

**FINANCE COMMITTEE MEETING  
TARC BOARD OF DIRECTORS**



**Meeting Notice:**

The TARC Board of Directors holds a monthly meeting of the Finance subcommittee. The next meeting will be held at:

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

**Tuesday, June 14, 2022 at 1:30 p.m.**

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.

# FINANCE COMMITTEE MEETING TARC BOARD OF DIRECTORS



## Agenda – June 14, 2022

I.	Quorum Call/Call to Order	Carla Dearing	1:30
	a. Approval of May Meeting Minutes		
II.	Staff Reports and Presentations		1:40 – 1:50
	a. April Financials	Tonya Carter	
III.	Action Items for the Board Meeting		1:50 – 2:20
	a. Resolution 2022 – 18 Pavement Renovation: 30 <sup>th</sup> Street Training Lot	Maria Harris	
	b. Resolution 2022 – 19 Implementation of Job Access Routes	Aida Copic	
IV.	Proposed / Upcoming Agenda Items	Carrie Butler	2:20 – 2:25
	a. Employee Handbook Update to HR Committee		
	b. Board Bylaws to HR Committee		
	c. Advertising Policy to Customer Service Committee		
	d. Disadvantaged Business Enterprise Plan and Goal		
	e. Transit Asset Management Plan Update		
	f. Nominating Committee and Board Officers		
	g. TARC Pension Committee members		
	h. Active Procurements:		
	i. Facility Wide General Maintenance and Contracting Services		
	i. Upcoming Procurements:		
	ii. On Board Technology Request for Information		
V.	Adjournment		2:30

# TARC FINANCE SUBCOMMITTEE MEETING



## May 2022 Finance Subcommittee Meeting Minutes

The Finance Subcommittee of Transit Authority of River City (TARC) met on Tuesday, May 17, 2022 at 1:30 P.M. in person at TARC's headquarters, 1000 West Broadway in the Board Room.

### **Members Present**

Carla Dearing  
John Launius - virtual  
Gary Dryden -virtual

### **Call to Order**

Carla Dearing called the meeting to order at 1:32 p.m.

### **Financial Reports**

Presented By: Tonya Carter

March Financial Summary. See Financials in packet.

### **Board Resolutions**

#### **Resolution 2022-15 Drug and Substance Screening, Testing and Physical Health Services**

Presented by: Carrie Butler

A Resolution authorizing the Executive Director to enter into a contract for a term of three (3) years with an option of two (2) one-year terms with Concentra Inc. for drug and substance screening, testing and physical health services: at a total not-to-exceed \$383,480.00.

#### **Resolution 2022-16 Advertising Policy**

Presented by: Carrie Butler

A Resolution adopting the Transit Authority of River City (TARC) Advertising Policy  
John would like board members to have this before board meeting.

#### **Resolution 2022-17 HVAC Renovation at TARC Union Station Bus Storage Facility**

Presented by: Carrie Butler

A Resolution authorizing the Executive Director to enter into a contract with an Initial Term of one (1) year with an option of month to month thereafter until project has been reviewed, inspected, and accepted: for a total not-to-exceed amount, including a 20% contingency, of \$2,007,360.

# TARC FINANCE SUBCOMMITTEE MEETING



## Proposed Agenda Items/Next Meeting Dates

- 30<sup>th</sup> Street Training Lot
- Employee Handbook update
- Upcoming Procurements:
  - i. Voice Radio Equipment
  - ii. Facility Wide General Maintenance and Contracting Services
  - iii. On Board Technology Request for information

Carla Dearing made a motion to adjourn at 1:32 p.m.

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



**Current Month Revenues Compared to Budget**

Total Operating Revenues are under budget 39,985 (pg. 2, line 9) mainly due to Comp Specials being under budget offset by Total Recoveries - Insurance. Total Non-Operating Revenues (Subsidies) are under budget \$1,025,578 (pg. 2, line 16) mainly due to Operating Expenses being under budget. Total Capital Contributions are under budget \$965,283 (pg. 2, line 25) due to timing of capital purchases. Total Revenues with Capital are under budget \$2,030,846 (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 \$1,065,563 (pg. 2, line 41) mainly due to Labor, Fringes & Benefits, Materials and Purchased Transportation being under budget. Total Capital Expenses are under budget \$52,459 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$1,118,022 (pg. 2, line 50) mainly due to Operating Expenses being under budget and timing of Capital purchases.

**Current Month Actual Summary**

Total Operating Revenues are \$671,857 (pg. 2, line 9) and Total Operating Expenses are \$7,616,708 (pg. 2, line 41) bringing the net to an unfavorable balance of \$6,944,851 before Subsidies are applied. After applying Subsidies of \$6,944,851 (pg. 2, line 16) we are balanced (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 \$840,287 (pg. 2 line 9) mainly due to Passenger Fares and Special fares being under budget. Total Non-Operating Revenues (Subsidies) are under budget \$6,544,104 (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 \$5,485,488 (pg. 2, line 25) mainly due to timing of capital formula and 5339 fund purchases. Total Revenues with Capital are under budget \$12,869,878 (pg. 2, line 27) mainly due to applying less subsidies because Operating Expenses are under budget and timing of capital purchases.

**YTD Expenses Compared to Budget**

Total Operating Expenses are under budget \$7,384,390 (pg. 2, line 41) mainly due to Labor, Fringes & Benefits, Materials, and Purchased Transportation being under budget. Total Capital Expenses are over budget \$90,515 (pg. 2, line 48) compared to budget. Total Expenses with Capital are under budget \$7,293,875 (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 \$6,392,097 (pg. 2, line 9) and Total Operating Expenses are \$75,035,537 (pg. 2, line 41) bringing the net to an unfavorable balance of \$68,643,440 (pg.7, YTD Balance tab) before Subsidies are applied. After applying Subsidies \$68,643,440 (pg. 2, line 16) we are balanced 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 MTTFF Revenue receipts or Capital year-to-date. April MTTFF budgeted receipts for revenue deposits is over budget \$14,450,295 (pg. 8) year-to-date, which is a \$7,906,272 increase from the previous month. We currently have a favorable balance before capital year-to-date of \$14,450,295 (pg. 7) due to the MTTFF revenue deposits being over budget. MTTFF Net Profit Fees are up \$4,969,586 (pg.8) and Employee Withholdings are up \$3,057,014 (pg.8) year-to-date compared to last year.



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

Description	FY22 Total Budget	Current Month			Fiscal Year-to-date			
		Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
<b>Revenues</b>								
1 Passenger Fares	4,757,097	331,986	334,850	(2,864)	3,539,857	4,131,793	(591,936)	25.59%
2 Paratransit Fares	805,500	75,122	85,000	(9,878)	738,102	807,500	(69,398)	8.37%
3 Special Fare Revenues (LoftL, UPS and etc)	1,796,605	129,115	144,300	(15,185)	1,251,787	1,491,170	(239,383)	30.32%
4 Comp Specials	150,000	0	75,000	(75,000)	0	75,000	(75,000)	100.00%
5 Advertising Revenue	624,000	54,166	52,000	2,166	535,833	520,000	15,833	14.13%
6 Other Agency Revenues	183,300	8,882	15,275	(6,393)	166,952	152,750	14,202	8.92%
7 Total Recoveries-Insurance	65,000	72,586	5,417	67,169	159,565	54,170	105,395	-145.48%
8								
9 Operating Revenues	8,381,502	671,857	711,842	(39,985)	6,392,097	7,232,383	(840,287)	23.74%
10								
11 MTTF Contributions- Federated	50,865,563	4,649,891	4,649,891	0	41,880,115	41,880,115	0	17.67%
12 Local Government Funds - MTTF	1,146,453	354,226	95,538	258,688	1,094,486	955,380	139,106	4.53%
13 Federal Reimbursement Funds - FTA	38,008,770	1,940,734	3,000,000	(1,059,266)	22,032,236	31,288,375	(9,256,139)	42.03%
14 State Government Funds	1,553,856	0	225,000	(225,000)	3,636,603	1,063,674	2,572,929	-134.04%
15								
16 Total Non-Operating Revenues	91,574,642	6,944,851	7,970,429	(1,025,578)	68,643,440	75,187,544	(6,544,104)	25.04%
17								
18 Total Revenues Before Cap Contributions	99,956,144	7,616,708	8,682,271	(1,065,563)	75,035,537	82,419,927	(7,384,390)	24.93%
19								
20 Local Government Funds - MTTF, Cap	2,188,232	98,980	205,998	(107,018)	247,782	1,557,897	(1,310,115)	88.68%
21 Federal Reimbursement Funds - FTA, Cap	22,218,487	(349,541)	862,824	(1,212,365)	12,226,813	16,492,936	(4,266,123)	44.97%
22 State Government Funds, Cap	0	354,100	0	354,100	3,217,301	3,126,551	90,750	0.00%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	24,406,719	103,539	1,068,822	(965,283)	15,691,896	21,177,384	(5,485,488)	35.71%
26								
27 Total Revenues	124,362,863	7,720,247	9,751,093	(2,030,846)	90,727,433	103,597,311	(12,869,878)	27.05%
28								
29								
30 Expenses								
31 Labor	32,000,848	2,541,741	2,703,693	(161,952)	25,650,858	26,256,456	(605,598)	19.84%
32 Fringes & Benefits	31,734,057	2,397,303	2,694,147	(296,844)	24,642,898	26,410,298	(1,767,400)	22.35%
33 Services	5,639,222	581,290	465,450	115,840	4,694,663	4,701,608	(6,945)	16.75%
34 Materials	7,458,185	534,324	618,278	(83,954)	5,236,394	6,207,707	(971,313)	29.79%
35 Utilities	1,016,796	78,018	84,733	(6,715)	881,272	847,330	33,942	13.33%
36 Casualty & Liability	2,736,426	179,079	228,035	(48,956)	2,792,598	2,280,350	512,248	-2.05%
37 Purchased Transportation	18,740,930	1,254,244	1,837,384	(583,140)	10,744,448	15,184,682	(4,440,234)	42.67%
38 Interest Expense	7,860	520	520	0	6,937	6,939	(2)	11.74%
39 Other Expenses	621,820	50,189	50,031	158	385,470	524,557	(139,087)	38.01%
40 Operating Expenses	99,956,144	7,616,708	8,682,271	(1,065,563)	75,035,537	82,419,927	(7,384,390)	24.93%
41								
42								
43								
44								
45 Development Cost & Loss on Disposal	426,467	48,777	27,224	22,553	265,309	166,367	108,942	37.79%
46 Depreciation Expenses	12,194,557	1,004,321	1,079,333	(75,012)	9,973,492	9,995,065	(21,573)	18.21%
47 Loss on Disposal of Assets	0	0	0	0	3,146	0	3,146	0.00%
48 Total Capital Expenses	12,621,024	1,054,098	1,106,557	(52,459)	10,241,947	10,151,432	90,515	18.85%
49								
50 Total Expenses	112,577,168	8,670,806	9,788,828	(1,118,022)	85,277,484	92,571,359	(7,293,875)	24.25%
51								
52								
53 Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
54								
55 Revenue / Expense Difference After Capital	11,785,695	(950,559)	(37,735)	(912,824)	5,449,949	11,025,952	(5,576,003)	53.76%

