

# NOTICE AND AGENDA OF PUBLIC MEETING OF THE TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT (LEXTRAN) BOARD OF DIRECTORS

Due to the COVID-19 pandemic, state of emergency and Governor Beshear’s Executive Orders regarding social distancing, this meeting of the Lextran Board of Directors will be held via video-teleconference pursuant to Senate 150 (as signed by the Governor on March 30, 2020) and Attorney General Opinion 20-05, and in accordance with KRS 61.826, because it is not feasible to offer a primary physical location for the meeting.

Pursuant to KRS 96.A, the Lextran Board of Directors is to meet monthly. The next meeting will be:  
**Wednesday, October 21, 2020 at 10:00 a.m. EST**

Pursuant to KRS 61.810, the Board may enter into Closed Session, but shall not take any action in a Closed Session.

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 Emily Elliott at 859-255-7756. Requests made as early as possible will allow time to arrange accommodation.

## MEETING INSTRUCTIONS

**Broadcast on YouTube at:**  
[bit.ly/lextranmeeting](http://bit.ly/lextranmeeting)

**Held via Webex Video Conference:**  
Go to [www.webex.com](http://www.webex.com) or download the app, and then when prompted:  
**Meeting number:** 132 832 6895  
**Meeting password:** 54684327

**Audience or Lextran staff can join by phone:**  
312-535-8110 OR 408-418-9388  
Enter Meeting Number and Password when prompted.

Contact Alan Jones at [ajones@lextran.com](mailto:ajones@lextran.com) for assistance or for access from outside the US

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**BOARD OF DIRECTORS MEETING**

October 21, 2020

10:00 a.m.

**MEETING AGENDA**

- |       |   |               |
|-------|---|---------------|
| I.    | Call to Order   | 10:00         |
| II.   | Public Comment on Agenda Items / Public Hearing                     | 10:05 – 10:10 |
| III.  | Approval of September 2020 Board Meeting Minutes                    | 10:10 – 10:15 |
| IV.   | Chair’s Report  | 10:15 – 10:20 |
| V.    | Finance Committee Report  | 10:20 – 10:40 |
|       | A. Presentation of Audit Report – Crowe                             |               |
| VI.   | Action Items  | 10:40 – 10:55 |
|       | A. Resolution 2020-23 – Approve Resident General Manager            |               |
|       | B. Resolution 2020-24 – Award a Contract for Tire Lease             |               |
|       | C. Resolution 2020-25 – Approve Change Order for Gillig Corporation |               |
| VII.  | Lextran Monthly Performance Report & Financials – September         | 10:55 – 11:20 |
|       | A. Barrier & Fare Collection Update                                 |               |
| VIII. | Change Order Report   | 11:20 – 11:25 |
| IX.   | Old Business  | 11:25 – 11:30 |
| X.    | New Business  |               |
| XI.   | Proposed Agenda Items   | 11:25 – 11:30 |
|       | A. Resolution for Banking Services (November)                       |               |
|       | B. Resolution for Engine Rebuilds (November)                        |               |
|       | C. Disadvantaged Business Enterprise Program Overview               |               |
|       | D. Nepotism, Romantic and Familial Relationships Policy             |               |
| XII.  | Closed Session  |               |
| XIII. | Adjournment   | 11:30         |

**BOARD OF DIRECTORS MEETING****BOARD MINUTES**

September 16, 2020

**MEMBERS PRESENT**

Christian Motley, Board Chair

Adrienne Thakur, Vice Chair

George Ward

Rick Christman

Harding Dowell

Jamie Rodgers

**MEMBERS ABSENT**

Joe Smith

**STAFF PRESENT**

Carrie Butler, General Manager

Jill Barnett, Assistant General Manager

Nikki Falconbury, Director of Finance and Human Resources

Fred Combs, Director of Planning, Technology, and Community Relations

John Givens, Director of Risk Management

Jason Dyal, Director of Operations

Chris Withrow, Parts Manager

Maria Alonso, Human Resources Manager

Tricia Neal, Human Resources Coordinator

Stephanie Hoke, Finance Manager

Catherine Waits, Payroll/Finance Coordinator

Alan Jones, Systems Administrator

Takeyshia Lamb, Bus Operator

Scott Schuette, McBrayer Law Firm, Legal Counsel

**OTHERS PRESENT** via phone and web

Charles Duke, NAACP

Justin Augustine, Transdev

Brandi Peacher, Mayor Linda Gorton's Office

Cheryl Kersey, Kersey &amp; Kersey

Michael Chambers

Robb West, Transdev

## **I. CALL TO ORDER**

Chairman Christian Motley called the September 16, 2020 meeting of the Lextran Board of Directors to order at 10:02 am.

