 41) mainly due to Fringes & Benefits, Materials, and Purchased Transportation being under budget. Total Capital Expenses are over budget \$181,139 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$5,491,848 (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 \$5,003,338 (pg. 2, line 9) and Total Operating Expenses are \$59,244,964 (pg. 2, line 41) bringing the net to an unfavorable balance of \$54,241,626 (pg.7, YTD Balance tab) before Subsidies are applied. After applying Subsidies \$54,241,626 (pg. 2, line 16) the year-to-date is zero 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 zero balance before applying the MTTF Revenue receipts or Capital year-to-date. February MTTF budgeted receipts for revenue deposits is over budget \$5,394,005 (pg. 8) year-to-date, which is a \$229,440 decrease from the previous month. We currently have a favorable balance before capital year-to-date of \$5,394,005 (pg. 7) due to the MTTF revenue deposits being over budget. MTTF Net Profit Fees are down \$284,052 (pg.8) and Employee Withholdings are up \$2,303,262 (pg.8) year-to-date compared to last year.

Statement of Revenue - Expenses - with Capital Contributions

February 2022, Fiscal Year 2022



		Current Month			Fiscal Year-to-date			
	FY22			Over budget			Over budget	Percentage
Description	Total Budget	Actual	Budget	(Under budget)	Actual	Budget	(Under budget)	Remaining
Revenues								
1 Passenger Fares	4,757,097	351,424	418,689	(67,265)	2,832,326	3,387,420	(555,094)	40.46%
2 Paratransit Fares	805,500	60,826	75,000	(14,174)	585,983	642,500	(56,517)	27.25%
3 Special Fare Revenues (UofL, UPS and etc)	1,796,605	115,398	144,300	(28,902)	962,940	1,185,690	(222,750)	46.40%
4 Comp Specials	150,000	0	0	0	0	0	0	100.00%
5 Advertising Revenue	624,000	56,417	52,000	4,417	429,750	416,000	13,750	31.13%
6 Other Agency Revenues	183,300	7,632	15,275	(7,643)	142,868	122,200	20,668	22.06%
7 Total Recoveries-Insurance	65,000	50	5,417	(5,367)	49,472	43,336	6,136	23.89%
8								
9 Operating Revenues	8,381,502	591,745	710,681	(118,934)	5,003,338	5,797,146	(793,808)	40.30%
10								
11 MTTF Contributions- Federated	50,865,563	3,383,188	3,383,188	0	32,617,760	32,617,760	0	35.87%
12 Local Government Funds - MTTF	1,146,453	327,740	95,538	232,202	353,025	764,304	(411,279)	69.21%
13 Federal Reimbursement Funds - FTA	38,008,770	2,523,658	4,000,000	(1,476,342)	17,942,617	25,192,250	(7,249,633)	52.79%
14 State Government Funds	1,553,856	0	0	0	3,328,224	546,491	2,781,733	-114.19%
15								
16 Total Non-Operating Revenues	91,574,642	6,234,586	7,478,726	(1,244,140)	54,241,626	59,120,805	(4,879,179)	40.77%
17								
18 Total Revenues Before Cap Contributions	99,956,144	6,826,331	8,189,407	(1,363,074)	59,244,964	64,917,951	(5,672,987)	40.73%
19								
20 Local Government Funds - MTTF, Cap	2,188,232	15,343	227,858	(212,515)	139,773	1,142,725	(1,002,952)	93.61%
21 Federal Reimbursement Funds - FTA, Cap	22,218,487	30,375	1,066,148	(1,035,773)	12,509,118	14,638,699	(2,129,581)	43.70%
22 State Government Funds, Cap	0	(10,610)	0	(10,610)	2,863,201	3,126,551	(263,350)	0.00%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	24,406,719	35,108	1,294,006	(1,258,898)	15,512,092	18,907,975	(3,395,883)	36.44%
26								
27 Total Revenues	124,362,863	6,861,439	9,483,413	(2,621,972)	74,757,057	83,825,926	(9,068,870)	39.89%
28								
29								
Expenses								
31								
32 Labor	32,000,848	2,350,115	2,588,811	(238,696)	20,428,164	20,608,077	(179,913)	36.16%
33 Fringes & Benefits	31,734,057	2,116,531	2,405,270	(288,739)	19,818,570	21,130,845	(1,312,275)	37.55%
34 Services	5,639,222	681,483	468,825	212,658	3,750,290	3,768,208	(17,918)	33.50%
35 Materials	7,458,185	527,884	634,526	(106,642)	4,040,355	4,968,670	(928,315)	45.83%
36 Utilities	1,016,796	88,844	84,733	4,111	686,180	677,864	8,316	32.52%
37 Casualty & Liability	2,736,426	202,392	228,035	(25,643)	2,038,182	1,824,280	213,902	25.52%
38 Purchased Transportation	18,740,930	1,060,801	1,729,079	(668,278)	8,185,774	11,508,151	(3,322,377)	56.32%
39 Interest Expense	7,860	597	597	0	5,859	5,860	(1)	25.46%
40 Other Expenses	621,820	(4,134)	49,531	(53,665)	291,590	425,996	(134,406)	53.11%
41 Operating Expenses	99,956,144	7,024,514	8,189,407	(1,164,894)	59,244,964	64,917,951	(5,672,987)	40.73%
42								
43								
44								
45 Development Cost & Loss on Disposal	426,467	34,508	23,076	11,432	166,103	103,993	62,110	61.05%
46 Depreciation Expenses	12,194,557	1,007,120	1,053,615	(46,495)	7,963,921	7,847,847	116,074	34.69%
47 Loss on Disposal of Assets	0	91	0	91	2,955	0	2,955	0.00%
48 Total Capital Expenses	12,621,024	1,041,718	1,076,691	(34,972)	8,132,979	7,951,840	181,139	35.56%
49								
50 Total Expenses	112,577,168	8,066,232	9,266,098	(1,199,866)	67,377,943	72,869,791	(5,491,848)	40.15%
51								
52								
53 Revenue / Expense Difference Before Capital	0	(198,183)	0	(198,180)	0	0	0	0.00%
54								
55 Revenue / Expense Difference After Capital	11,785,695	(1,204,793)	217,315	(1,422,106)	7,379,113	10,956,135	(3,577,022)	37.39%

Total Labor

February 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	2,350,115	2,588,811	(238,696)	20,428,164	20,608,077	(179,913)	36.16%
2 Sick Leave	1,651,183	57,010	134,594	(77,584)	872,297	1,194,363	(322,066)	47.17%
3 Holiday	1,252,323	1,111	0	1,111	768,725	968,435	(199,710)	38.62%
4 Vacation	2,088,175	101,651	171,868	(70,217)	1,438,476	1,388,063	50,413	31.11%
5 Other Paid Absences	240,381	14,953	15,891	(938)	113,887	175,541	(61,654)	52.62%
6								
7 Total	37,232,910	2,524,840	2,911,164	(386,324)	23,621,549	24,334,479	(712,930)	36.56%
8								
9 Difference compared to Budget			(386,324)			(712,930)		
		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	188,946	222,703	(33,757)	1,767,602	1,861,585	(93,983)	37.94%
11 Pension	10,262,221	622,144	778,494	(156,350)	6,063,402	6,786,098	(722,696)	40.92%
12 Hospital Medical & Surgical	10,509,847	757,720	847,662	(89,942)	6,146,467	6,781,296	(634,829)	41.52%
13 Vision Care Insurance	101,537	5,158	8,468	(3,310)	37,981	67,744	(29,763)	62.59%
14 Dental Plans	353,988	20,136	29,499	(9,363)	174,056	235,992	(61,936)	50.83%
15 Life Insurance	101,040	14,348	8,420	5,928	65,261	67,360	(2,099)	35.41%
16 Disability Insurance	155,544	20,453	12,962	7,491	93,143	103,696	(10,553)	40.12%
17 Kentucky Unemployment	40,000	0	10,000	(10,000)	6,267	30,000	(23,733)	84.33%
18 Worker's Compensation	1,850,000	312,752	154,167	158,585	2,021,318	1,233,336	787,982	-9.26%
19 Uniform & Work Clothing Allowance	277,000	0	10,333	(10,333)	248,312	235,664	12,648	10.36%
20 Other Fringes	2,500	150	209	(59)	1,375	1,672	(297)	45.00%
21 Total Fringe & Benefits	26,501,995	1,941,806	2,082,917	(141,110)	16,625,185	17,404,443	(779,258)	37.27%
22								
23								
24 Sick Leave	1,651,183	57,010	134,594	(77,584)	872,297	1,194,363	(322,066)	47.17%
25 Holiday	1,252,323	1,111	0	1,111	768,725	968,435	(199,710)	38.62%
26 Vacation	2,088,175	101,651	171,868	(70,217)	1,438,476	1,388,063	50,413	31.11%
27 Other Paid Absences	240,381	14,953	15,891	(938)	113,887	175,541	(61,654)	52.62%
28 Total Compensation Benefits	5,232,062	174,725	322,353	(147,628)	3,193,385	3,726,402	(533,017)	38.97%
29								
30 Total	31,734,057	2,116,531	2,405,270	(288,738)	19,818,570	21,130,845	(1,312,275)	37.55%
31								
32 Difference compared to Budget			(288,739)			(1,312,275)		

Balance Sheet

February 2022, Fiscal Year 2022



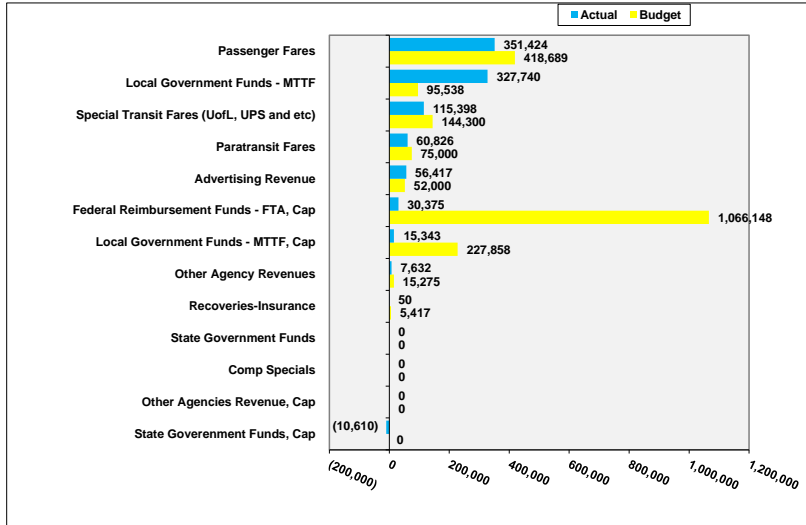
Assets	FY 22	FY 21	Liabilities, Reserves & Capital	FY 22	FY 21
Current Assets			Current Liabilities		
Cash & Cash Items	3,302,676	2,751,110	Long Term Debt	121,697	262,538
Short Term Investments	6,352,341	6,636,655	Short Term Debt	0	0
Accounts Receivable	55,230,036	55,425,423	Trade Payables	4,955,992	5,140,133
Interest Receivable	12	121	Accrued Payroll Liabilities	4,444,382	4,254,280
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,841,527	3,131,457
Materials & Supplies	1,762,073	2,350,496	Accrued Tax Liabilities	0	0
Total Current Assets	66,727,138	67,243,804	Unredeemed Tickets & Tokens	1,677,209	1,654,056
Other Assets			Reserves - Injury & Damages	1,883,000	1,012,600
Prepaid Insurance & Dues & WIP	1,045,206	943,518	Due To Operations	80,000	80,000
Total Other Assets	1,045,206	943,518	Unearned Capital Contributions	49,723,270	53,139,081
Fixed Assets			Other Current Liabilities (Health Ins.)	2,046,972	506,745
Land	3,187,624	3,177,782	Total Current Liabilities	68,774,048	69,180,890
Buildings	49,393,666	49,133,260	Equity		
Coaches	129,430,072	113,494,716	Retained Earnings	7,379,113	(6,482,011)
Office Equipment	10,451,787	10,477,988	Prior Year Retained Earning	75,248,859	76,430,607
Other Equipment	22,013,730	21,933,786	Total Equity	82,627,973	69,948,595
Development Costs	414,094	284,310	Total Liabilities & Equity	151,402,021	139,129,485
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	163,047	151,307			
Total Fixed Assets	216,474,424	200,073,552			
Less Accumulated Depreciation					
Accumulated Depr Land	739,287	705,431			
Accumulated Depr Buildings	28,136,490	26,617,519			
Accumulated Depr Coaches	76,036,574	75,025,410			
Accumulated Depr Office Equipment	8,562,312	8,013,167			
Accumulated Depr Other Equipment	18,113,150	17,674,483			
Accumulated Depr Development Cost	166,103	75,045			
Accumulated Depr Vehicle Exp - Opr	962,041	905,915			
Accumulated Depr Other Equipment Op	128,791	114,419			
Total Depreciation	132,844,748	129,131,389			
Net Fixed Assets	83,629,676	70,942,163			
Total Assets	151,402,021	139,129,485			