Total Labor

April 2022, Fiscal Year 2022



	Description	FY22 Total Budget	Current Month			Fiscal Year-to-date			Percentage Remaining
			Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	
1	Direct Labor	32,000,848	2,541,741	2,703,693	(161,952)	25,650,858	26,256,456	(605,598)	19.84%
2	Sick Leave	1,651,183	70,841	114,205	(43,364)	1,014,030	1,422,773	(408,743)	38.59%
3	Holiday	1,252,323	106,106	141,944	(35,838)	876,501	1,110,379	(233,878)	30.01%
4	Vacation	2,088,175	143,266	175,028	(31,762)	1,711,650	1,738,119	(26,469)	18.03%
5	Other Paid Absences	240,381	12,902	16,210	(3,308)	143,197	207,961	(64,764)	40.43%
6									
7	<b>Total</b>	<b>37,232,910</b>	<b>2,874,856</b>	<b>3,151,080</b>	<b>(276,224)</b>	<b>29,396,236</b>	<b>30,735,688</b>	<b>(1,339,452)</b>	<b>21.05%</b>
8									
9	Difference compared to Budget			(276,224)			(1,339,452)		
10									
11	FICA	2,848,318	215,531	241,059	(25,528)	2,200,065	2,351,279	(151,214)	22.76%
12	Pension	10,262,221	681,957	849,214	(167,257)	7,538,126	8,511,222	(973,096)	26.54%
13	Hospital Medical & Surgical	10,509,847	750,415	932,430	(182,015)	7,647,066	8,644,987	(997,921)	27.24%
14	Vision Care Insurance	101,537	5,716	8,468	(2,752)	48,860	84,680	(35,820)	51.88%
15	Dental Plans	353,988	38,069	29,499	8,570	236,773	294,990	(58,217)	33.11%
16	Life Insurance	101,040	7,564	8,420	(856)	72,824	84,200	(11,376)	27.93%
17	Disability Insurance	155,544	10,822	12,962	(2,140)	103,965	129,620	(25,655)	33.16%
18	Kentucky Unemployment	40,000	0	0	0	49,366	30,000	19,366	-23.42%
19	Worker's Compensation	1,850,000	342,627	154,167	188,460	2,729,489	1,541,670	1,187,819	-47.54%
20	Uniform & Work Clothing Allowance	277,000	11,347	10,333	1,014	269,360	256,330	13,030	2.76%
21	Other Fringes	2,500	142	208	(66)	1,625	2,088	(463)	35.00%
22	<b>Total Fringe &amp; Benefits</b>	<b>26,501,995</b>	<b>2,064,188</b>	<b>2,246,760</b>	<b>(182,570)</b>	<b>20,897,520</b>	<b>21,931,066</b>	<b>(1,033,546)</b>	<b>21.15%</b>
23									
24	Sick Leave	1,651,183	70,841	114,205	(43,364)	1,014,030	1,422,773	(408,743)	38.59%
25	Holiday	1,252,323	106,106	141,944	(35,838)	876,501	1,110,379	(233,878)	30.01%
26	Vacation	2,088,175	143,266	175,028	(31,762)	1,711,650	1,738,119	(26,469)	18.03%
27	Other Paid Absences	240,381	12,902	16,210	(3,308)	143,197	207,961	(64,764)	40.43%
28	<b>Total Compensation Benefits</b>	<b>5,232,062</b>	<b>333,115</b>	<b>447,387</b>	<b>(114,272)</b>	<b>3,745,378</b>	<b>4,479,232</b>	<b>(733,854)</b>	<b>28.41%</b>
29									
30	<b>Total</b>	<b>31,734,057</b>	<b>2,397,303</b>	<b>2,694,147</b>	<b>(296,842)</b>	<b>24,642,898</b>	<b>26,410,298</b>	<b>(1,767,400)</b>	<b>22.35%</b>
31									
32	Difference compared to Budget			(296,844)			(1,767,400)		



**Balance Sheet**

**April 2022, Fiscal Year 2022**

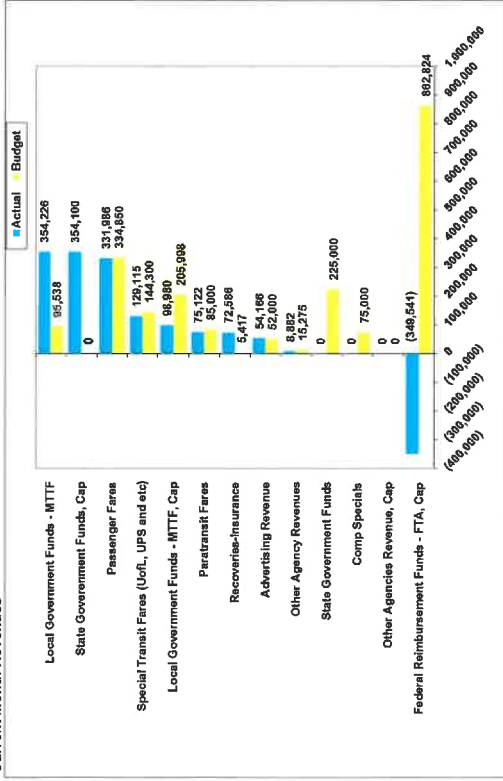


Assets	FY 22	FY 21	Liabilities, Reserves & Capital	FY 22	FY 21
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	1,716,637	1,975,244	Long Term Debt	121,697	262,538
Short Term Investments	8,616,232	8,136,877	Short Term Debt	0	0
Accounts Receivable	50,238,681	50,024,729	Trade Payables	4,192,422	5,951,285
Interest Receivable	32	240	Accrued Payroll Liabilities	4,346,910	4,100,823
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,844,247	3,277,065
Materials & Supplies	1,765,660	2,368,940	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>62,417,241</b>	<b>62,586,031</b>	Unredeemed Tickets & Tokens	1,680,039	1,639,549
Other Assets			Reserves - Injury & Damages	2,008,100	1,437,700
Prepaid Insurance & Dues & W/P	500,231	578,239	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>500,231</b>	<b>578,239</b>	Unearned Capital Contributions	45,333,679	46,402,446
			Other Current Liabilities (Health Ins.)	2,388,880	933,871
			<b>Total Current Liabilities</b>	<b>63,995,974</b>	<b>64,085,277</b>
<b>Fixed Assets</b>					
Land	3,187,624	3,177,782	<b>Equity</b>		
Buildings	49,412,652	49,133,260	Retained Earnings	5,499,949	(7,777,915)
Coaches	129,430,072	113,494,716	Prior Year Retained Earning	75,248,859	76,430,607
Office Equipment	10,456,146	10,489,182	<b>Total Equity</b>	<b>80,748,808</b>	<b>68,652,691</b>
Other Equipment	22,013,730	22,278,302	<b>Total Liabilities &amp; Equity</b>	<b>144,744,782</b>	<b>132,737,969</b>
Development Costs	597,319	434,519			
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment - Operating	183,031	154,908			
<b>Total Fixed Assets</b>	<b>216,700,979</b>	<b>200,583,073</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	744,944	711,005			
Accumulated Depr Buildings	28,390,813	26,870,052			
Accumulated Depr Coaches	77,993,078	76,170,891			
Accumulated Depr Office Equipment	8,677,925	8,160,263			
Accumulated Depr Other Equipment	18,348,810	17,917,673			
Accumulated Depr Development Cost	265,309	147,465			
Accumulated Depr Vehicle Exp - Opr	971,396	915,269			
Accumulated Depr Other Equipment Op	131,394	116,755			
<b>Total Depreciation</b>	<b>134,923,669</b>	<b>131,009,373</b>			
<b>Net Fixed Assets</b>	<b>81,777,310</b>	<b>69,573,699</b>			
<b>Total Assets</b>	<b>144,694,782</b>	<b>132,737,969</b>			