Mr. Motley performed a roll call to determine Board members present. Quorum was achieved.

Due to the COVID-19 pandemic, state of emergency and Governor Beshear's Executive Orders regarding social distancing, this meeting of the Lextran Board of Directors was held via video-conference pursuant to Senate 150 (as signed by the Governor on March 30, 2020) and Attorney General Opinion 20-05, and in accordance with KRS 61.826, because it was not feasible to offer a primary physical location for the meeting.

## **II. PUBLIC COMMENT**

There was no public comment.

## **III. APPROVAL OF MINUTES**

Mr. Motley called for a motion to approve the minutes from August 19, 2020 meeting of the Lextran Board of Directors. Mr. Ward made a motion and Mr. Dowell seconded. The motion passed unanimously.

## **IV. CHAIR'S REPORT**

Mr. Motley presented the Chair's report. There was an open records request from the Fayette County National Association for the Advancement of Colored People (NAACP) on July 12, 2020, related to several items connected to employment, hiring and promotions, and discipline. Lextran responded shortly after on July 21, 2020 and included materials such as Lextran's Equal Employment Opportunity (EEO) program plan reviewed by the Board of Directors and approved by the Federal Transit Administration (FTA). Lextran was able to follow up and have a meeting with the representatives for the Fayette County NAACP. At that time, the representative informed Lextran that they were asked by employees to engage with Lextran. There are plans for additional follow-up related to the information requested. Lextran intends to be responsive to the concerns that have been presented to the Board of Directors.

## **V. INFORMATIONAL PRESENTATION**

Ms. Butler introduced Brandi Peacher, from Mayor Linda Gorton's Office, to present information on the Town Branch Commons project. Ms. Peacher started with an overview showing a map of the final project layout of the trail. This project will link downtown trails together allowing for 22 miles of trail. With less traffic this calendar year, the construction is ahead of schedule in areas. This project incorporates bluegrass landscape features including the installation of 300 trees along the Vine Street corridor. In addition, a series of soil cells will allow the soils to facilitate healthy growth for the trees and allow healthier trees for a longer amount of time in downtown. There will be no reduction to travel lanes, and travel lanes will be shifted to accommodate traffic and space for bike lanes and landscape. Zone two, in front of the transit center, is scheduled to

begin at the early part of next year. Overall, the whole project is scheduled to be completed by the end of 2022.

Ms. Rodgers asked if Ms. Peacher could review the information that will be around the transit center downtown. Ms. Peacher replied that two new traffic lights will be installed around the transit center to allow buses to depart easier and pedestrians to cross Vine Street safely. Ms. Butler included that the other important piece to this project is that the transit center updates also include the platform area as well. There will be upgrades for seating and walkway areas, and real time signage to show arrivals and departures of buses.

Ms. Thakur asked if there are plans to improve bus lane pathways downtown and buses coming and going in traffic in the lanes. Ms. Butler stated that there have not been any issues with the reduction in lanes with the buses downtown. She stated that the traffic flow downtown is intended to be included in future research.

Mr. Dowell asked about the plans for Vine Street as it passes from Broadway and connects to Main Street, including the area around Triangle Park and the intersection of Midland Avenue and Main Street. He asked if these areas are included in the phases of the Town Branch project for pedestrian traffic to be updated. Ms. Peacher replied that for the most part of Vine Street, the project will include the north side of Vine Street. The trail will be located next to the Lexington Center area on the backside of Triangle Park. There is a very clear designated footprint for the project that was defined with the federal grant.

Ms. Rodgers requested to see photos for the plan of improvement to the transit center for strategic planning. Ms. Butler replied that this project did not include renderings or plan designs. Mr. Dowell requested design drawings that could be shared with the Board of Directors. Ms. Peacher also included that she can provide the plan details for the area at the Transit Center to show the cross walks and signals.

## **VI. MONTHLY PERFORMANCE REPORT**

Ms. Barnett presented the Monthly Performance Report for August 2020 which can be found on pages 10-14 of the September 2020 board packet.