Actual Revenue vs. Budget

February 2022, Fiscal Year 2022



Current Month Revenues

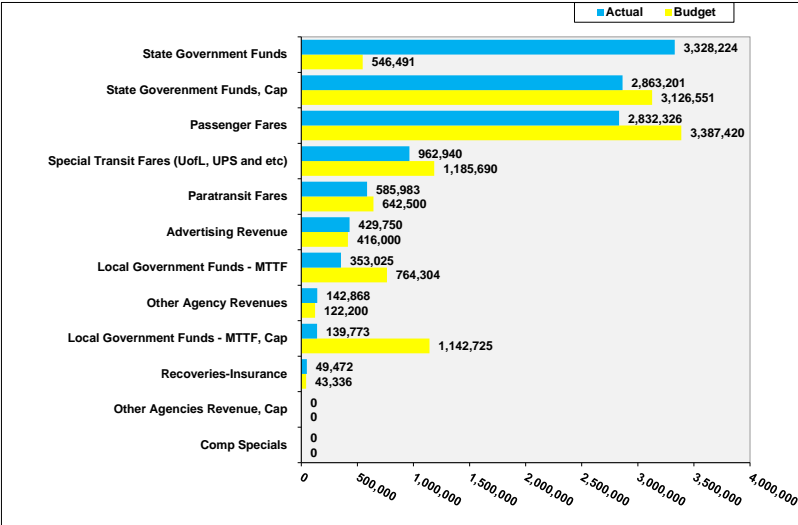


MTTF \$3,383,188 Actual = \$3,383,188 Budget

Federal Reimbursement Funds - FTA \$2,523,658 Actual < \$4,000,000 Budget

Passenger fares \$67,265 ↓
 Paratransit fares \$14,174 ↓
 Special Fares \$28,902 ↓
 Federal Reimbursement Funds - FTA \$1,476,342 ↓
 Federal Reimbursement Funds - FTA, Cap \$1,035,773 ↓

Year to Date Revenues



MTTF \$32,617,760 Actual = \$32,617,760 Budget

Federal Reimbursement Funds - FTA \$17,942,617 Actual < \$25,192,250 Budget

Federal Reimbursement Funds - FTA, Cap \$12,509,118 Actual < \$14,638,699 Budget

Passenger fares \$555,094 ↓
 Paratransit fares \$56,517 ↓
 Federal Reimbursement Funds - FTA \$7,249,633 ↓
 State Government Funds - \$2,781,733 ↑
 Federal Reimbursement Funds - FTA, Cap \$2,129,581 ↓

CM

- * Special Fares - is under budget \$28,902 this monthly amount has stayed pretty consistent every month and will continue through June
- * Federal Reimbursement Funds - FTA is under budget \$1,476,342 mainly due to expenses being under budget and using local match
- * Federal Reimbursement Funds - FTA, CAP is under budget \$1,035,773 mainly due to timing of capital expenses

YTD

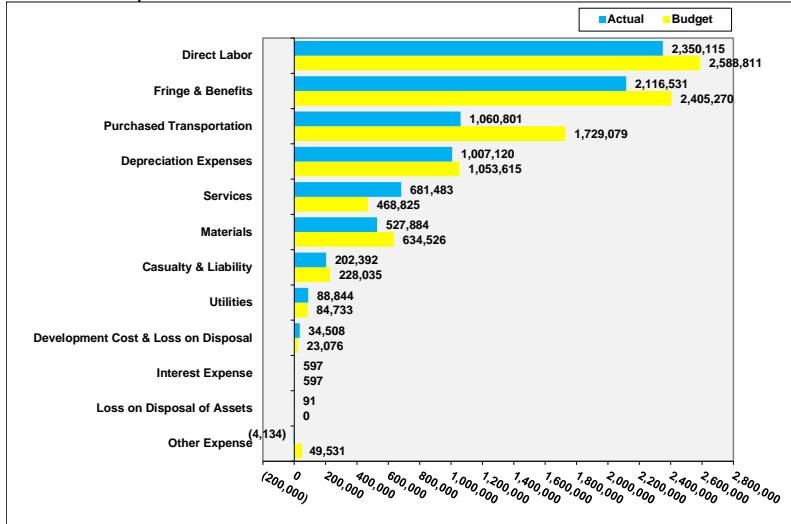
- * Federal Reimbursement Funds - FTA is under budget \$7,249,633 mainly due to receiving State match and operating expenses being under budget
- * State Government Funds - is over budget \$2,781,733 mainly due to receiving the State funds for local match in January
- * Federal Reimbursement Funds - FTA, Cap - is under budget \$2,129,581 mainly due to timing of expenditures for bus purchases

Actual Expenses vs. Budget

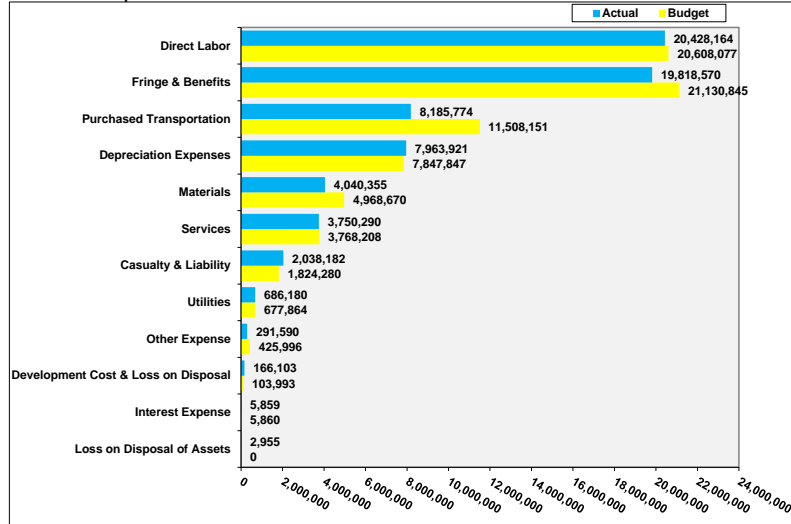
February 2022, Fiscal Year 2022



Current Month Expenses



Year to Date Expenses



Direct Labor \$238,696 ↓ Total Labor \$386,324 ↓
 Fringe & Benefits \$288,739 ↓
 Services \$212,658 ↑
 Purchased Transportation \$668,278 ↓

Direct Labor \$179,913 ↓ Total Labor \$712,930 ↓
 Fringe & Benefits \$1,312,275 ↓
 Materials \$928,315 ↓
 Casualty & Liability \$213,902 ↑
 Purchased Transportation \$3,322,377 ↓
 Depreciation Expenses \$116,074 ↑

CM

- * Direct Labor is under budget \$238,696
- * Fringe & Benefits are under budget \$288,739 mainly due to Pension, Medical, Sick and Vacation pay
- * Services are over budget \$212,658 mainly due to timing of I.T. computer services
- * Purchased Transportation is under budget \$668,278 mainly due to revenue hours and penalties

YTD

- * Fringe & Benefits are under budget \$1,312,275 mainly due to Pension, Medical, Sick leave, Holiday all being under budget and offset by Worker's Compensation being over \$787,982
- * Materials are under budget \$928,315 mainly due to diesel fuel and Maintenance materials and supplies
- * Casualty & Liability is over budget \$213,902 mainly due to settlements in prior months
- * Purchased Transportation is under budget \$3,322,377 mainly due to revenue hours and penalties
- * Depreciation Expenses are over budget \$116,074 mainly due to timing of bus purchases



Year to Date Summary

February 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)		\$5,672,987	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$5,672,987		
MTTF Revenue Deposits are Over /Under by (pg. 8)	\$5,394,005		
February has a favorable balance before Capital of	\$11,066,992	\$5,672,987	\$5,394,005

Actual Revenues over Expenses

Operating Revenues	\$5,003,338
Operating Expenses	\$59,244,964
Net Gain/(Loss) before MTTF	(\$54,241,626)
MTTF Approved Contributions	\$32,617,760
Net Gain/(Loss) before Subsidies	(\$21,623,866)
Subsidies	
CARES	\$10,387,177
CRSSAA	\$6,143,342
5307 Federal Formula dollars to be used as (CEER)	\$1,412,098
MTTF Local Share	\$353,025
State Contributions	\$3,328,224
Total Subsidies	\$21,623,866
Net Gain/(Loss) before Capital	\$0

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%	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		\$4,173,450				
April		\$5,781,232				
May		\$3,901,651				
June		\$4,747,430				
TOTAL	\$40,882,348	\$54,092,106				

MTTF Revenue Deposits - Actuals

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

	February 2022	February 2021	YTD FYE 2022	YTD FYE 2021	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 3,807,983	\$ 3,927,591	\$ 34,945,843	\$ 32,642,581	\$ 2,303,262	7.06%
Individual Fees	176	1	243	945	(702)	-74.27%
Net Profit Fees	210,576	186,057	6,025,074	6,309,126	(284,052)	-4.50%
Interest & Penalty	38,597	25,768	464,787	369,137	95,650	25.91%
Total Collections	\$ 4,057,332	\$ 4,139,417	\$ 41,435,946	\$ 39,321,789	\$ 2,114,157	5.38%
Investment Income	\$ 1,051	\$ -	\$ 5,786	\$ 4,744	\$ 1,042	21.97%
Total Receipts	\$ 4,058,383	\$ 4,139,417	\$ 41,441,733	\$ 39,326,533	\$ 2,115,200	5.38%
Disbursements						
Collection Fee	\$ 54,774	\$ 55,882	\$ 559,385	\$ 530,843	\$ 28,542	5.38%
Total Disbursements	\$ 54,774	\$ 55,882	\$ 559,385	\$ 530,843	\$ 28,542	5.38%
Due Mass Transit	\$ 4,003,609	\$ 4,083,535	\$ 40,882,348	\$ 38,795,690	\$ 2,086,658	5.38%
Less Previous Payments			36,878,739	34,712,155	2,166,584	6.24%
Payable To Trust Fund			\$ 4,003,609	\$ 4,083,535	\$ (79,926)	-1.96%



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
CARES*	41,576,008	4,341,151	26,847,680	10,387,177	-	13,000,563
CRRSAA**	21,374,688			\$6,143,342	15,231,346	18,237,895
ARP***	48,293,376				48,293,376	0

* KY-2020-012 was approved/Executed 5/27/2020

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

*** Still moving through the process not approved/Executed



BOARD OF DIRECTORS APRIL 26, 2022

APRIL OPERATIONAL UPDATE



HIGHLIGHTS

SINCE THE LAST BOARD MEETING.....