**Actual Revenue vs. Budget**  
**April 2022, Fiscal Year 2022**



Current Month Revenues



MTTF \$4,649,891 Actual = \$4,649,891 Budget

Federal Reimbursement Funds - FTA \$1,940,734 Actual < \$3,000,000 Budget

Passenger fares \$2,864

Paratransit fares \$9,878

Recoveries-Insurance \$67,169

Federal Reimbursement Funds - FTA 1,059,266

Federal Reimbursement Funds - FTA, Cap \$1,212,365

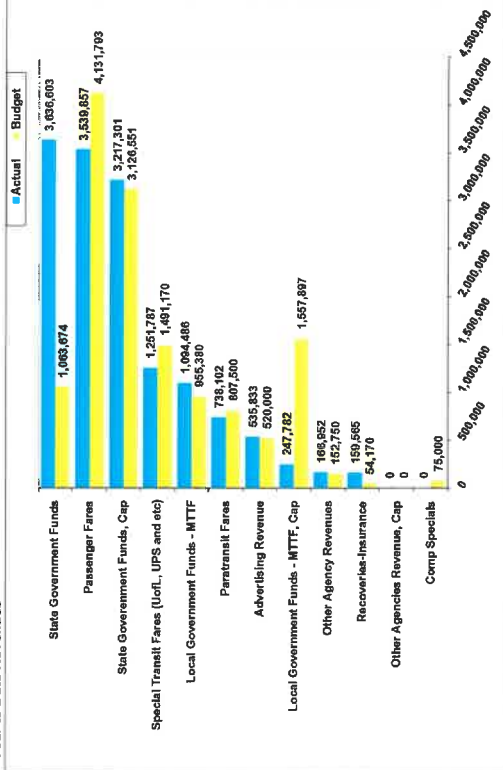
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- \* Recoveries - Insurance - is over budget \$67,169 due to collecting payments on damage done to TARC vehicles
- \* Federal Reimbursement Funds - FTA is under budget \$1,059,266 mainly due to expenses being under budget
- \* Federal Reimbursement Funds - FTA, CAP is under budget \$1,212,365 mainly due to timing of capital expenses

YTD

- \* Federal Reimbursement Funds - FTA is under budget \$9,256,139 mainly due to receiving State match and operating expenses being under budget
- \* State Government Funds - is over budget \$2,572,929 mainly due to receiving the State funds for local match in January
- \* Federal Reimbursement Funds - FTA, CAP is under budget \$4,266,123 mainly due to timing of capital expenses for capital formula and 5339 funds

Year to Date Revenues



MTTF \$41,880,115 Actual = \$41,880,115 Budget

Federal Reimbursement Funds - FTA \$22,032,236 Actual < \$31,288,375 Budget

Federal Reimbursement Funds - FTA, Cap \$12,226,813 Actual < \$16,492,338 Budget

Passenger fares \$591,936

Paratransit fares \$69,398

Federal Reimbursement Funds - FTA \$9,256,139

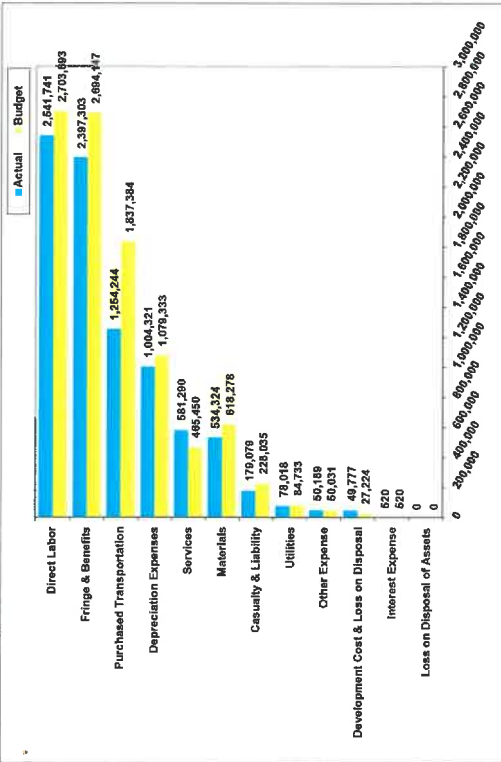
State Government Funds - \$2,572,929

Federal Reimbursement Funds - FTA, Cap \$4,266,123

**Actual Expenses vs. Budget**  
**April 2022, Fiscal Year 2022**



Current Month Expenses



Direct Labor \$161,952 ↘ Total Labor \$276,224 ↘  
 Fringe & Benefits \$296,844 ↘  
 Services \$115,840 ↗  
 Purchased Transportation \$583,140 ↘

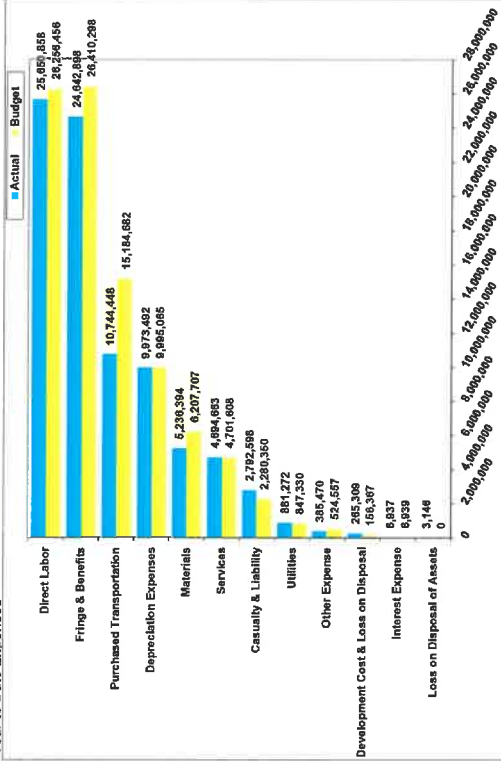
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- Direct Labor is under budget \$161,952
- Fringe & Benefits are under budget \$296,844 mainly due to Pension and Medical
- Services is over budget \$115,840 mainly due to timing of expenses for computer services
- Purchased Transportation is under budget \$583,140 mainly due to revenue hours

YTD

- Fringe & Benefits are under budget \$1,767,400 mainly due to Pension, Medical, Sick leave, Holiday all being under budget and offset by Worker's Compensation being over \$1,187,819
- Materials are under budget \$971,313 mainly due to diesel fuel and Maintenance materials and supplies
- Casualty & Liability is over budget \$512,248 mainly due to settlements and reserve increases
- Purchased Transportation is under budget \$4,440,234 mainly due to revenue hours and penalties
- Depreciation Expenses are under budget \$21,573 mainly due to a timing of capital purchases

Year to Date Expenses



Direct Labor \$605,598 ↘ Total Labor \$1,329,450 ↘  
 Fringe & Benefits \$1,767,400 ↘  
 Materials \$971,313 ↘  
 Casualty & Liability \$512,248 ↗  
 Purchased Transportation \$4,440,234 ↘  
 Depreciation Expenses \$21,573 ↔



**Year to Date Summary**

**April 2022, Fiscal Year 2022**

**Actual Compared to Budget YTD**

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

 <b>Good</b>	 <b>In the Red</b>
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Total Expenses are **Over/Under** by (pg. 2, line 41)

\$7,384,390

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

\$14,450,295

April has a favorable balance before Capital of

\$21,834,685	\$7,384,390	<b>\$14,450,295</b>
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**Actual Revenues over Expenses**

Operating Revenues  
Operating Expenses

\$6,392,097	\$75,035,537
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**Net Gain/(Loss) before MTTF**

**(\$68,643,440)**

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

\$41,880,115	<b>(\$26,763,325)</b>
--------------	-----------------------

**Subsidies**

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

CARES  
CRSSAA

State Contributions

\$10,387,177	\$7,209,078	\$4,435,981	\$1,094,486	\$3,636,603
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**Total Subsidies**

**\$26,763,325**

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

**\$0**

## Mass Transit 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	\$5,323,468	\$4,173,450	\$1,150,018	\$6,544,023	27.56%	16.50%
April	\$13,687,504	\$5,781,232	\$7,906,272	\$14,450,295	136.76%	31.80%
May		\$3,901,651				
June		\$4,747,430				
<b>TOTAL</b>	<b>\$59,893,320</b>	<b>\$54,092,106</b>				

## MTTF Revenue Deposits - Actuals

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

	April 2022	April 2021	YTD FYE 2022	YTD FYE 2021	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 5,233,096	\$ 4,783,415	\$ 44,244,942	\$ 41,167,926	\$ 3,057,014	7.42%
Individual Fees	1,819	1,077	2,517	2,642	(125)	-4.72%
Net Profit Fees	8,569,239	3,501,219	15,871,916	10,902,330	4,969,586	45.58%
Interest & Penalty	66,503	28,850	584,870	437,482	147,388	33.69%
<b>Total Collections</b>	<b>\$ 13,872,657</b>	<b>\$ 8,314,561</b>	<b>\$ 60,704,244</b>	<b>\$ 52,530,382</b>	<b>\$ 8,173,862</b>	<b>15.56%</b>
Investment Income	\$ 2,127	\$ 1,361	\$ 8,581	\$ 6,105	\$ 2,476	40.56%
<b>Total Receipts</b>	<b>\$ 13,874,784</b>	<b>\$ 8,315,922</b>	<b>\$ 60,712,826</b>	<b>\$ 52,536,487</b>	<b>\$ 8,176,339</b>	<b>15.56%</b>
<b>Disbursements</b>						
Collection Fee	\$ 187,280	\$ 112,247	\$ 819,506	\$ 709,159	\$ 110,347	15.56%
<b>Total Disbursements</b>	<b>\$ 187,280</b>	<b>\$ 112,247</b>	<b>\$ 819,506</b>	<b>\$ 709,159</b>	<b>\$ 110,347</b>	<b>15.56%</b>
<b>Due Mass Transit</b>	<b>\$ 13,687,504</b>	<b>\$ 8,203,675</b>	<b>\$ 59,893,320</b>	<b>\$ 51,827,328</b>	<b>\$ 8,065,992</b>	<b>15.56%</b>
Less Previous Payments			46,205,816	43,623,653	2,582,163	5.92%
<b>Payable To Trust Fund</b>			<b>\$ 13,687,504</b>	<b>\$ 8,203,675</b>	<b>\$ 5,483,829</b>	<b>66.85%</b>



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

	TARC Share	Actual FY 2020	Actual FY 2021	Actual YTD FY 2022	Remaining Balance	Budget YTD FY 2022	Delta Actual FY 2022 vs Budget FY 2022
CARES*	41,576,008	4,341,151	26,847,680	10,387,177	-	13,000,563	(2,613,386)
CRRSAA**	21,374,688			\$7,209,078	14,165,610	18,237,895	(11,028,817)
ARP***	48,293,376				48,293,376	0	
<b>Total</b>	<b>111,244,072</b>	<b>4,341,151</b>	<b>26,847,680</b>	<b>17,596,255</b>	<b>62,458,986</b>	<b>31,238,458</b>	<b>(13,642,203)</b>

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

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

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



# MEMORANDUM

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

**From:** Carrie Butler, Executive Director

**Date:** June 21, 2022

**Re:** Resolution 2022-18 Pavement Renovation at 30<sup>th</sup> Street Training Lot

---

The Training Parking Lot is located at the rear side of the Maintenance Garage between 29<sup>th</sup> and 30<sup>th</sup> Street off the intersection of Broadway. The Training Department has been conducting operator road training here for many years. The pavement in this lot has water damages and cracks. The markings have faded and the perimeter fencing is no longer secure. One side of the parking lot has grass, which has overgrown weeds and debris. This training lot was one of the prioritized projects from TARC's Transit Asset Management (TAM) plan. TARC's contractor for architecture and engineering (A&E) reviewed the facility, assessed a possible scope of work and made a recommendation to renovate the parking lot.