Highlights for August include:

- Reinstated service on all but 2 of the routes, effective August 10<sup>th</sup>
- Resumed full service, from a limited service, on Route 14 on August 17<sup>th</sup>, serving the University of Kentucky campus
- Overall ridership growth – 11% compared to the previous month of July
- Fabrication and installation began for driver barriers on board vehicles in late August

Mr. Ward asked if Lextran was continuing to use the shadow buses. Ms. Barnett responded that we have not been using the Wheels shadow buses on our routes. Mr. Ward followed with a question asking if the buses are getting overloaded, specifically at the University of Kentucky

campus. Ms. Barnett replied that we have been able to manage the capacity well with the vehicles that we have at the University of Kentucky.

Ms. Barnett provided an update for the Rider Amenities in Many Places (RAMP) project. She showed a photograph of the recently completed trailhead near the Beaumont YMCA, where a future partnership shelter is planned for installation. There are seven upcoming stop improvements planned for the next phase of RAMP.

Ms. Barnett reviewed information from the American Public Transit Association (APTA) Health and Safety Commitments Program. APTA recently launched a toolkit for agencies to use, to help restore public trust in the safety of transit amidst COVID-19. Lextran has created policies and followed guidance related to cleaning, disinfecting, social distancing, mandated facial coverings for employees and patrons, and requesting passengers use the bus for essential trips.

Ms. Barnett gave an update on the installation of the vehicle barriers. There have been 36 barriers installed on Lextran buses to date. There was extensive discussion about the timeline of accepting fares once the barriers are fully installed. Ms. Butler stated that Lextran would like to have a definite timeline for the installation of all driver barriers and at that point start a plan to collect fares. Ms. Butler stated that she wanted to make sure there was proper notification to the passengers on when fares would be collected. Mr. Christman asked if we should start the process now to notify passengers of fare collections. Mr. Motley asked if we should include fare collection as an agenda item for discussion as a timeline update. Ms. Barnett said that it would not be a problem to keep the communication open with updates and included as an agenda item. Mr. Ward made a recommendation to pick a date, such as November 1<sup>st</sup>, to announce the collection of fares. Mr. Dowell asked if Lextran has done research on what the impact would be if we went to permanently fare free. Ms. Butler stated that reviewing the fare revenue and the cost associated with collecting fares are the biggest factors. She said that the biggest decision would be when the fareboxes need replacement, indicating the return on investment and fare collections would need to be compared, and also mentioned options such as mobile ticketing. Mr. Christman made a motion to start collecting fares on November 1, 2020 and Mr. Ward seconded the motion. With a 2-4 vote, the motion did not carry.

Ms. Falconbury presented the August 2020 Finance Report that can be found on pages 15-16 of the September 2020 board packet. Operating cash is stable and there is a higher cash balance compared to this time last year due to grants and the CARES funds received last month. The property taxes will be lower until November or December as it is each year until the new cycle of property tax revenues are collected and received.

## VII. ACTION ITEMS

### a. Resolution – 2020-16– Resolution to Confirm Resident General Manager

Mr. Motley gave a brief overview of the resolution and thanked Ms. Butler for her time at Lextran. He then asked Mr. Justin Augustine from Transdev to explain the process for transitioning General Managers. Mr. Augustine explained that the position for General Manager has been posted with Transdev and they are evaluating candidates, which is not expected to be a long process. Mr. Augustine stated that Ms. Barnett will be appointed as

Interim General Manager. Mr. Motley requested that Mr. Schuette update the resolution naming Ms. Barnett as Interim General Manager. Mr. Motley read the updated resolution to the Board of Directors to include: "NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Transit Authority of Lexington-Fayette Urban County Government that Jill Barnett be and hereby is approved as Interim Resident General manager until the formal Transdev hiring process is complete, effective September 16, 2020 and that the preamble to this resolution be and the same is incorporated herein by reference, the same as if fully set forth herein." Mr. Ward made a motion and Mr. Dowell seconded. The motion passed without opposition.