- New bus wrap as part of new campaign
- Seven new graduates and preparing for a class in May
- Preparations for Thunder Over Louisville service
- Community Outreach events starting to pick back up
- Monitoring COVID cases and changing regulations





RIDERSHIP

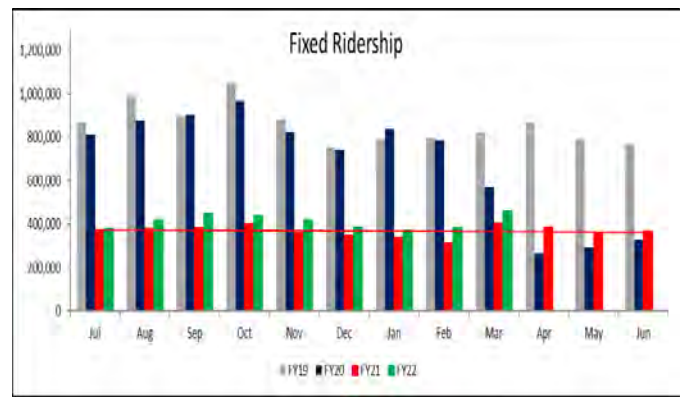
FIXED ROUTE

Monthly

461K **+20% VLM**
 +14% VLY

YTD

3.7M **+13% VLY**



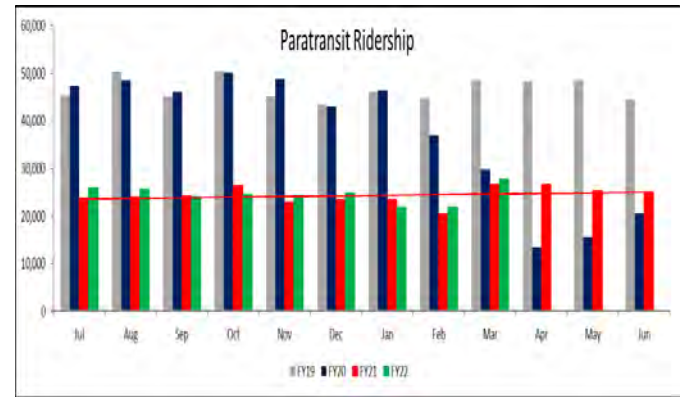
PARATRANSIT

Monthly

27.6K **+26% VLM**
 +4% VLY

YTD

220.2K **+2% VLY**



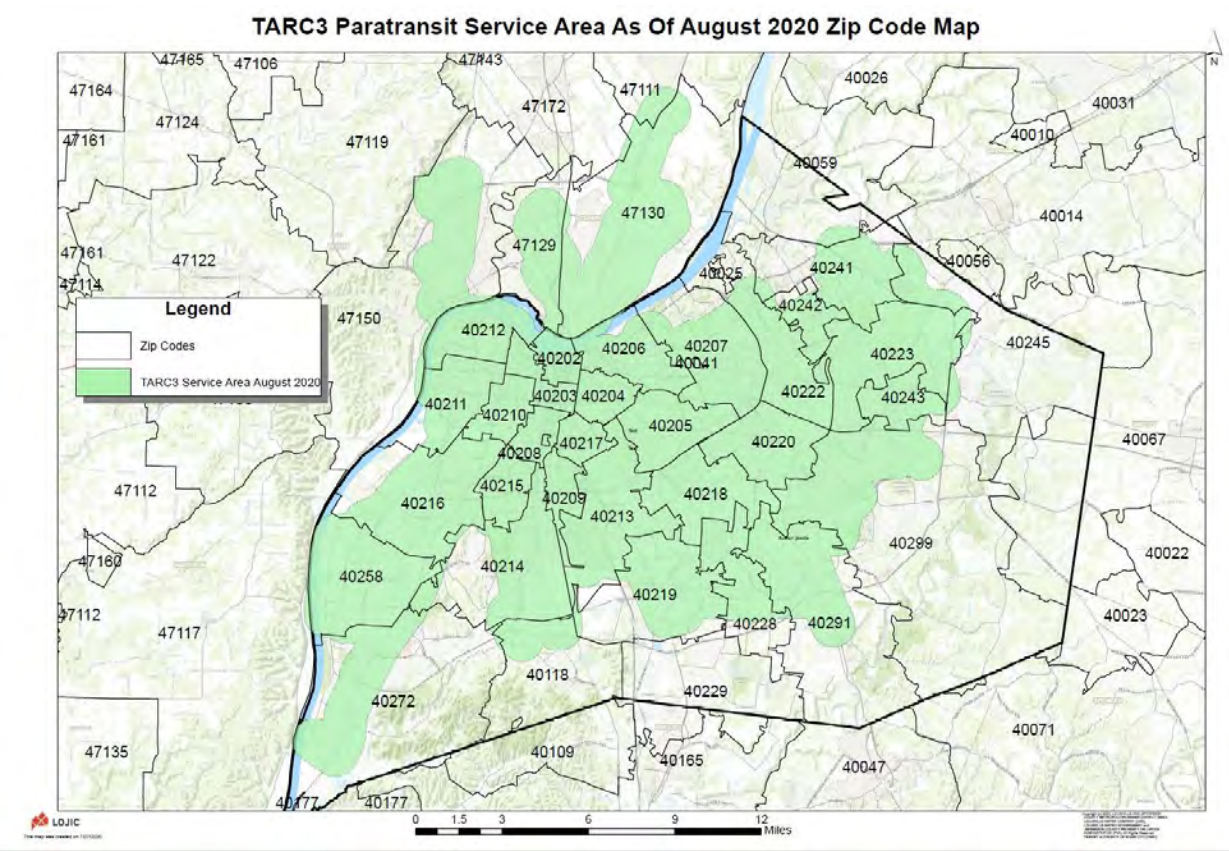
Significant increase in ridership last month



TARC3 SERVICE IS...

ADA ¾ MILE COMPLEMENTARY PARATRANSIT SERVICE

- Part of the American's with Disabilities Act
- Comparable (or complementary) transportation service for individuals with disabilities who are unable to use fixed route
- Service provided within ¾ of a mile of fixed routes
- Fare is no more than double fixed route; similar hours of operation; and can be “door to door” or “curb to curb”
- Often called: on demand, demand response, shared ride, ADA service, but it is NOT Medicaid transportation or non-emergency medical transportation



USDOT FTA CIRCULAR 4710.1 ADA GUIDANCE

“Paratransit means comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation systems”

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Final_FTA_ADA_Circular_C_4710.1.pdf

Purpose: To provide assistance necessary to carry out provisions of the Americans with Disabilities Act (ADA) of 1990.

Regulations

Non-Discrimination

Equipment
Accessibility
Requirements

Complementary
Paratransit
Service

Eligibility



COMMUNITY ENGAGEMENT

TARC
Accessibility
Advisory Council
(TAAC)

Metro Disability
Coalition
(MDC)

Center for
Accessible
Living (CALKY)

KIPDA

Metro Office for
Aging and
Disabled
Citizens

Age Friendly
Louisville

Down Syndrome
of Louisville

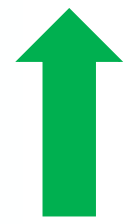
ZOOM
Group

LC
Industries

Dialysis Centers
of Louisville



TARC3 SINCE JANUARY 2022



Trip Volume : +28%



Reservation Hold Time: -79%



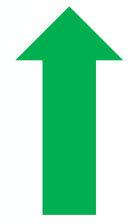
On Time: +2%



% Missed Trips: -44%



Liquidated Damages: -25%

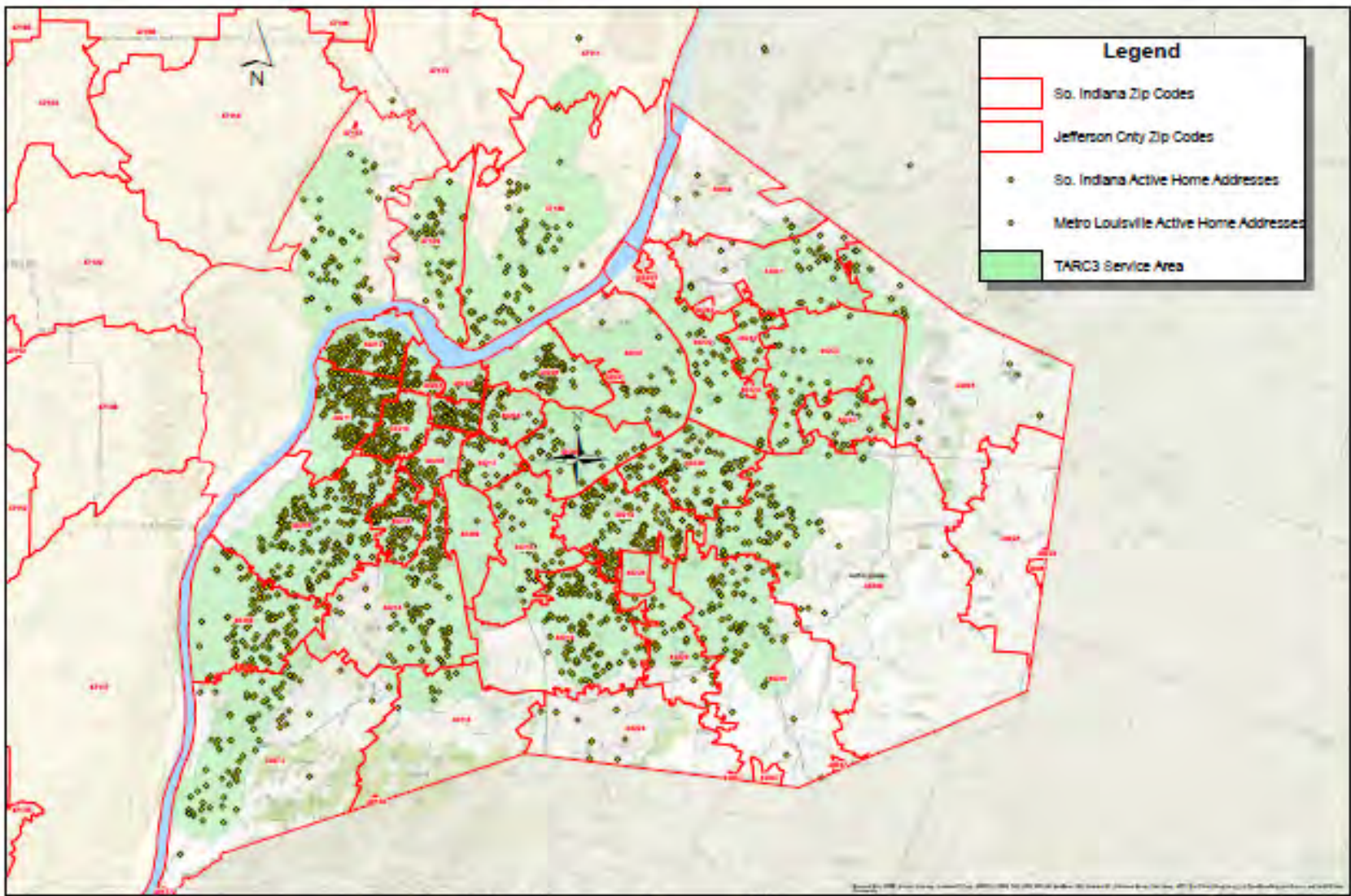


Total Network Headcount: +31%



Total Subcontractors: +150%

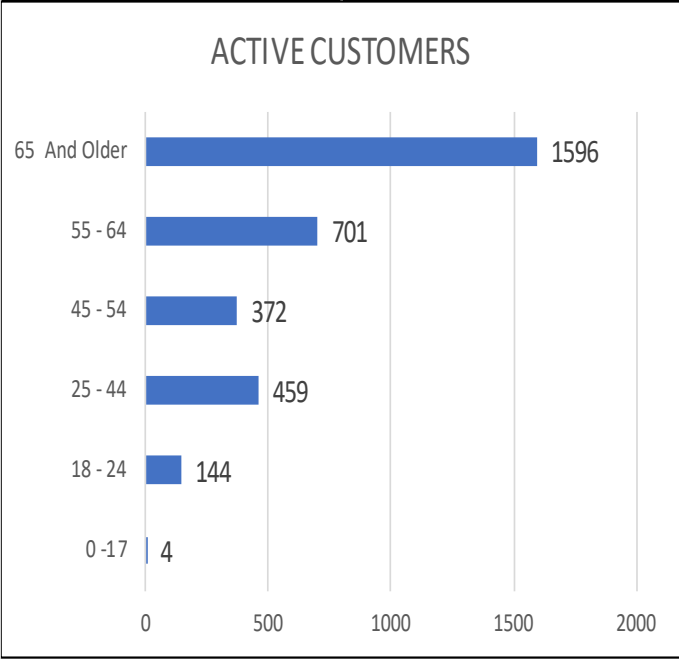
TARC3 ACTIVE CUSTOMERS RESIDES



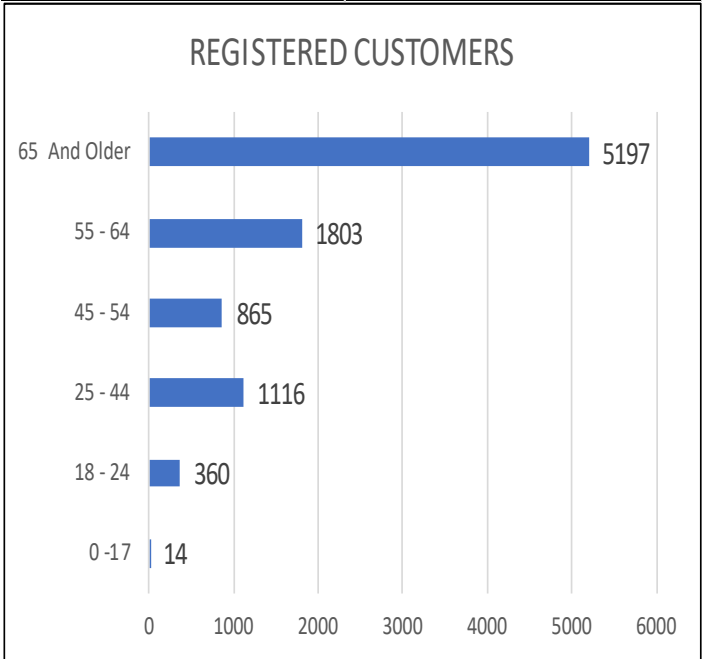


TARC3 DEMOGRAPHICS

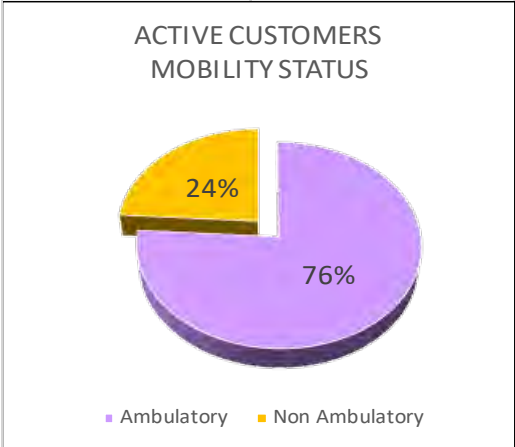
AGE RANGE	ACTIVE CUSTOMERS
0 -17	4
18 - 24	144
25 - 44	459
45 - 54	372
55 - 64	701
65 And Older	1596