The Procurement Department has conducted an Invitation for Bid (IFB) 2020641 to renovate the training parking lot on 30<sup>th</sup> Street seeking for an experienced contractor to pave, mark, fence, install drains, and other required work for paving renovation. The Pavement Renovation at TARC's Training Parking Lot on 30<sup>th</sup> Street was advertised on April 26, 2022 with a bid due date of May 31, 2022.

The Procurement Department performed an independent cost estimate prior to receiving bids which was based on the classification of the scope and work. A Disadvantaged Business Enterprise project goal of 20% was assigned to this procurement in search for small minority-owned subcontractors that are willing and able to perform the work along with the prime contractor.

A public opening was held on June 2, 2022. Two bids were received, Hall Construction and Mac Construction. Included as part of the bid were bid bonds of 5% of the total bid. Hall Construction provided the lowest bid of \$942,500.00. In addition, a 5% contingency has been assessed for an additional amount of \$47,125, which results in a grand total of \$989,625.

At this time, the attached resolution requests the Board of Directors to authorize the Executive Director to enter into an agreement with a 12-month term and an option to extend month-to-month for up to 12 months with Hall Construction.

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



**RESOLUTION 2022-18  
PAVEMENT RENOVATION OF 30TH STREET TRAINING PARKING  
LOT**

A Resolution authorizing the Executive Director to enter into an agreement with a twelve-month term with an option of month-to-month for up to an additional twelve (12) months:

**WHEREAS**, TARC seeks a pavement renovation of 30<sup>th</sup> street training parking lot and assist TARC with its paving and marking rehabilitation; and,

**WHEREAS**, an invitation for bid was requested on April 26, 2022; and,

**WHEREAS**, TARC received 2 proposals with the one from Hall Construction being deemed the best and most responsive for TARC's needs; 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 with a twelve-month term with an option of month-to-month for up to and additional twelve months with Hall Construction based upon proposed cost for a not-to-exceed total amount of \$989,625, which includes a 5% contingency.

**ADOPTED THIS 21st DAY OF JUNE 2022**

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





# MEMORANDUM

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

**From:** Carrie Butler, Executive Director

**Date:** June 21, 2022

**Re:** Resolution 2022-19 Implementation of new Job Access Routes

---

Transit Authority of River City (TARC) is proposing the implementation of three new fixed-routes to connect homes to jobs, effective August 7, 2022. All three routes will be funded through federal CMAQ (Congestion Mitigation and Air Quality) grants, which TARC was awarded back in 2017. TARC is committed to supporting the grants through a 20% local match. CMAQ funding supports the operation of service for a period of three years, after which, TARC may continue the service if it meets similar route performance standards.

The routes have been developed to meet the current needs of major employers who are located away from neighborhoods, and thus, making it even more challenging for workers to get to these employment sites. TARC focused on areas with low level or no TARC service with a high proportion of jobs and multiple employment sites. There are other locations throughout our region where these same set of circumstances exist. TARC's current Micromobility study is analyzing what other options are available and the cost of those options to help remedy these situations.

TARC has a longstanding commitment to meet both the spirit and letter of Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color, or national origin in programs or activities that receive federal financial assistance (pursuant to the Federal Transit Administration (FTA) Circular C 4702.1B). Thus, as part of TARC's route and service planning process, whether it is a new route or a reduction of service, a Service Equity Analysis is performed, which includes an opportunity for public comment on the proposed service modifications. TARC's goal is to avoid, eliminate, or minimize any adverse impacts of service changes that would be borne disproportionately by minority or low-income populations. Any potential adverse or disproportionate effects of service changes on minority or low-income passengers will be monitored and mitigated with proposed alternative measures. Because this service is new and no service is being discontinued, the new service is seen as a benefit for all members of the community, but especially, the minority and low-income populations that live in the service areas of all three routes. A description of the routes with maps, the public participation process and the Service Equity Analysis is attached.

The attached resolution seeks approval for the Board of Directors of TARC to implement the new routes and to review and approve the Service and Equity Analysis.

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



## **RESOLUTION 2022-19 IMPLEMENTATION OF NEW JOB ACCESS ROUTES**

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

**WHEREAS**, as part of the overall service changes, TARC will implement three new fixed-routes connecting homes to regional job growth centers in west and east Louisville, Jeffersonville and River Ridge Indiana, and the Outer Loop and Preston Highway corridors for a period of three-years as part of the August 7, 2022 Service Changes; and

**WHEREAS**, TARC has a longstanding commitment to comply with Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color or national origin in programs or activities that receive federal financial assistance; and

**WHEREAS**, under the Federal Transit Administration requirements and guidelines, FTA Circular C 4702.1B, TARC has developed a Service and Equity Analysis evaluation process; and

**WHEREAS**, the purpose of the Service and Equity Analysis and evaluation process is to address any potential impact of service changes on minority and low-income TARC passengers; and

**WHEREAS**, TARC's goal with these regulations and policies is to avoid, eliminate or minimize any adverse impact of service changes that would be borne disproportionately by minority or low-income populations and to mitigate with existing or proposed alternative measures any potential adverse or disproportionate effects of service changes on minority or low-income passengers; and

**WHEREAS**, in accordance with TARC's Public Participation Policy, TARC has solicited public comments on the proposed implementation of service through various channels of communication; and

**WHEREAS**, statistically the Service and Equity Analysis, included herein by reference, does not indicate potential disparate impact or disproportionate burden on TARC customers; and

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

TARC implement Route 73, Route 74 and Route 46 and the Service and Equity Analysis has been reviewed and hereby approved under the Federal Transit Administration requirements and guidelines, Circular FTA C 4702.1B.

**ADOPTED THIS 21st DAY OF JUNE 2022**

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



## **TARC PROPOSED SERVICE MODIFICATIONS AUGUST 2022**

### **Route Descriptions**

Route 73 - West-Louisville-River Ridge and Route 74 - Chamberlain Lane - River Ridge will connect western and eastern portions of Jefferson County, respectively, to Southern Indiana and the River Ridge Commerce Center, including the City of Jeffersonville and Clark County. The routes have been designed to improve access and to connect homes in low income and minority population neighborhoods to jobs.

Route 46 - National Turnpike - Outer Loop will add a TARC route to provide service along Iroquois Park, National Turnpike, Outer Loop, the Renaissance Business Center and Commerce Crossing on Preston Highway. Route 46 will improve service in the rapidly growing employment areas along Outer Loop and Preston Highway south of the Gene Snyder. This service will increase access to jobs in south-central Jefferson County.

### **Public Participation Process**

In accordance with the TARC's Public Participation Policy, TARC has solicited public input on the proposed implementation of Route 73, Route 74 and Route 46 through various channels of communication. Public comments have been reviewed and public input considered before presenting to the Board for final consideration and approval.

The public has been solicited to comment through a news release widely distributed to the media, local elected officials, neighborhoods and community organizations, and social media. TARC also solicited comments through the [ridetarc.org](http://ridetarc.org) website, phone line, and social media outlets. The public can provide comments to TARC at any time via phone, email, letters and social media. A Summary of the Public Comments is attached to this Memo.

Also attached is a Summary of the Service Equity Analysis for the implementation of Route 73, Route 74 and Route 46. In accordance with TARC's Major Service Change Policies, the Summary explains data used, methodology, and outcomes of the analysis for service change options.