- b. Resolution – 2020-17 – Resolution to Confirm FTA Authority for General Manager**  
Ms. Butler explained that resolution 2020-17 is designed to allow the General Manager to authorize, execute, and file applications for federal assistance with the Federal Transit Administration. Mr. Ward requested that Mr. Schuette update the resolution to include the title Interim General Manager throughout the resolution. Mr. Motley requested a motion stating the language will be updated to Interim General Manager. Mr. Ward made a motion and Mr. Dowell seconded. The motion passed without opposition.
- c. Resolution – 2020-18 – Resolution to Confirm Signatory for General Manager**  
Ms. Butler explains that resolution 2020-18 is a clarification on the signatories, removing Carrie Butler from the signatory block and adding Fred Combs, allowing for four check signers. This resolution allows Lextran to process checks and accounts payable fluidly. Mr. Schuette recommended updated the language on this resolution to include the title Interim General Manager as well. Mr. Ward made a motion to approve the resolution with the insertion of Interim General Manager title and Mr. Christman seconded. The motion passed without opposition.
- d. Resolution – 2020-19 – Resolution Network Infrastructure / Schiller**  
Ms. Butler reviewed resolution 2020-19. Based on resolution 2016-23, Schiller was named as Lextran's security system provider. The current resolution (2020-19) is a series of network infrastructure projects that include servers, database work, as well as additional camera licenses for the onsite surveillance system. Mr. Dowell made a motion and Ms. Rodgers seconded. The motion passed without opposition.
- e. Resolution – 2020-20 – Resolution to Establish Finance Committee membership**  
Ms. Butler explained that this resolution is a clarification on the finance committee membership. This resolution is designed to clarify the members of the finance committee and name them by position, clarify the voting roles, and clarify the purpose of the finance committee. Mr. Ward made a motion and Mr. Christman seconded. The motion passed without opposition.
- f. Resolution – 2020-21 – Resolution of Approval of Finance Committee members**  
Ms. Butler explained that the resolution is for the approval of specific finance committee members based on Mr. Motley's recommendations – Mr. Ward as the Chairman's designee, and the confirmation of Mr. Christman and Ms. Rodgers. Mr. Dowell made a motion and Mr. Christman seconded. The motion passed without opposition.

**VIII.CHANGE ORDER**

There was no change order report.

**IX.OLD BUSINESS**

There was no old business.

**X.NEW BUSINESS**

There were no new business items.

**XI.PROPOSED AGENDA ITEMS**

- Pension Fund Management Update
- Formal Resolution for Lextran General Manager
- Update on Fare Collection and Driver Barriers
- Review Nepotism Policy, Romantic and Familial Relationships
- Disadvantage Business Enterprise (DBE) Program

**XII.CLOSED SESSION**

There was no closed session.

**XIII.ADJOURNMENT**

Mr. Motley called for a motion to adjourn the September 16, 2020 meeting of the Lextran Board of Directors. Mr. Dowell made a motion that was seconded by Mr. Christman. The meeting adjourned by consensus at 11:57 a.m.

Board of Directors  
Transit Authority of Lexington-Fayette Urban County Government  
Lexington, Kentucky

Professional standards require that we communicate certain matters to keep you adequately informed about matters related to the financial statement audit that are, in our professional judgment, significant and relevant to your responsibilities in overseeing the financial reporting process. We communicate such matters in this report.

#### **AUDITOR'S RESPONSIBILITY UNDER AUDITING STANDARDS GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA**

Our responsibility is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in conformity with accounting principles generally accepted in the United States of America. The audit of the financial statements does not relieve you of your responsibilities and does not relieve management of their responsibilities. Refer to our engagement letter with the Company for further information on the responsibilities of management and of Crowe LLP.

#### **AUDITOR'S RESPONSIBILITY UNDER GOVERNMENT AUDITING STANDARDS**

As part of obtaining reasonable assurance about whether the Company's financial statements are free of material misstatement, we performed tests of the Company's compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts or disclosures. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

#### **PLANNED SCOPE AND TIMING OF THE AUDIT**

We are to communicate an overview of the planned scope and timing of the audit. Accordingly, the following matters regarding the planned scope and timing of the audit were discussed during our meeting with you.

- How we proposed to address the significant risks of material misstatement, whether due to fraud or error.
- Our approach to internal control relevant to the audit.