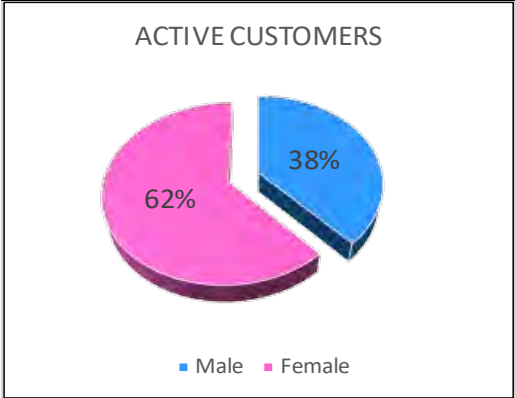
AGE RANGE	REGISTERED CUSTOMERS
0 -17	14
18 - 24	360
25 - 44	1116
45 - 54	865
55 - 64	1803
65 And Older	5197



MOBILITY STATUS	ACTIVE CUSTOMERS
Ambulatory	76%
Non Ambulatory	24%



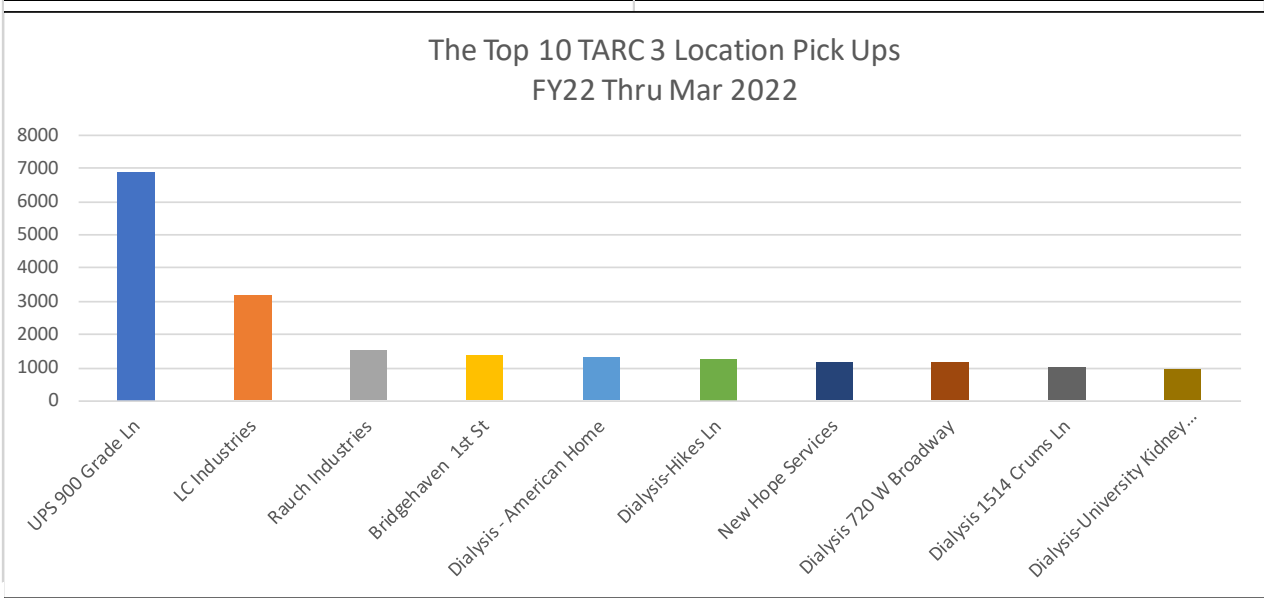
GENDER	ACTIVE CUSTOMERS
Male	38%
Female	62%





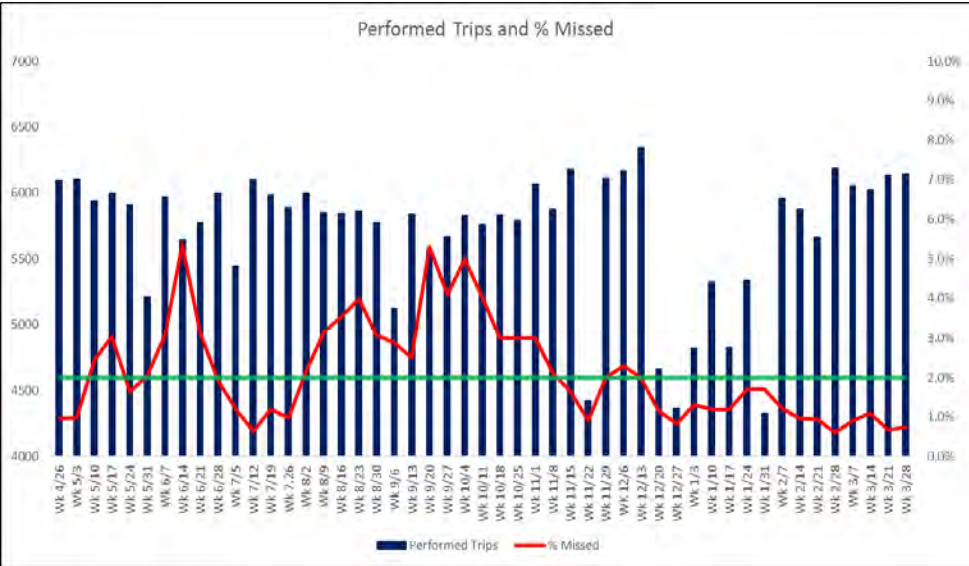
TARC3 TOP 10 DESTINATIONS

The Top 10 TARC 3 Location Pick Ups FY22 Thru Mar 2022	
Location	Total Pickups
UPS 900 Grade Ln	6906
LC Industries	3182
Rauch Industries	1497
Bridgehaven 1st St	1344
Dialysis - American Home	1289
Dialysis-Hikes Ln	1248
New Hope Services	1172
Dialysis 720 W Broadway	1138
Dialysis 1514 Crums Ln	985
Dialysis-University Kidney Center 28th & Broadway	972





MV PERFORMANCE, % MISSED TRIPS



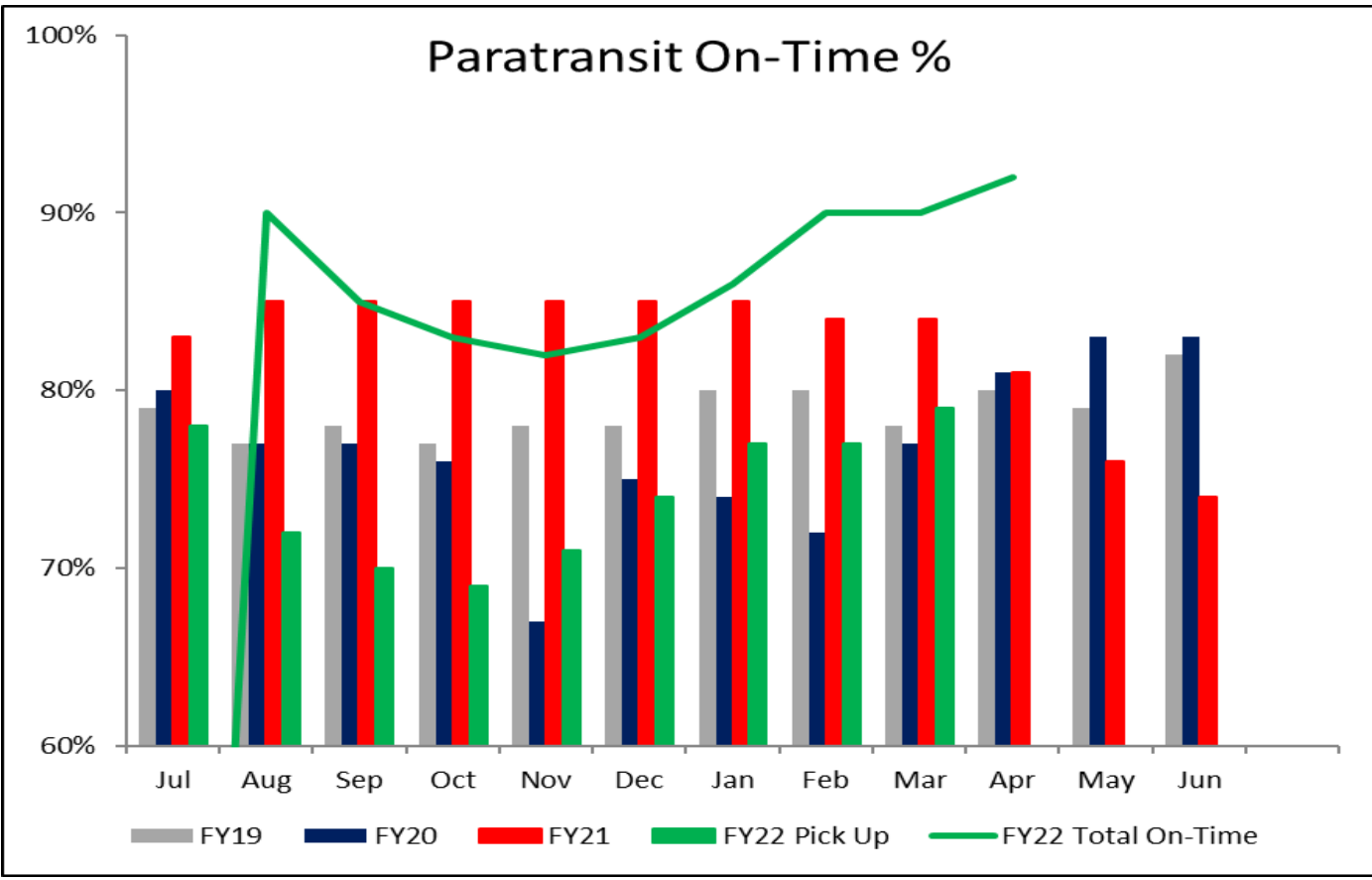
Wk 3/28: 6,145 trips / 0.7% missed
Previous 5 Wk Avg: 0.8%