### **Service Changes Analysis**

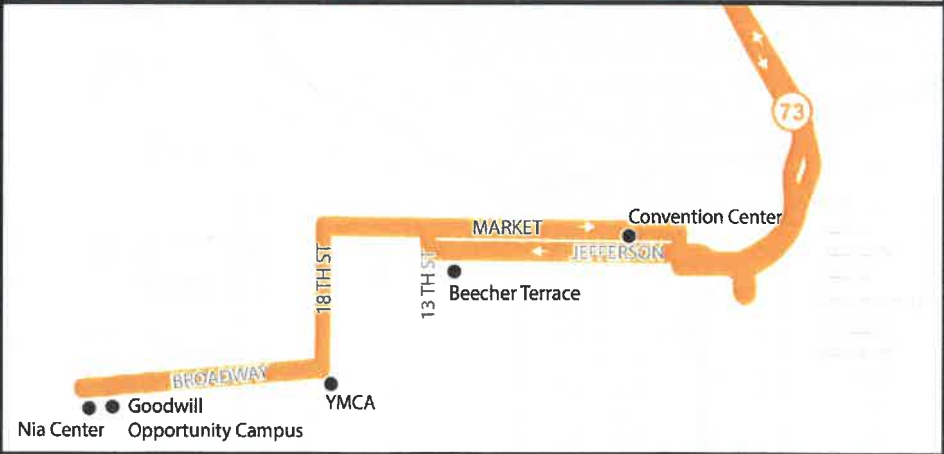
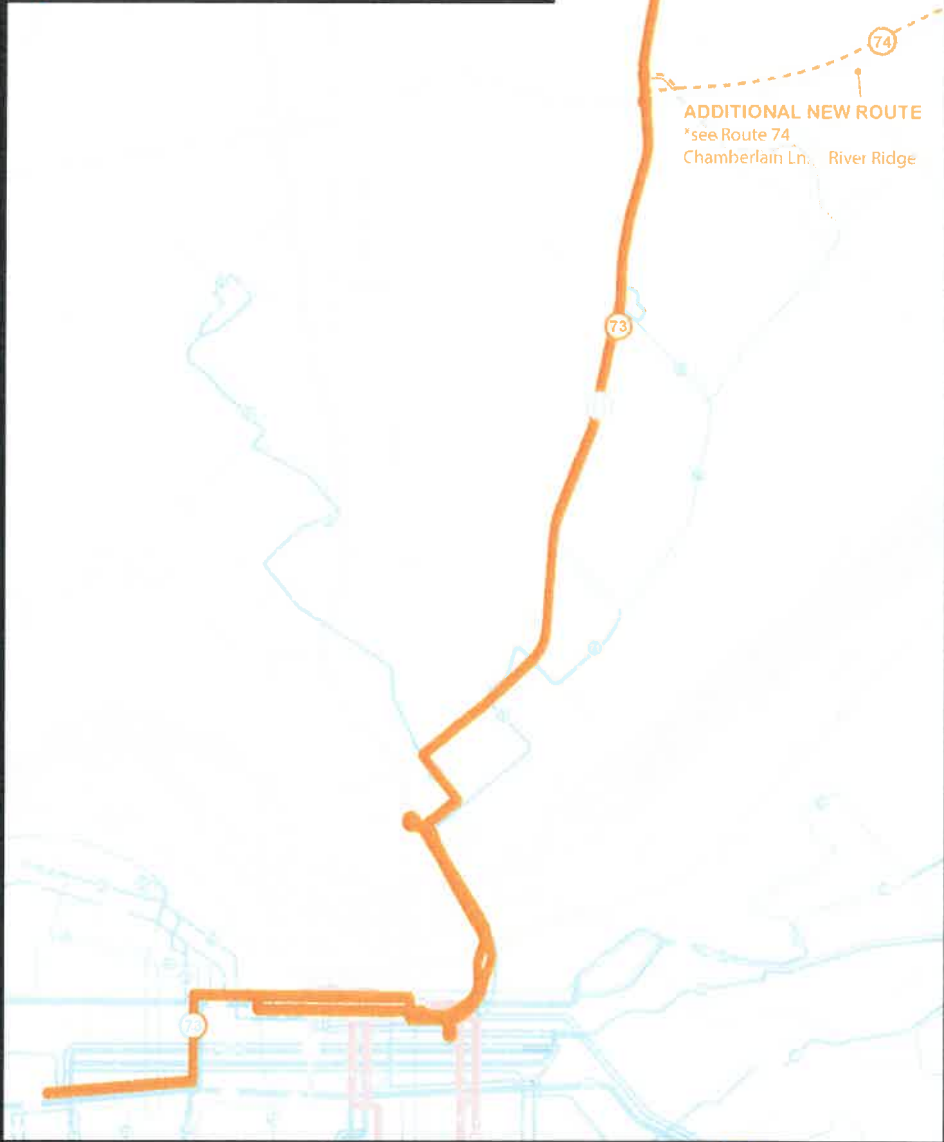
The proposed implementation of each route in general will improve level of service in the areas of new service. Because of this, statistically the Service Equity Analysis indicates no disparate impact or disproportionate burden on TARC's low income and minority customers within the service areas of Route 73, Route 74 or Route 46. Implementation of new routes will have a minor impact on the TARC 3 service area.

TARC will continue monitoring ridership in the area and evaluate potential service improvements as part of TARC's ongoing route performance and monitoring process.

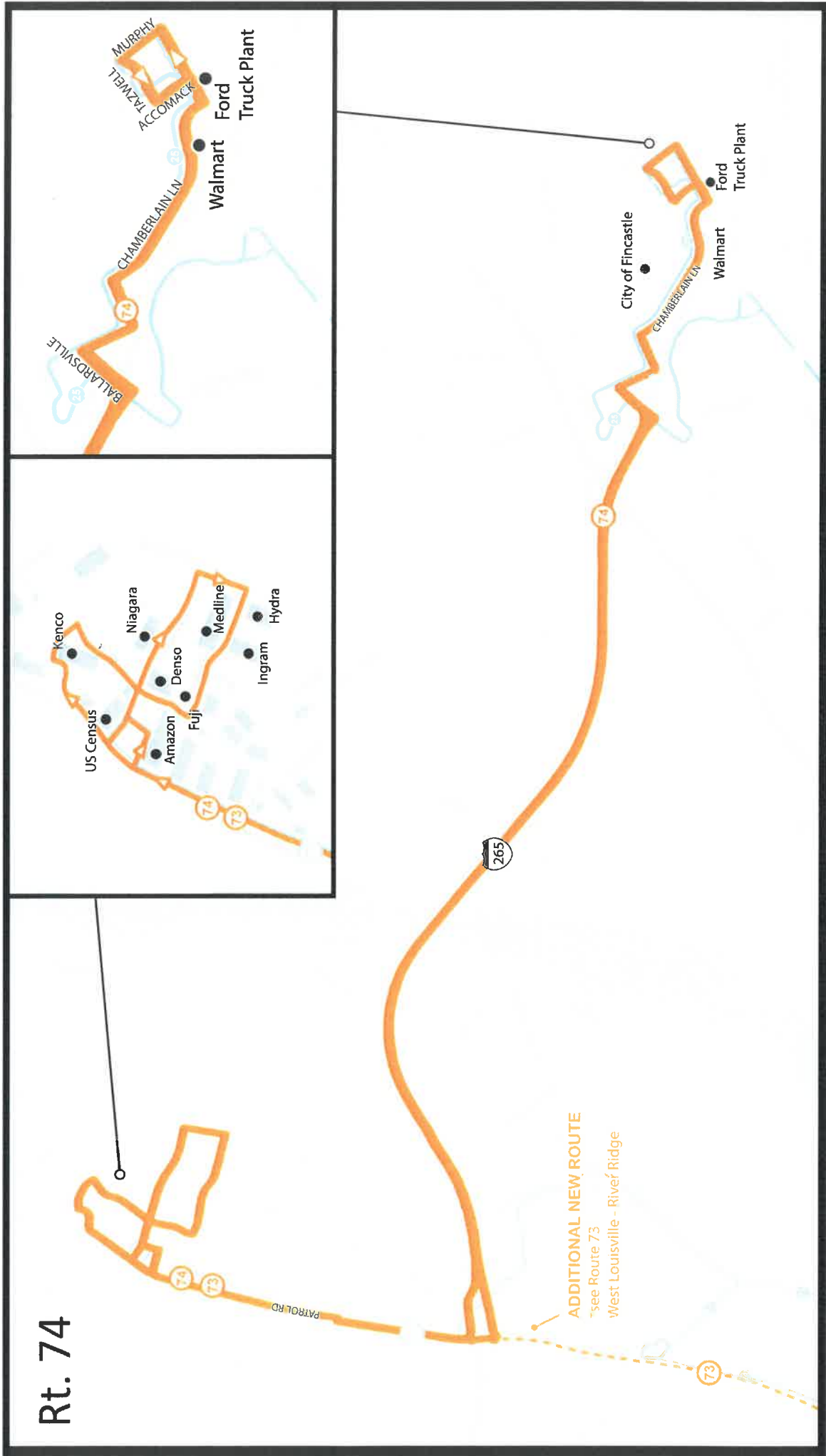
### **Attachments:**

- Map of Route 73, Route 74 and Route 46
- Title VI Summary for Implementation of New Routes 73, 74 and 46
- Public Comments Summary