- The concept of materiality in planning and executing the audit, focusing on the factors considered rather than on specific thresholds or amounts.
- Where the entity has an internal audit function, the extent to which the auditor will use the work of internal audit, and how the external and internal auditors can best work together.
- Your views and knowledge of matters you consider warrant our attention during the audit, as well as your views on:
  - The allocation of responsibilities between you and management.
  - The entity's objectives and strategies, and the related business risks that may result in material misstatements.
  - Significant communications with regulators.
  - Other matters you believe are relevant to the audit of the financial statements.

**SIGNIFICANT ACCOUNTING POLICIES AND MANAGEMENT JUDGMENTS AND ACCOUNTING ESTIMATES**

Significant Accounting Policies: Those Charged with Governance should be informed of the initial selection of and changes in significant accounting policies or their application. Also, Those Charged with Governance should be aware of methods used to account for significant unusual transactions and the effect of significant accounting policies in controversial or emerging areas where there is a lack of authoritative consensus. We believe management has the primary responsibility to inform Those Charged with Governance about such matters. To assist Those Charged with Governance in its oversight role, we also provide the following.

Accounting Standard	Impact of Adoption
The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles.  There were no new standards required to be implemented during the year.	Not applicable
Significant Unusual Transactions.	No such matters noted.
Significant Accounting Policies in Controversial or Emerging Areas.	No such matters noted.

Management Judgments and Accounting Estimates: Further, accounting estimates are an integral part of the financial statements prepared by management and are based upon management’s current judgments. These judgments are based upon knowledge and experience about past and current events and assumptions about future events. Certain estimates are particularly sensitive because of their significance and because of the possibility that future events affecting them may differ markedly from management’s current judgments and may be subject to significant change in the near term.

The following describes the significant accounting estimates reflected in the Company’s year-end financial statements, the process used by management in formulating these particularly sensitive accounting estimates and the primary basis for our conclusions regarding the reasonableness of those estimates.

Significant Accounting Estimate	Process Used by Management	Basis for Our Conclusions
Fair Values of Investment Securities and Other Financial Instruments	The disclosure of fair values of securities and other financial instruments requires management to use certain assumptions and estimates pertaining to the fair values of its financial assets and financial liabilities.	We tested the propriety of information underlying management’s estimates.

Significant Accounting Estimate	Process Used by Management	Basis for Our Conclusions
Pension Liability and Deferred Outflows and Inflows of Resources	Management hired an independent actuary to determine the liability and expense related to the pension plan.	We obtained the actuary report and compared the liability and expenses per the report to the amounts recorded by management.
Useful Lives of Capital Assets	Management has determined the economic useful lives of capital assets based on history of similar types of assets, future plans as to their use, and other factors that affect their economic value to the Company.	We tested the propriety of information underlying management's estimates.

**AUDITOR'S JUDGMENTS ABOUT QUALITATIVE ASPECTS OF SIGNIFICANT ACCOUNTING PRACTICES**

We are to discuss with you our comments about the following matters related to the Company's accounting policies and financial statement disclosures. Accordingly, these matters will be discussed during our meeting with you.

- The appropriateness of the accounting policies to the particular circumstances of the entity, considering the need to balance the cost of providing information with the likely benefit to users of the entity's financial statements.
- The overall neutrality, consistency, and clarity of the disclosures in the financial statements.
- The effect of the timing of transactions in relation to the period in which they are recorded.
- The potential effect on the financial statements of significant risks and exposures, and uncertainties that are disclosed in the financial statements.
- The extent to which the financial statements are affected by unusual transactions including nonrecurring amounts recognized during the period, and the extent to which such transactions are separately disclosed in the financial statements.
- The issues involved, and related judgments made, in formulating particularly sensitive financial statement disclosures.
- The factors affecting asset and liability carrying values, including the entity's basis for determining useful lives assigned to tangible and intangible assets.
- The selective correction of misstatements, for example, correcting misstatements with the effect of increasing reported earnings, but not those that have the effect of decreasing reported earnings.

**CORRECTED AND UNCORRECTED MISSTATEMENTS**

Corrected Misstatements: We are to inform you of material corrected misstatements that were brought to the attention of management as a result of our audit procedures. See corrections below:

1. Entry to record \$500,000 of intercompany transaction relating to year end cash transfer from LexTran Real Properties to LexTran.
2. Entry to reconcile general ledger to the fixed asset subsidiary ledger as of June 30, 2020 with a net effect of an increase \$14,694 to net income.