Mar: .80%
Feb: 1.2%
Jan: 1.4%
Dec: 1.7%
Nov: 2.0%
Oct: 3.8%
Sep: 3.7%



PARATRANSIT ON-TIME PERFORMANCE



March Pick Up Only On-Time %: 79%

March Total On-Time %: 92%



MV LIQUIDATED DAMAGES

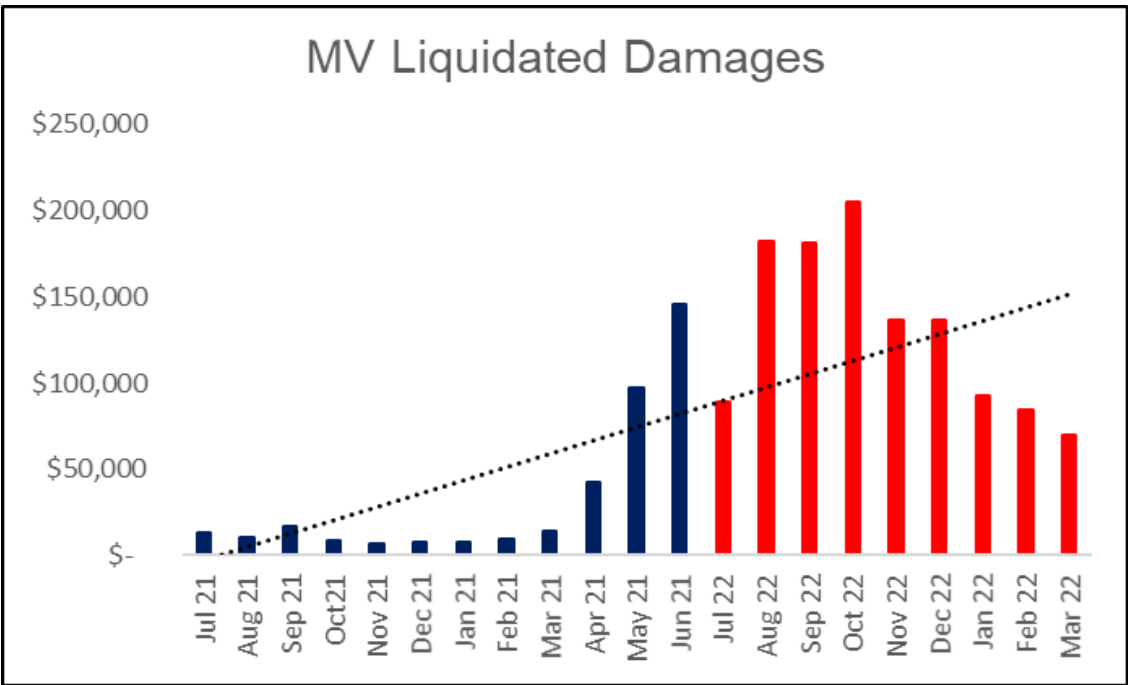
PARATRANSIT

Monthly

\$69.7K -17% VLM
+388% VLY

YTD

\$1,177K +1,130% VLY



Large YOY variance due to prior social distancing restrictions

Monthly Details

\$44K (63%), Productivity, 1.8 trips/hr
\$17K (24%), Late Trip, > 30 mins late
\$6K (9%), Missed Trips
\$3K (4%), On Time, < 93%

Types of Penalties:

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



THANK YOU



APRIL BOARD OF DIRECTORS UPDATE

April 26, 2022



ZERO EMISSION FLEET TRANSITION PLAN

**Consulting Services to
Provide a Strategic Plan**

**TARC Board
April 26, 2022**

ZEB: Zero Emission Buses

BEB: Battery Electric Buses

HFCB: Hydrogen Fuel Cell Buses

Scope of Work

Financial Analysis

- Diesel baseline
- Electric & hydrogen
- Maintenance
- Operations
- Start-up and lifetime costs
- Payback period/NPV

Implementation Analysis

- Operations & Maintenance during Transition
- Capital Needs (Infrastructure) & Costs
- Energy Storage & Solar
- ZEB Rollout Plan

Approach

Assessment Focus Areas

- **Technology**
- **Facilities**
- **Operations**
- **Finance**

Project Progress:

- **Kickoff: October 14, 2021**
- **Bi-Weekly Virtual Meetings with TARC**
- **Site Visit: February 10, 2022**
- **Four tech memos/white papers delivered to date**
- **Estimated study completion: June 2022**

Tech Memos / White Papers

- **Bipartisan Infrastructure Law**
- **Vehicle Fleet Lifecycle Cost**
- **BEB Infrastructure Site Investigation**
- **Facility Considerations for HFCBs**

Analysis & Results to Date

Technology: BEB

- TARC's experience with charging is on-route only; existing charging infrastructure outdated.
- On-route ("opportunity"/ "quick charge") facilities recommended only at ends of high frequency routes.
- Battery technology is improving but bus range still falls short of diesel; diesel to BEB replacement exceeds 1:1.
- Overnight charging is required: approx. 4 hrs/bus.
- Different charging infrastructure options: pantograph, in-ground induction, plug-in (dispenser).
- Requires expanded electrical service.
- Indoor charging preferred (cold weather battery performance); covered (canopy) structure can work.

Technology: HFCB

- Applications nationally are far less than BEB but growing.
- Bus range is similar to diesel.
- Fueling is much faster than BEB charging- about the same as filling a diesel bus.
- Agencies must either produce or procure hydrogen- electrically intensive process
- Significant up-front cost for fueling infrastructure.
- Hydrogen is volatile with major safety issues: fueling facility must be separated from adjacent ROW and anything that could generate a spark.

Technology: Vehicle Lifecycle Costs

VEHICLE TYPE	BASE COST	VARIOUS ADDITIONAL CHARGES	TOTAL VEHICLE COSTS
Diesel 40'	\$433,361	\$89,819	\$523,180
Diesel Hybrid 40'	\$835,609	\$119,184	\$954,793
BEB 40'	\$956,150	\$217,028	\$1,173,178
Hydrogen 40'	\$1,086,990	\$188,950	\$1,275,940
Diesel 35'	\$428,361	\$89,454	\$517,815
BEB 35'	\$783,452	\$195,786	\$979,238
Hydrogen 35'	\$967,832	\$174,614	\$1,142,446

Facilities



Facilities: BEB

- Plug in (dispenser) charging):
 - Floor or overhead mounted cabinets
 - Lowest capital cost but more labor intensive
- Induction charging:
 - Requires a major excavation and capital investment
 - Once installed, less labor intensive
- Pantograph charging:
 - Simple and relatively moderate cost but requires significant overhead clearance- may be problematic
 - Once installed, less labor intensive

Facilities: BEB

- Need a large amount of chargers
- Both facilities can accommodate infrastructure but have limitations
- Additional transformers required
- Current LG&E tariff favors spreading of electrical demand vs high instantaneous demand

Facilities: HFCB

- Indoor bus storage areas required mechanical exhaust ventilation or sufficient natural ventilation
- Sprinklers required (currently exist)
- Site constraints at 1000 Broadway may preclude addition of fueling facility; would require a major reorganization of the campus
- 2900 Broadway may have more room for fueling facility
- Fueling at 2900 Broadway and other O&M functions at 1000 Broadway presents major logistical challenges and increase operating costs

Operations

- Analysis now underway
- Impact on fleet size: vehicle range varies by technology
 - BEB range is improving but still less than diesel
 - HFCB range is better than BEB but still not equal to diesel
- Recovery/layover/staging is curbside; most shift changes are on-street
- Current TARC bus block range of 280 miles cannot be met with BEBs
- Assess current assignment for ZEB:
 - No blocking changes, minor blocking changes, major blocking changes

Finance



wsp

Summary of Findings So Far

- 1:1 diesel to BEB replacement will be difficult to achieve; may require a larger fleet to operate existing service.
- Currently examining TARC's blocking to determine impacts and potential modifications required.
- Most charging must occur at the main facility; limited ability to supplement with opportunity charging on-route.
- Accommodating BEB charging infrastructure at existing facilities is tight but do-able.
- Electrical service must be enhanced; requires additional transformers and potential new tariff with LG&E.

Summary of Findings So Far

- 1:1 diesel to HFCB is achievable; does not require a larger fleet to operate existing service.
- Significant up-front but one-time only infrastructure costs.
- Because of volatility, production/fueling facility requires sufficient space and buffers
- May not be able to be accommodated at 1000 Broadway
- 2900 Broadway may have more room but presents major logistical challenges to operations.



Thank you



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: April 26, 2022

Re: Resolution 2022 – 09 Ellipse Hosting and Support Services Agreement

On July 24, 2017 the Board approved Resolution 2017-30 allowing TARC to enter into a contract with the company COSOL (then called AddOns) to provide hosting, application services, consulting for ongoing training and process optimization for our Enterprise Resource Planning software application, Ellipse. The resolution and associated statements of work were authorized for an Initial Term of three (3) years; with an automatic annual renewal for two (2) additional years with a not to exceed (NTE) amount of \$678,600.

In February 2021, TARC exercised a one-year renewal as contemplated by the original agreement, which the TARC Board approved and authorized the expenditure of funds via Resolution 2021-03 for the period beginning on January 1, 2021 and ending December 31, 2021 for \$256,862. In July 2021, TARC via Resolution 2021-25 added a statement of work for training services in the amount of \$24,500. At this time, TARC staff recommends exercising the last of the option years for the hosting and support services.

The Procurement Department initiated a sole source justification form along with a pricing analysis of the current market of similar services. It would be prudent to continue the services with COSOL at this time because an award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition. COSOL is the only company that hosts and supports Ellipse in this model and we recommend exercising the option based on the support they have provided thus far.

TARC would like to proceed with an additional renewal for calendar year 2022 as contemplated by the original agreement. The current annual renewal for 2022 is \$264,567, which includes Analytics Hosting and Support. The attached resolution requests the Board approve and authorize the Executive Director to execute and expend a not-to-exceed amount of \$264,567 to renew the services of COSOL for calendar year 2022.

Please contact me at (502) 561-5100 with any questions that you may have. Thank you.



RESOLUTION 2022-09

Ellipse Hosting and Support Agreement

A resolution authorizing the Executive Director to renew the Annual Support Agreement with COSOL (formerly AddOns) for Ellipse Hosting and Support Services.

WHEREAS, TARC issued RFP P-2708, a Request for Proposal for Ellipse Hosting and Support; and

WHEREAS, TARC considered this procurement a “Sole Source” due to Experience, Expertise, the relationship between COSOL and Hitachi (formally ABB), and the fact that no other vendor provides Ellipse Cloud Hosting in North America; and

WHEREAS, the original agreement with AddOns (now COSOL) was for 3 years and unless provided written notice 90 days before would automatically renew annually; and

WHEREAS, the price for 2022 includes all the expected Hosting and Support service fees, along with the hosting of the analytics server; and

WHEREAS, the total cost to TARC for 2022 is \$264,567; 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 execute and renew for calendar year 2022 Ellipse hosting and support services for a not-to-exceed-amount of \$264,567.

Adopted this 26th day of APRIL 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: April 26, 2022

Re: Resolution 2022-10 Janitorial and Cleaning Services (20211706)

On November 2021, Transit Authority of River City (TARC) released a solicitation seeking a facility-wide janitorial and cleaning services with a Disadvantaged Business Enterprise (DBE) project goal of 25%. In prior years, TARC's annual spend averaged around \$190,000 with a significantly higher cost during the early months of the COVID-19 pandemic. There were six (6) vendors that responded to the solicitation and all were deemed responsive. The evaluation committee determined an in-person meeting with each of the responsive bidders would be beneficial. A two-step evaluation process was completed including presentations and interviews. Factors considered during the evaluation included capabilities and capacity, quality service, and implementation. After scoring and careful consideration, the evaluation committee determined that an award to JJC Maintenance, LLC would result in the most cost effective and best value for TARC. Additionally, JJC Maintenance, LLC is 100% woman-minority owned business and is certified under the Kentucky Department of Transportation as a DBE.

The Procurement Department performed an independent cost estimate based on the classification of the scope and work prior to receiving bids. The monthly estimated cost for a daily cleaning of the Union Station Building, Transportation-Operations Building, Training Annex, 29th Street Customer Service, 29th Street Maintenance and 925 Building for the remaining months of calendar year 2022 is \$68,584. A monthly escalator of .5-2% was assessed in the annual estimated cost for the remaining years. The annual estimated cost for the remaining years is as follows: Year 2 - \$104,934, Year 3 - \$105,458, Year 4 - \$105,985, and Year 5 - \$106,515. The contract is set for an initial term of two (2) years with three (3) optional annual renewals.

This resolution hereby requests the Board of Directors to authorize the Executive Director to enter into an agreement with an initial term of two (2) years and an option of three (3) one-year terms with JJC Maintenance, LLC for a total not-to-exceed amount for the full five years of \$491,477.

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



RESOLUTION 2022-10

Janitorial and Cleaning Services

A Resolution authorizing the Executive Director to enter into a contract for an Initial Term of two (2) years with an option of three (3) one-year terms with JJC Maintenance, LLC for a total not-to-exceed amount of \$491,477:

WHEREAS, TARC seeks a janitorial and cleaning services to provide and assist TARC with its cleaning of the facilities; and,

WHEREAS, a competitive solicitation, request for proposal was requested on November 30, 2021; and,

WHEREAS, TARC received a proposal from JJC Maintenance, LLC and it was deemed the winning proposal after a two-step evaluation process; 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 agreement for an Initial Term of two (2) years with an option of three (3) one-year terms with JJC Maintenance, LLC for a total not-to-exceed amount of \$491,477 over the five-year term of the contract.