# Rt. 73



# Rt. 74



**ADDITIONAL NEW ROUTE**  
\*see Route 73  
West Louisville - River Ridge

# Rt. 46

Iroquois Amphitheater

Southern High School

46

Meijer

Passport Health Plan  
Sri Surgical Supply

MBT International

Preston Village

Kroger

Walmart

Minors Lane Elementary

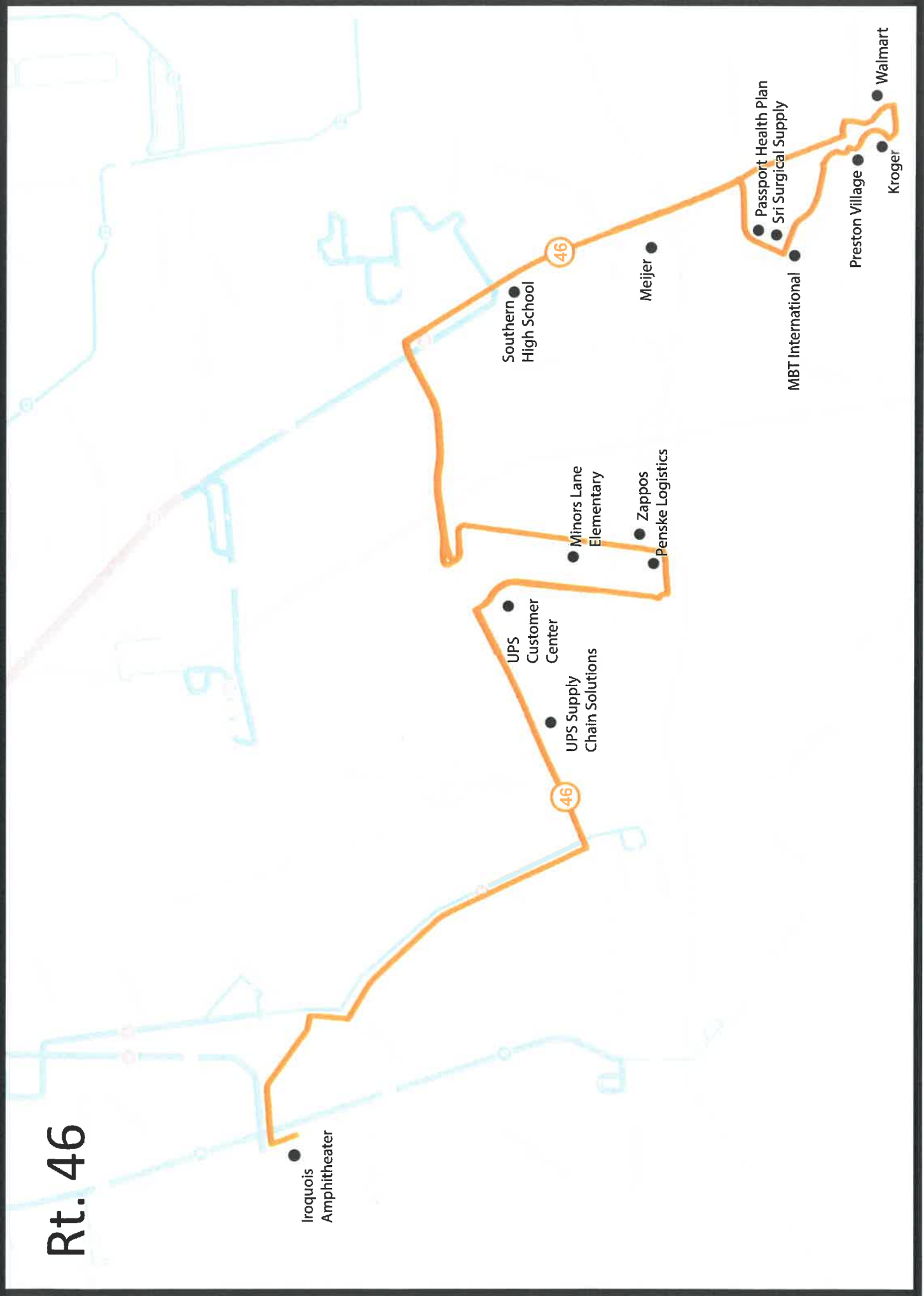
Zappos

Penske Logistics

UPS Customer Center

UPS Supply Chain Solutions

46



# **Service Equity Analysis**

## **August 2022 Service Changes: CMAQ Routes**



**June 2, 2022**

# Introduction

In compliance with Title VI of the Civil Rights Act of 1964, the Transit Authority of River City (TARC) includes a Service Equity Analysis as part of major service changes to assess the impacts on minority and low-income communities in the TARC service area. Section 601 of the Civil Rights Act of 1964 states:

**No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.**

The Federal Transit Administration (FTA) is responsible for ensuring that applicants and recipients of FTA's distributed funding are compliant in performing such analysis and are accurate in their interpretation of the results of the analysis. To aid in this work, FTA has published Circular 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients, which TARC followed in conducting the following analysis.

TARC provides regional transit service to many diverse communities throughout the Louisville, KY region. Up to three times per year, TARC prepares service changes that may include major changes in response to changing conditions. Based on TARC's service standards, "major" service changes are those that change revenue service more than 25% on a route. These changes trigger a service equity analysis that requires approval by the TARC Board of Directors.

For the upcoming August 2022 service change, TARC is planning to implement 3 new grant-funded routes designed to provide improved access to employment opportunities. The federal CMAQ (Congestion Mitigation and Air Quality) grant provides funding for these new routes for 3 years after which performance of each route will be evaluated by TARC.

The purpose of this analysis is to evaluate the communities that would benefit from the implementation of these new routes to see if historically marginalized communities are being properly served.





# Methodology

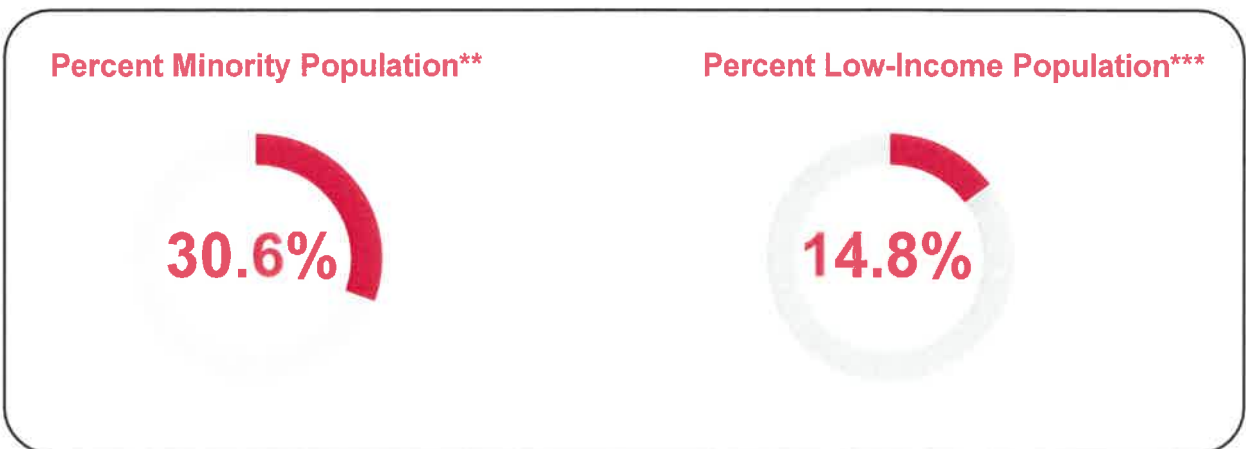
TARC adopts the recommended FTA approach for disparate impacts and disproportionate burden policies for major service changes and adjustments.

**Disparate Impact:** +/- 10% statistical difference between the effects on minority populations compared to the impacts borne by non-minority passengers

**Disproportionate Burden Policy:** +/- 10% statistical difference between the effects on low-income populations compared to the impacts borne by non-low-income passengers

In order to perform this analysis a demographic profile was generated for TARC's service area. This provides a baseline for which each route's impact can be compared. The population of the Title VI communities as a percentage of the total population of the TARC service area is shown in the **Figure 1** below.

**Figure 1: 2022 TARC Service Area Title VI & E.J. Percentages**



\*\* Source: 5-year (2016-2020) American Community Survey, Table B03002: Hispanic or Latino Origin by Race, Total minus Not Hispanic or Latino: White alone.

\*\*\* Source: 5-year (2016-2020) American Community Survey, Table C17002: Ratio of Income to Poverty Level, Under .50 plus .50 to .99.



The TARC service area is the combination of .75 mile buffers around all fixed route stops and a 2 mile buffer around all Park & Ride stops. This area is the expected area that could be served by TARC fixed route or TARC 3. To produce a more realistic depiction of area servicable by TARC, portions of the buffers that fall on or across the Ohio River (if a bridge is not present) are removed as these areas would be impossible to access.

Below, **Figure 2** shows the buffered service area overlaying the surrounding census tract.