ADOPTED THIS 26th DAY OF APRIL 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: April 26, 2022

Re: Resolution 2022-11 Brake Components and Related Supplies (ITB 20221748)

In March 2022, the Procurement Department issued an intent to bid (ITB) 20221748 for Brake Components and Related Supplies. The solicitation was advertised in TARC's Bonfire online portal as well as emailed directly to a number of vendors nationwide. Bids were received from six (6) qualified and experienced vendors and all were deemed responsive.

The Procurement Department performed an independent cost estimate prior to receiving bids and the data is based on the last two (2) years spend. Historically, TARC's average annual spend for these types of supplies and materials has been \$64,900.

Price increases of raw materials are apparent and inventory availability is volatile, so procurement has increased the anticipated annual spend to \$74,580 beginning this year with an escalation of 10% year-after-year. The Procurement Department will be performing a pricing analysis prior to the 2nd year's expiration of the contract to ensure price is within the market range.

The proposed pricing from all bidders was reviewed and compared against the Independent Cost Estimate. TARC found that all of the items were priced fair and reasonable according to TARC's analysis. It is our intent to award these line item parts jointly to all six (6) vendors as part of a multi-vendor contract:

- Mohawk
- Neopart
- Muncie
- Fraser
- Kirks
- Vehicle Maintenance

This resolution requests the Board of Directors to authorize the Executive Director to enter into an agreement with each of the vendors listed above with an initial term of two (2) years with a not-to-exceed amount of \$156,618 with an option of three (3) one-year terms in a total not-to-exceed amount of \$298,700 across all the contracts. The five (5) year total not-to-exceed amount for the life of all these contracts is \$454,818.

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



RESOLUTION 2022-11 BRAKE COMPONENTS AND RELATED SUPPLIES

A Resolution authorizing the Executive Director to enter into contracts with Mohawk, Neopart, Muncie, Fraser, Kirks and Vehicle Maintenance for an Initial Term of two (2) year with an option of three (3) one-year terms for brake components and related supplies for a total not-to-exceed amount of \$454,518:

WHEREAS, TARC seeks brake components and related supplies; and

WHEREAS, a competitive solicitation, invitation for bid was requested in March 2022; and

WHEREAS, TARC received proposals from Mohawk, Neopart, Muncie, Fraser, Kirks and Vehicle Maintenance and all were deemed responsive and responsible; 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 contracts for an initial term of two (2) years for a not-to-exceed total amount of \$156,618 with an option of three (3) one-year annual terms for a not-to-exceed total amount of \$298,700 with Mohawk, Neopart, Muncie, Fraser, Kirks, and Vehicle Maintenance. The five (5) year total not-to-exceed amount across all these contracts is \$454,818.

ADOPTED THIS 26th DAY OF APRIL 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: April 26, 2022

Re: Resolution 2022-12 Cooling Components and Related Supplies (ITB 20221752)

In March 2022, the Procurement Department issued an intent to bid (ITB) 20221752 for Cooling Components and Related Supplies. The solicitation was advertised in TARC's Bonfire online portal and TransitTalent. Bids were received from three (3) qualified and experienced vendors and all were deemed responsive.

The Procurement Department performed an independent cost estimate prior to receiving bids and the data is based on the last three (3) years spend. Historically, TARC's average annual spend for these types of supplies and materials is \$73,296.

Price increases of raw materials are apparent and inventory availability is volatile, so procurement has increased the anticipated spend to \$76,961 beginning of this year with an escalation of 10% year-after-year. The Procurement Department will be performing a pricing analysis prior to the 2nd year's expiration of the contract to ensure price is within the market range.

The proposed pricing from all bidders was reviewed and compared against the Independent Cost Estimate. TARC found that all of the items were priced fair and reasonable according to our analysis. It is our intent to award these line item parts jointly to all three (3) vendors as part of a multi-vendor contract:

- Mohawk
- Muncie
- Kirks

This resolution requests the Board of Directors to authorize the Executive Director to enter into an agreement with each of the vendors above for an initial term of two (2) years in a not-to-exceed amount of \$161,619 with an option of three (3) one-year terms in a not-to-exceed amount of \$308,238. The five (5) year total not-to-exceed amount across all contracts is \$469,857.

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

RESOLUTION 2022-12



COOLING COMPONENTS AND RELATED SUPPLIES

A Resolution authorizing the Executive Director to enter into contracts with Mohawk, Munice and Kirks for an Initial Term of two (2) years with an option of three (3) one-year terms for cooling components and related supplies for a total not-to-exceed amount of \$469,587:

WHEREAS, TARC seeks cooling components and related supplies; and

WHEREAS, a competitive solicitation, invitation for bid was requested in March 2022; and

WHEREAS, TARC received proposals from Mohawk, Muncie and Kirks and all were deemed responsive and responsible; 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 contracts for an initial term of two (2) years for a not-to-exceed total amount of \$161,619 with an option of three (3) one-year annual terms for a not-to-exceed total amount of \$308,238 with Mohawk, Muncie, and Kirks. The five (5) year total not-to-exceed amount across all these contracts is \$469,587.

ADOPTED THIS 26th DAY OF APRIL 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: April 26, 2022

Re: Resolution 2022-13 Fare Collection System License and Maintenance; Related Supplies

On August 2016, TARC conducted and solicited a Request For Proposal (P-2662) for a new Automated Fare Collection System. The solicitation was evaluated and awarded to Genfare SPX for a term of five (5) years. On December 19, 2016 the Board approved Resolution 2016-27 directing the Executive Director to enter into a contract with Genfare SPX to provide a new Automated Fare Collection system consisting of hardware equipment in all TARC buses, software application, licensing and support. This contract included a cost for the hosting and software support of Genfare Link for a period of 5 years.

The term of the contract expired in March 2022. It would be cost prohibitive to competitively solicit this service because it included previous capital equipment installed in all TARC buses and a proprietary application called Genfare Link. A sole source procurement with a justification is attached. TARC is recommending to award Genfare SPX a new contract (20211694) to continue the use of the software, licenses, support and maintenance for a total of three (3) years.

This resolution requests that the Board allow the Executive Director to enter into and execute a contract with Genfare SPX based upon the pricing terms set out below for the services detailed above. The pricing includes an annual escalator of 3% for years 2 and year 3. The total not to exceed amount is \$270,610 for the 3-year life of the contract. The annual payment schedule is as follows:

Year 1 3/1/2022 to 2/28/2023	\$87,550.00
Year 2 3/1/2023 to 2/28/2024	\$90,177.00
Year 3 3/1/2024 to 2/28/2025	\$92,883.00

Additionally, TARC purchases fare media (cards and tickets) that are proprietary to Genfare SPX. This cost is budgeted at \$ 90,000 annually. There is also the occasion where TARC needs to purchase parts and components from Genfare for a farebox that is in need of repair and these costs are estimated to be \$35,000 per year, although it is not known at this time if or when any parts will be needed. The resolution seeks to authorize the License and Maintenance contract and the purchase of proprietary fare media and parts, but these related supplies are not part of the contract.

Please contact me at (502) 561-5100 with any questions that you may have. Thank you.



RESOLUTION 2022-13

Fare Collection License and Maintenance Agreement; Related Supplies

A resolution authorizing the Executive Director to execute a new contract with Genfare SPX to continue the use of the software, licenses, support and maintenance for Genfare Link for 3 years at a not-to-exceed amount of \$270,610 with additional spending authority for the Executive Director to purchase fare media and fare box parts not-to-exceed \$125,000 annually.

WHEREAS, TARC issued RFP P-2662, a Request for Proposal for Automated Fare Collection System; and

WHEREAS, TARC considered this procurement a “Sole Source” due to the fact that no other vendor can supply and support Genfare equipment and Genfare Link; and

WHEREAS, the original agreement with Genfare was a 5-year agreement and expired March 2022; and

WHEREAS, a new contract is necessary to continue the aforementioned services; and

WHEREAS, fare media and parts may also be needed to be purchased; 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 execute a contract for the purchase of annual support for Genfare Link for 3 years based on Quotation 5037663, for a not to exceed amount of \$270,610 and the Executive Director is hereby granted spending authority up to \$125,000 for fare media (\$90,000) and farebox parts (\$35,000) annually for the three years of the term with Genfare.

Adopted this 26th day of APRIL 2022

John Launius, Chair of the Board of Directors



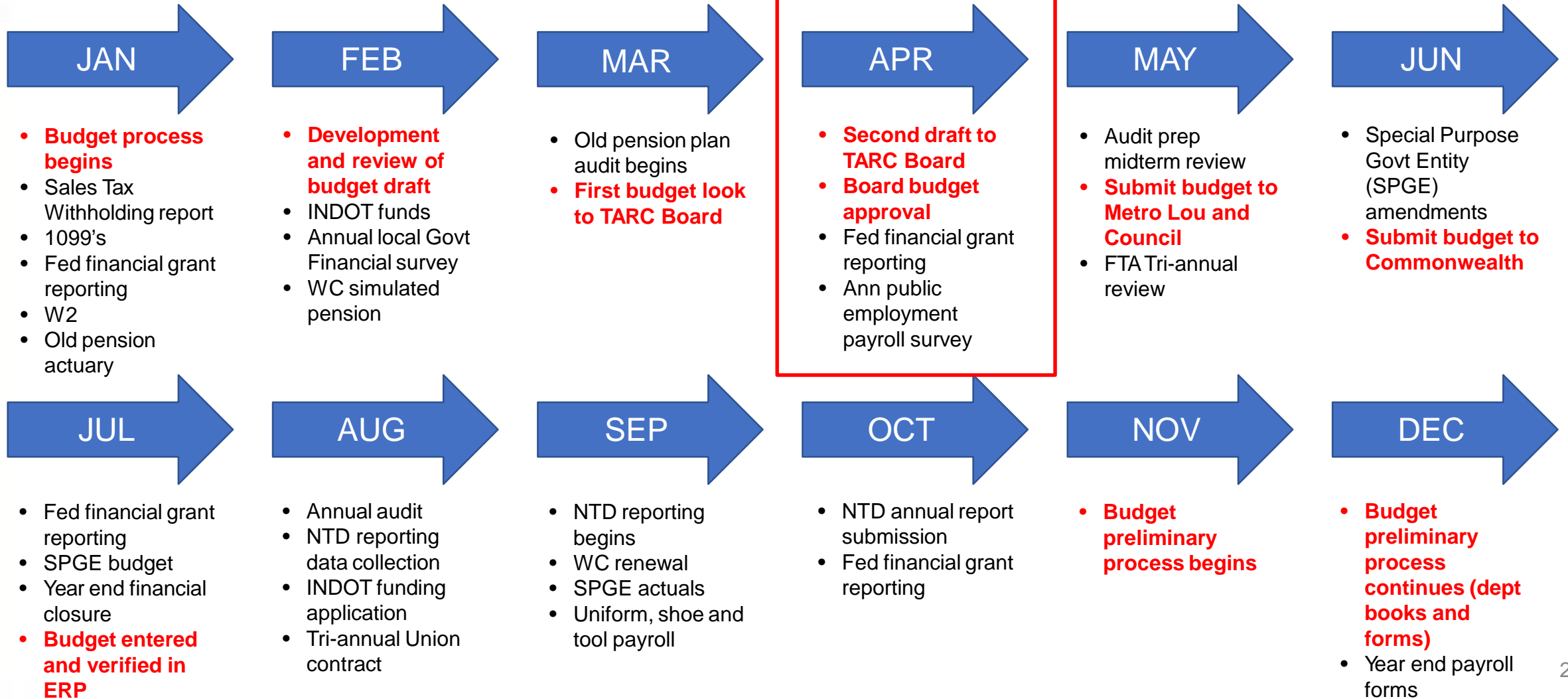
FISCAL YEAR 2023 BUDGET FINAL BOARD VIEW

April 26, 2022





ANNUAL FINANCIAL CALENDAR





FY22 ACCOMPLISHMENTS

- Welcomed three new Board Members- more than 1/3rd of our total board
- Received 47 new buses, decreasing % of total fleet beyond useful life of 15 years to just 8%
- Expanded hiring efforts, TEAM376, seeing top three largest new-hire classes in TARC history
- Completed dispatch renovation project in transportation building
- Kicked off Long Range Plan, Electric Bus Fleet Transition, and Micro-mobility study
- Developed service plans for implementation of three new routes funded through CMAQ program





FY22 ACCOMPLISHMENTS

- Expanded emphasis on D&I training; Beginning Diversity, Cultural Diversity, Inclusion Behaviors, Sexual Harassment Prevention, and Unconscious Bias
- Coming out of COVID pandemic, launched “You’re Journey Our Priority” campaign to improve brand awareness and community sentiment
- Successfully launched new website with improved user interfaces
- Established TARC Employee Engagement Council; goal of integrating, infusing, and operationalizing engagement
- Awarded 100% of FTA funds apportioned to TARC to nonprofits to provide enhanced transportation for Seniors and Individuals with Disabilities

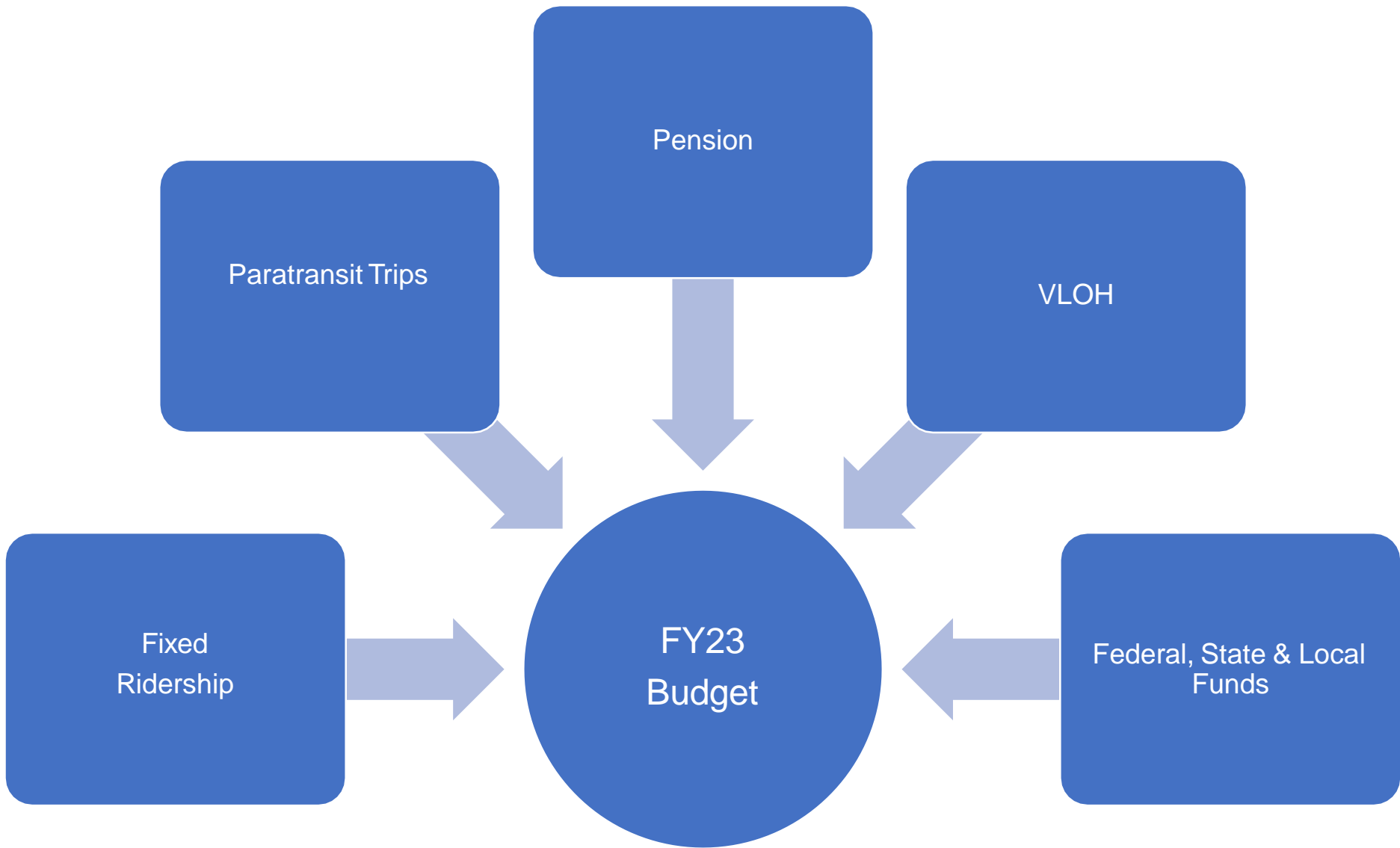


FY22 ACCOMPLISHMENTS

- Ordered 16 new ADA modified vans and added five 12 passenger vans into TARC3 fleet
- Added four additional subcontractors to TARC3 service
- Maintained local, state, and federal compliance to all COVID-19 practices, procedures, and policies
- Reopened NIA Center Customer Service Kiosk
- Expanded outreach amidst a pandemic by creating TARC3 townhalls and building closer ties with the TARC Accessibility Advisory Council
- Implementing new 50-kilowatt photovoltaic array on the Alyce French-Johnson Education and Training facility



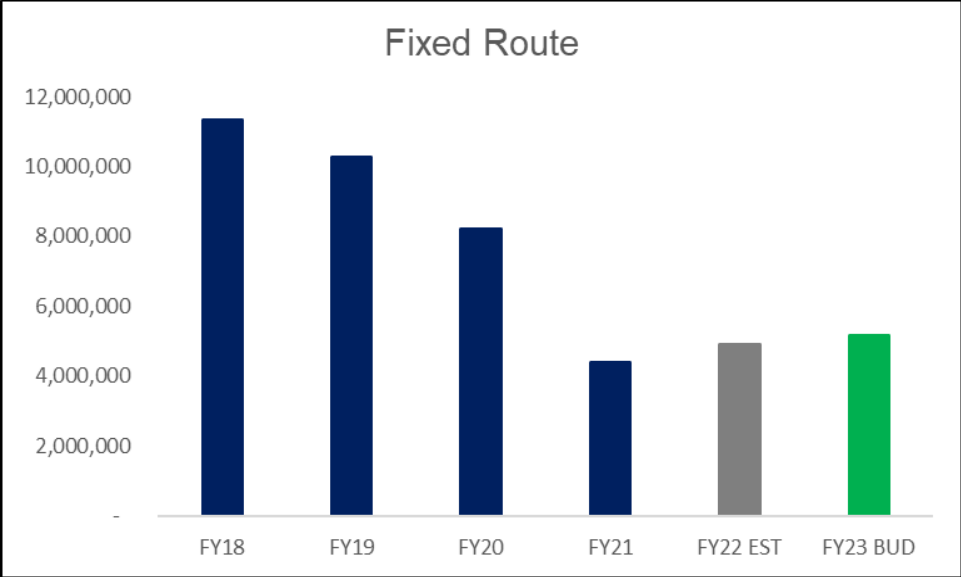
FY23 KEY CONSIDERATIONS & ASSUMPTIONS





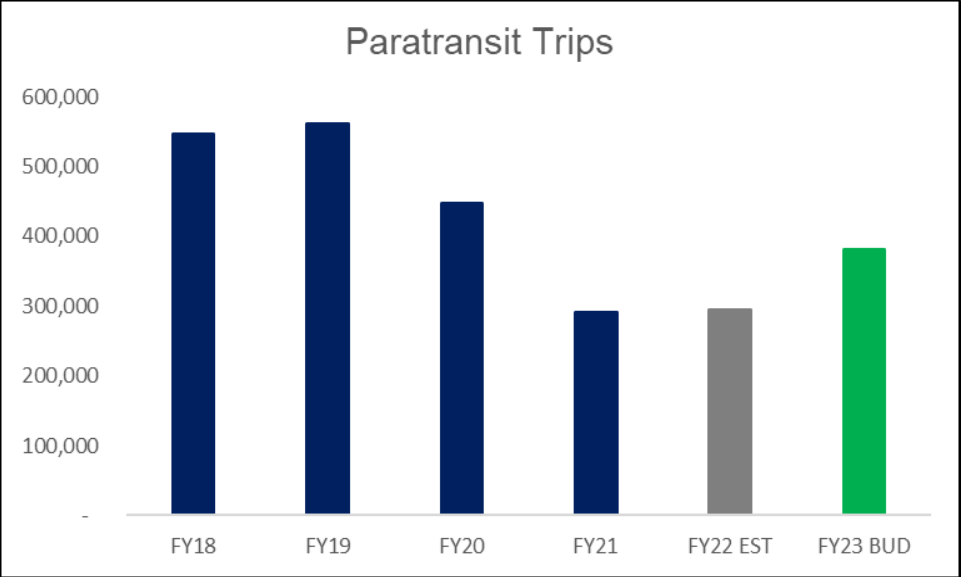
RIDERSHIP, FY22 ESTIMATES & FY23 BUDGET

FORECASTED INCREASES, STILL FAR BELOW PRE-COVID NUMBERS



FY22 Estimate: 4.9M
FY23 Budget: 5.1M
V%: +5% Fixed Route Ridership

V% 2018 (Pre-COVID): -55%

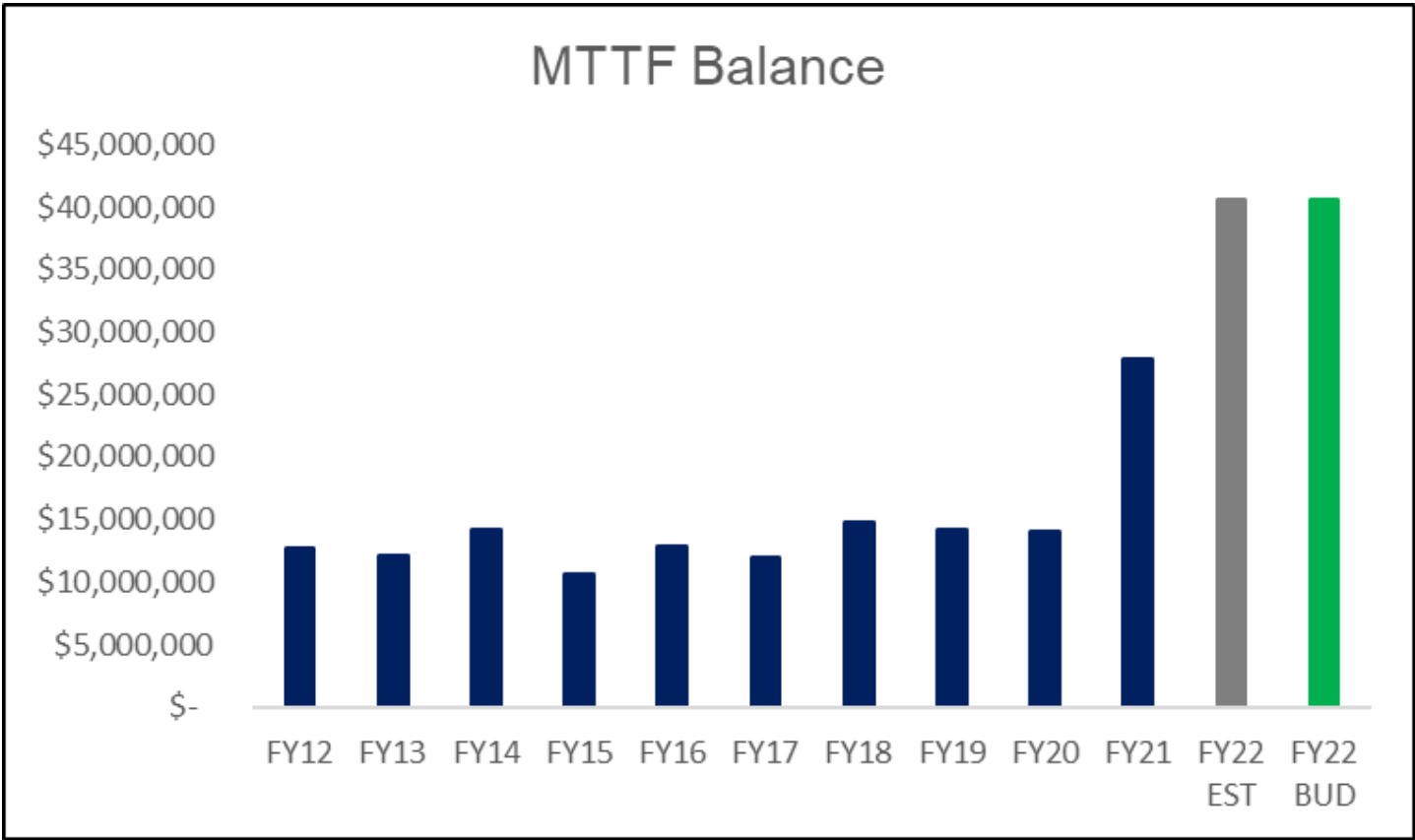


FY22 Estimate: 295K
FY23 Budget: 381K
V%: +29%

V% 2018 (Pre-COVID): -30%



MASS TRANSIT TRUST FUND (MTTF) BALANCE



FY22 Estimate: \$40.7M
FY23 Budget: \$40.7M
V% 2018: +174%

MAIN COMPONENTS OF THE BUDGET

ONLY A FEW KEY DRIVERS WITH LARGE IMPACTS

Revenue

MTTF
Contributions



\$67.6M

Fed
Reimbursement



\$33.6M

Passenger
Fares



\$6.8M

= 99%

Expense

Labor



\$31.3M

Fringes



\$31.5M

Purchased
Transportation



\$20.5M

= 77%





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	\$ 244K
Employee Rewards & Recognition Acknowledging a job well done	\$ 150K
Implementation of TARC Linc (COA) Moving forward on planning efforts	Cost neutral