**Figure 2: 2022 TARC Service Area**

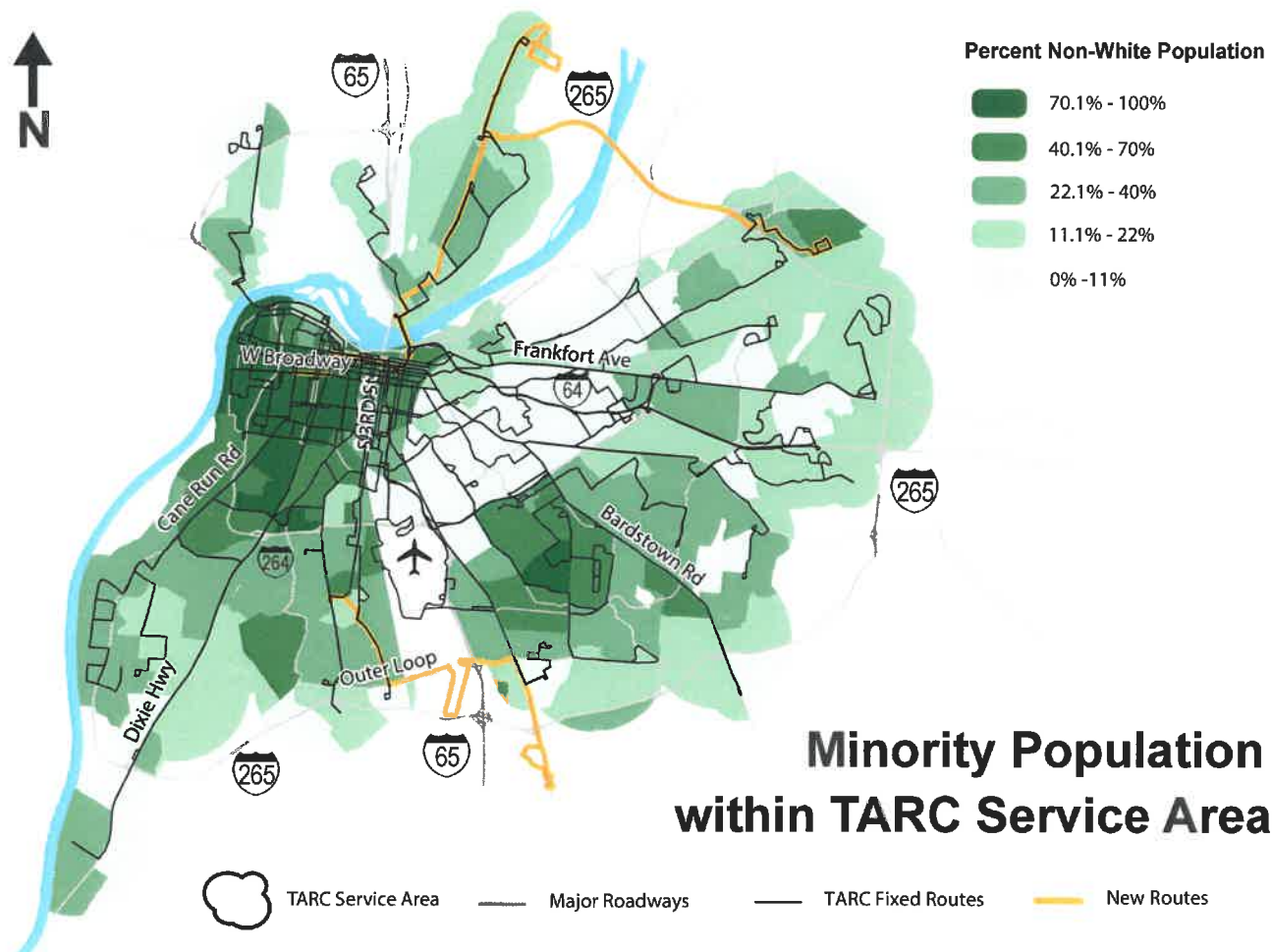


# Results

Once the TARC service area was established the Service Equity Analysis could begin. A demographic profile was created using the most recent census data for tracts that fall within the service area. For tracts that only partially fell within the boundaries of the TARC service area, the percent of the tract's area within the service area was multiplied by the demographic data sets for the entire tract. This method assumes that the population of each tract is distributed evenly which we know is not the case. However steps were taken to mitigate this shortfall in the methodology by removing areas known to be uninhabitable, (i.e. large bodies of water).

The numbers were aggregated to establish a final percentage for minority and low-income populations for the entire TARC service area that would be used as a benchmark to compare similar demographic profiles for the proposed CMAQ routes.

**Figure 3: Minority Population within TARC Service Area**



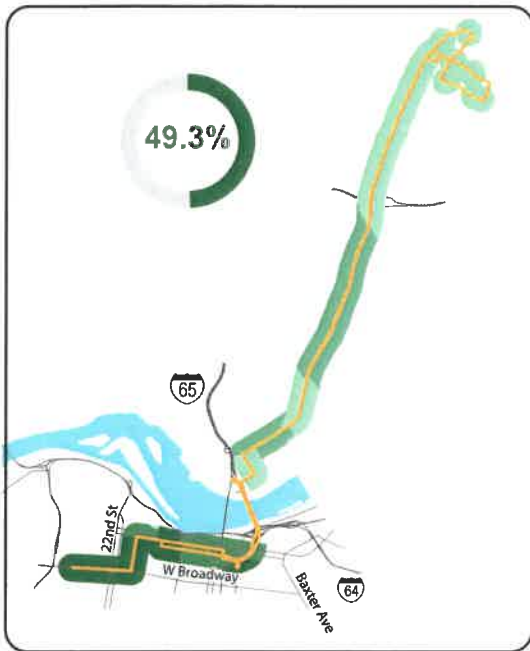
*\*Minority Population was calculated by subtracting the "white only" population from the total population by census tracts using 2016-2020 ACS 5-Yr Estimates.*



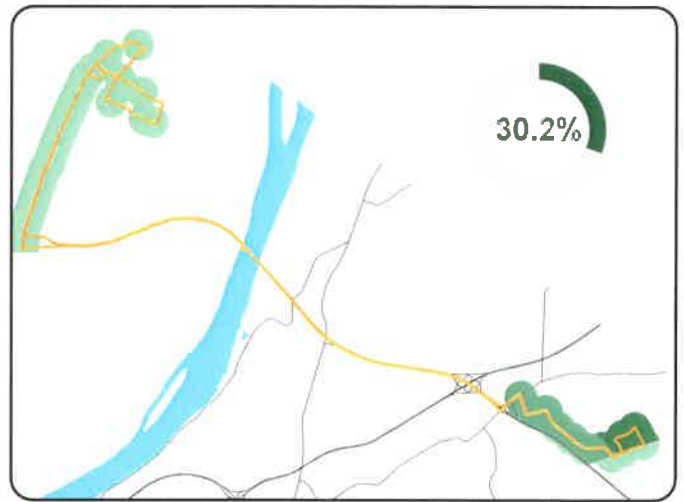
The same process for creating a demographic profile for the TARC service area was used to produce population percentages for the proposed CMAQ routes. These service areas were made from 1/4 mile buffers around each proposed stop or potential stop location for the new routes. **Figure 4** shows the distribution of minority populations within the new route service areas compared to that of TARC's system-wide area .

**Figure 4: Minority Population within CMAQ Route Service Areas**

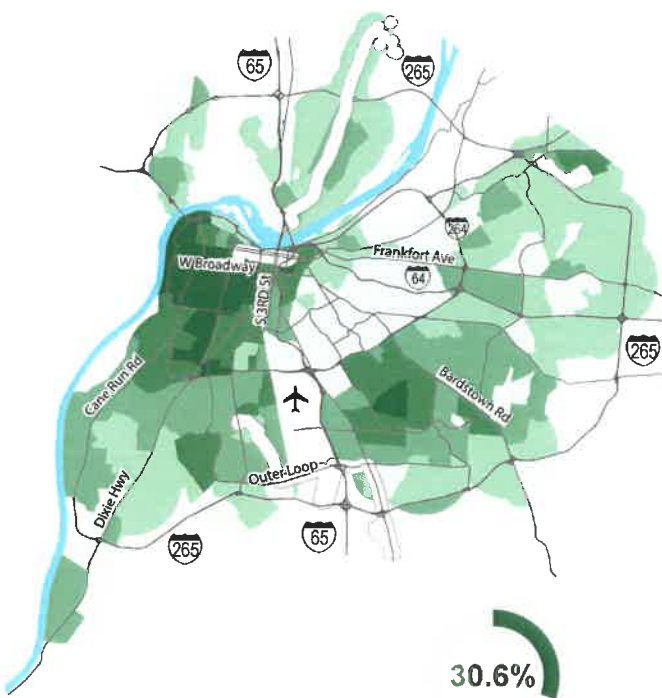
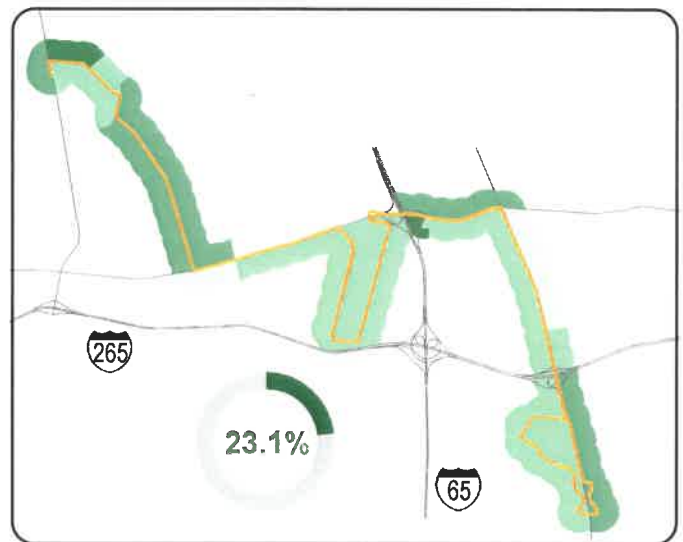
**West CMAQ (Rt. 73) Minority Population**



**East CMAQ (Rt. 74) Minority Population**



**Outer Loop CMAQ (Rt. 46) Minority Population**



**Percent Non-White Population**

- 70.1% - 100%
- 40.1% - 70%
- 22.1% - 40%
- 11.1% - 22%
- 0% - 11%

— New Routes

Major Roadways

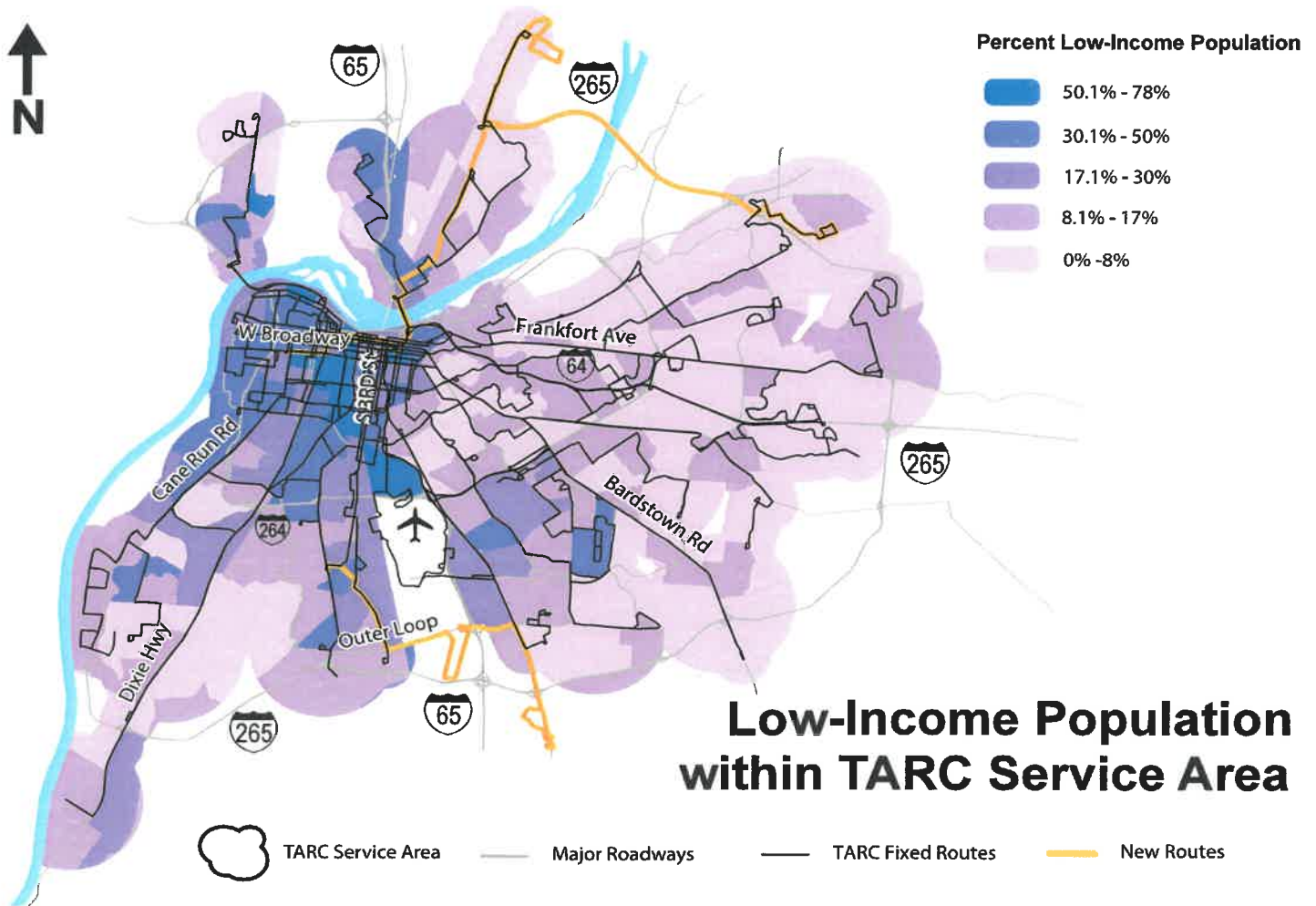
TARC Service Area

The proposed CMAQ routes were designed to connect low-income populations that typically would rely on public transportation to jobs. Increased development in River Ridge and Commerce Crossing has prompted many employers to request bus service to connect their workforce to new employment centers. Therefore finding the low-income population percentage for each proposed route was important to make sure the intended populations were benefiting from these new routes.

Much like the distribution of minority population within the TARC service area, low-income population percentages appear to be higher in west and south Louisville census tracts.

Below, **Figure 5** shows the low-income population distribution within the TARC Service Area

**Figure 5: Low-Income Population within TARC Service Area**



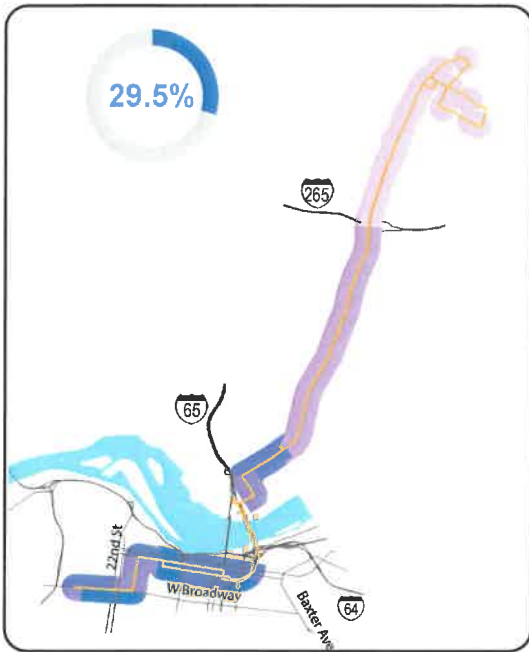
\*Low-Income Population is considered those with a ratio of income to the poverty level of 0 - 0.99. The data is by census tract using 2016-2020 of people for whom poverty status is determined.



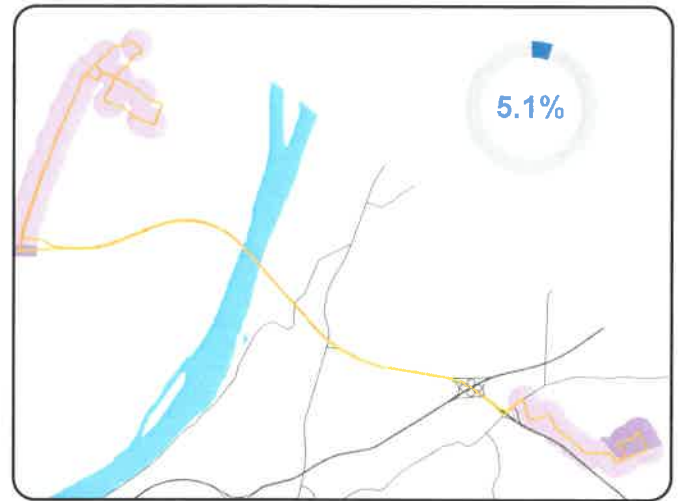
Low-income population percentages for the route specific service areas were calculated and compared to the numbers for the entire TARC service area. In doing so the TARC planning department would determine if new routes disproportionately impacted, or in this case disproportionately benefitted, more affluent communities. The low-income population for the proposed route service areas should not be significantly less (-10%) than that of the entire TARC service area (14.8% low income).

**Figure 6: Low-Income Population within CMAQ Route Service Areas**

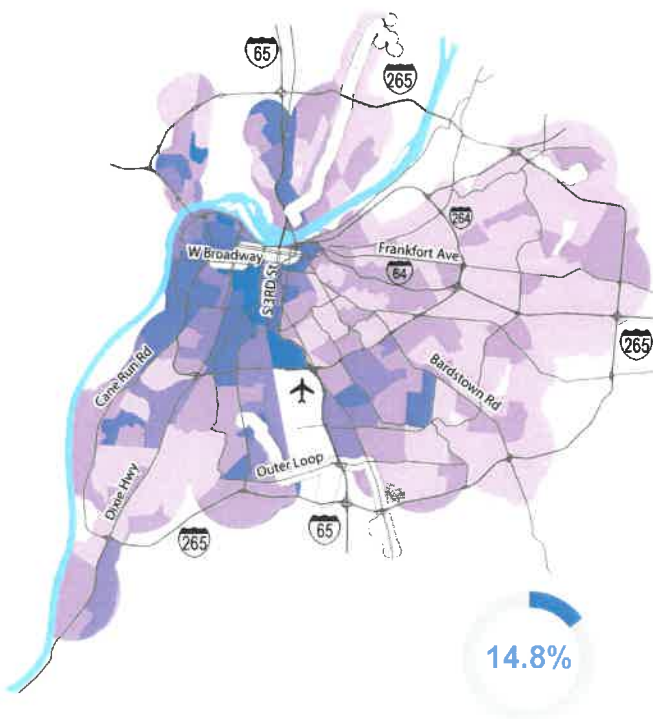
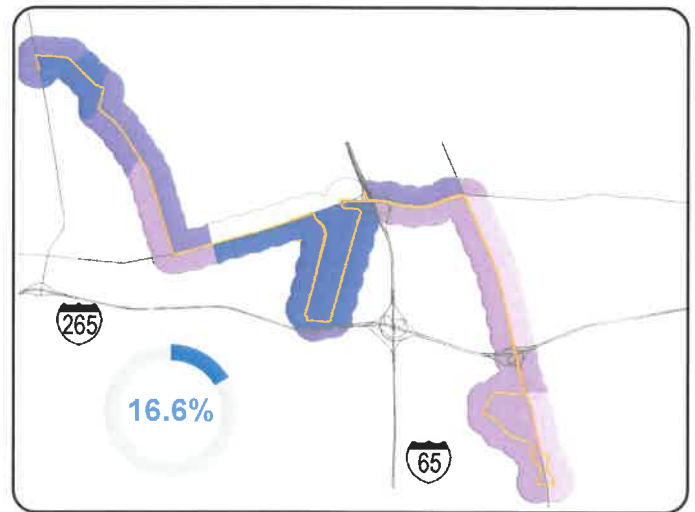
**West CMAQ (Rt. 73) Low-Income Population**



**East CMAQ (Rt. 74) Low-Income Population**



**Outer Loop CMAQ (Rt. 46) Low-Income Population**



**Percent Low-Income Population**

- 50.1% - 78%
- 30.1% - 50%
- 17.1% - 30%
- 8.1% - 17%
- 0% - 8%

New Routes

Major Roadways

TARC Service Area

# Conclusion

The numbers pulled for each proposed CMAQ route (Rt.73, Rt. 74, and Rt. 46) showed no disproportionate burden or disparate impact to low-income or minority communities as defined by the FTA. These routes were intended to improve access to jobs and increase service to low-income and minority communities. This analysis shows that the communities to benefit from these new routes have a statistically higher or proportional percentage of low-income and/or minority populations to that of the entire TARC service area. The table in **Figure 7** shows these numbers broken down.

**Figure 7: Low-Income & Minority Population by Service Area**

	Minority Population	Low-Income Population
TARC Service Area	<b>30.6%</b>	<b>14.8%</b>
West CMAQ (Rt. 73)	<b>49.3%</b>	<b>29.5%</b>
East CMAQ (Rt. 74)	<b>30.2%</b>	<b>5.1%</b>
Outer Loop CMAQ (Rt. 46)	<b>23.1%</b>	<b>16.6%</b>

The west CMAQ route (to be named Rt. 73 West Louisville/River Ridge) shows a greater minority and low-income population within its service area than that of the entire TARC service area. This is promising since the intent behind these new routes is to better serve these communities. These numbers show the potential of the west CMAQ to connect low-income and minority communities to more employment opportunities.

The east CMAQ route (to be named Rt. 74 Chamberlain Ln./River Ridge) shows a minority population similar to that of the TARC service area and a low income population less than that found system-wide. Both of these numbers fall within 10 percentage points of the TARC service area numbers. Therefore this route does not appear to disproportionately benefit more affluent communities.

The outer loop CMAQ route (to be named Rt. 46 National Turnpike/Outer Loop) shows a minority population slightly lower and a low-income population slightly higher than that of the TARC service area.

By remaining within the 10 percentage point threshold these new routes appear to benefit communities that, at the very least resemble the demographic make up of the TARC service area as a whole, with Route 73 serving a greater proportion of low-income and minority populations.