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

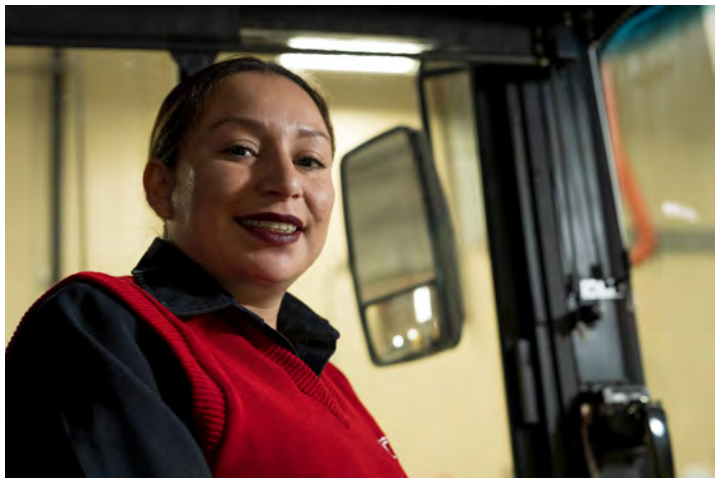
Operating: \$87,983,988
MTTF Ending Balance: \$27,844,858

FY22 Estimate

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

FY23 Budget

Operating: \$102,945,924
MTTF Ending Balance: \$40,661,948

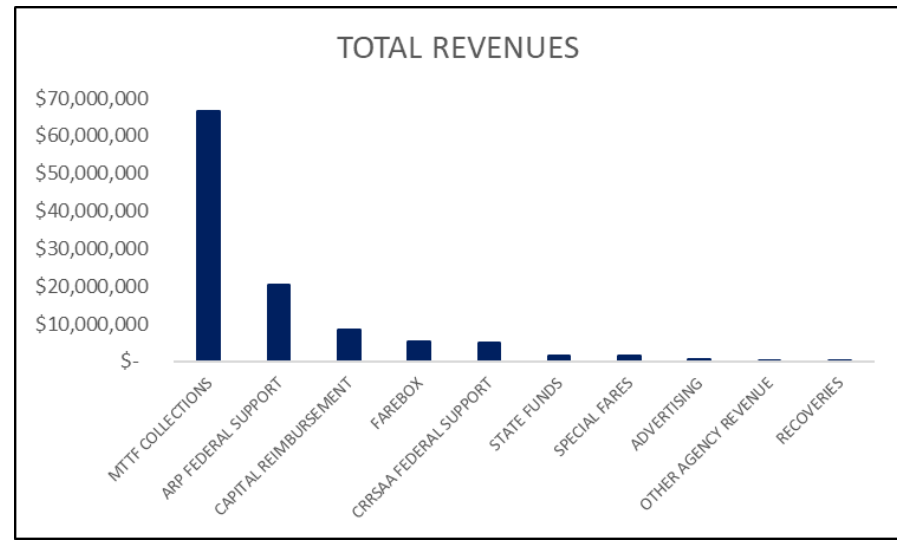
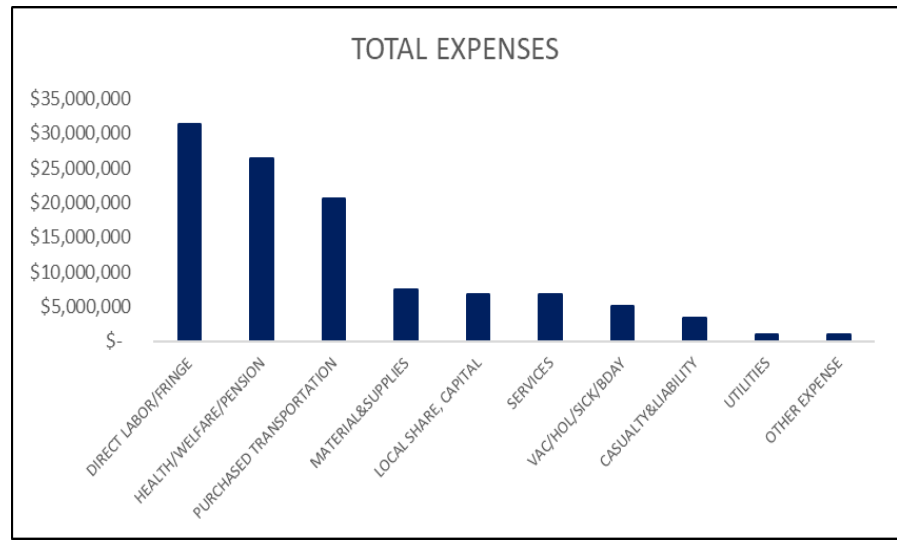




FY23 REVENUES & EXPENSES

EXPENSE	TOTAL	% TOTAL
DIRECT LABOR/FRINGE	\$ 31,366,902	29%
HEALTH/WELFARE/PENSION	\$ 26,397,927	24%
PURCHASED TRANSPORTATION	\$ 20,541,764	19%
MATERIAL&SUPPLIES	\$ 7,440,936	7%
LOCAL SHARE, CAPITAL	\$ 6,735,043	6%
SERVICES	\$ 6,713,100	6%
VAC/HOL/SICK/BDAY	\$ 5,112,195	5%
CASUALTY&LIABILITY	\$ 3,413,070	3%
UTILITIES	\$ 1,035,600	1%
OTHER EXPENSE	\$ 921,770	1%
INTEREST EXPENSE	\$ 2,660	0%
TOTAL	\$ 109,680,967	

REVENUE	TOTAL	% TOTAL
MTTF COLLECTIONS	\$ 66,431,355	61%
ARP FEDERAL SUPPORT	\$ 20,504,079	19%
CAPITAL REIMBURSEMENT	\$ 8,433,400	8%
FAREBOX	\$ 5,305,786	5%
CRRSAA FEDERAL SUPPORT	\$ 4,896,014	4%
STATE FUNDS	\$ 1,661,142	2%
SPECIAL FARES	\$ 1,535,891	1%
ADVERTISING	\$ 650,000	1%
OTHER AGENCY REVENUE	\$ 213,300	0%
RECOVERIES	\$ 50,000	0%
TOTAL	\$ 109,680,967	





FY23 CAPITAL PROJECTS & PROGRAM OF FUNDS

	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 Thirteen (13) ADA Paratransit Vans	1,077,446	861,957	215,489	0	0	0
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	11,084,257	8,867,406	2,138,034	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	35,306,268	28,492,408	6,735,043	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
	TOTAL	FEDERAL	MTTF	STATE	OTHER	TOLL CREDITS
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	20,504,079	20,504,079	0	0	0	0
Sub-total CARES Act Contributions	25,400,093	25,400,093	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	33,833,493	32,146,813	1,186,680	500,000	0	0
TOTAL	69,139,761	60,639,221	7,921,723	500,000	78,817	0

*Prioritized TAM Plan Projects

KEY CAPITAL PROJECTS

- 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



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				\$20,504,079	\$27,789,297

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



FINAL DRAFT FISCAL YEAR 2023 BUDGET

April 26, 2022



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: April 26, 2022

Re: Resolution 2022-14 TARC's Fiscal Year 2023 Budget

The Fiscal Year 2023 Budget for the Transit Authority of River City (TARC) continues fixed route and paratransit services, projects and capital needs similar to the prior fiscal year. It reflects the protracted challenges of the global COVID-19 pandemic and the impacts to TARC. Funding support from federal sources including the remaining Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan (ARP) will bolster the revenue lost from decreased ridership and increased operational costs. The Bipartisan Infrastructure Law (BIL) improves TARC's federal formula funds for each of the next five years, subject to annual appropriations.

The next 18 months will be a pivotal time for TARC and our community as our organization will complete an assessment of mission, vision and values statements, an update to our 2009 long range plan, execute a strategic outcomes and performance roadmap, and implement recommended route and service delivery projects from the comprehensive operations analysis. Additional efforts include the conclusion of a Fleet Electrification Transition Plan and a Micromobility Study along with the start of an Employee Engagement and Professional Development Program. Additional projects include the delivery and introduction of new vehicles into our fleet, an on-board systems replacement, and critical facility renovations, including security upgrades.

I look forward to working with you in FY2023 and thank you for your leadership and participation.

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



RESOLUTION 2022-14

TARC Fiscal Year 2023 Budget

A Resolution approving the TARC FY 2023 budget and authorizing the Executive Director to forward the budget to Louisville Metro Government for its consideration.

WHEREAS, our resources for the FY 2023 budget will be directed towards service and programs that are essential to our long-term sustainability; and,

WHEREAS, providing quality and safe service continues to be our top priority; and,

WHEREAS, TARC is committed to continuous improvement and exploring visionary opportunities that will deliver transportation service that enhance the Greater Louisville community; and,

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

The TARC FY 2023 Budget is hereby approved and the Executive Director is hereby authorized to forward the TARC FY 2023 Budget to Louisville Metro Government for its consideration.

ADOPTED THIS 26th DAY OF APRIL 2022

John Launius, Chair of the Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: John Launius, Chair of TARC Board of Directors

Date: April 26, 2022

Re: Resolution 2021 - 43.1 First Amendment Management Consulting Services – Indefinite Delivery-Indefinite Quantity (IDIQ)

In November 2021, Resolution 2021-43 authorized the Executive Director to enter into an agreement with TransPro Consulting for Management Consulting Professional Services under an Indefinite Delivery Indefinite Quantity (IDIQ) services contract. The purpose of the services is for TARC to receive consulting support to examine internal operations with a goal to develop a high functioning and effective leadership team to move the agency forward and thus better serve our riders and community as a whole.

This amendment to Resolution 2021-43 is to add an additional task to the contract for a Performance Appraisal process for the Executive Director. This process of review and appraisal will be directly related to TransPro's primary task of developing a strategic outcomes roadmap and performance scorecard. The purpose of linking these together is that it will help ensure that the strategic goals of the organization are tied to professional goals and expectations of TARC's Executive Director. Additionally, it will provide a systematic process to conduct the Executive Director's review.

Attached is a resolution requesting the Board of Directors to amend the contract with TransPro to add an additional task for Fiscal Year 2022 for \$16,644 to engage Board, staff and develop outcomes and digital tools for performance appraisal.

Please let me know if you have any questions. Thank you.



RESOLUTION 2021- 43.1

Management Consulting Professional Services Amendment 1

A Resolution authorizing the Executive Director to amend the Trans Pro contract for Management Consulting Professional Services for a not-to-exceed amount of \$16,644.

WHEREAS, TARC seeks a management consulting professional services to provide and assist TARC with its transit organizational management, strategic planning and technical capacity; and,

WHEREAS, a competitive solicitation, request for proposal was issued in July 2021 with responses received from interested firms on September 8, 2021; and,

WHEREAS, TARC entered into an Indefinite Delivery-Indefinite Quantity (IDIQ) contract with TransPro for an Initial Term of one (1) year with an option of two (2) additional one-year terms with TransPro Consulting based upon a not-to-exceed amount of \$100,000; and,

WHEREAS, TARC desires to add a task to the contract for the development of a performance appraisal tool for a not-to-exceed amount of \$16,644; 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 amend the contract with TransPro to allow an additional task to be performed as set out herein.

ADOPTED THIS 26th DAY OF APRIL 2022

John Launius, Chair of the Board of Directors