Uncorrected Misstatements: We are to inform you of uncorrected misstatements that were aggregated by us during the current engagement and pertaining to the latest and prior period(s) presented that were determined by management to be immaterial, both individually and in the aggregate, to the financial statements taken as a whole. There were no such misstatements.

## OTHER COMMUNICATIONS

Communication Item	Results
<p><b>Other Information In Documents Containing Audited Financial Statements</b>            Information may be prepared by management that accompanies the financial statements. To assist your consideration of this information, you should know that we are required by audit standards to read such information and consider whether such information, or the manner of its presentation, is materially inconsistent with information in the financial statements. If we consider the information materially inconsistent based on this reading, we are to seek a resolution of the matter.</p>	<p>We understand that management has not prepared such information to accompany the audited financial statements.</p> <ul style="list-style-type: none"> <li>• Management's Discussion and Analysis of Financial Condition and Results of Operations</li> </ul>
<p><b>Significant Difficulties Encountered During the Audit</b>            We are to inform you of any significant difficulties encountered in dealing with management related to the performance of the audit.</p>	<p>There were no significant difficulties encountered in dealing with management related to the performance of the audit.</p>
<p><b>Disagreements With Management</b>            We are to discuss with you any disagreements with management, whether or not satisfactorily resolved, about matters that individually or in the aggregate could be significant to the Company's financial statements or the auditor's report.</p>	<p>During our audit, there were no such disagreements with management.</p>
<p><b>Consultations With Other Accountants</b>            If management consulted with other accountants about auditing and accounting matters, we are to inform you of such consultation, if we are aware of it, and provide our views on the significant matters that were the subject of such consultation.</p>	<p>We are not aware of any instances where management consulted with other accountants about auditing or accounting matters since no other accountants contacted us, which they are required to do by Statement on Auditing Standards No. 50, before they provide written or oral advice.</p>
<p><b>Representations The Auditor Is Requesting From Management</b>            We are to provide you with a copy of management's requested written representations to us.</p>	<p>We direct your attention to a copy of the letter of management's representation to us provided separately.</p>
<p><b>Significant Issues Discussed, or Subject to Correspondence, With Management</b>            We are to communicate to you any significant issues that were discussed or were the subject of correspondence with management.</p>	<p>There were no such significant issues discussed, or subject to correspondence, with management.</p>
<p><b>Significant Related Party Findings and Issues</b>            We are to communicate to you significant findings and issues arising during the audit in connection with the Company's related parties.</p>	<p>There were no such findings or issues that are, in our judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>
<p><b>Other Findings or Issues We Find Relevant or Significant</b>            We are to communicate to you other findings or issues, if any, arising from the audit that are, in our professional judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>	<p>There were no such other findings or issues that are, in our judgment, significant and relevant to you regarding your oversight of the financial reporting process.</p>

We are pleased to serve your Company as its independent auditors and look forward to our continued relationship. We provide the above information to assist you in performing your oversight responsibilities and would be pleased to discuss this letter or any matters further, should you desire. This letter is intended solely for the information and use of the Board of Directors and, if appropriate, management, and is not intended to be and should not be used by anyone other than these specified parties.

*Crowe LLP*  
Crowe LLP

Lexington, Kentucky  
September 30, 2020



**TRANSIT AUTHORITY**  
**THE LEXINGTON-FAYETTE URBAN**  
**COUNTY GOVERNMENT**  
Lexington, Kentucky

A Component Unit of the Lexington-Fayette  
Urban County Government

**FINANCIAL STATEMENTS**  
June 30, 2020

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN  
COUNTY GOVERNMENT  
Lexington, Kentucky

FINANCIAL STATEMENTS  
June 30, 2020

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors  
Transit Authority of the Lexington-Fayette Urban County Government  
Lexington, Kentucky

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the business-type activities of the Transit Authority of the Lexington-Fayette Urban County Government (the Authority), a component unit of Lexington-Fayette Urban County Government, as of and for the year ended June 30, 2020, and the fiduciary activities as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

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

### ***Auditor's Responsibility***

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

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

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

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Authority as of June 30, 2020, and the fiduciary activities as of December 31, 2019 and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

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(Continued)

## **Other Matters**

### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 3 through 11 and other required supplementary information, the Schedule of Changes in the Authority's Net Pension Liability (Asset), the Schedule of Employer Contributions – Pension Plan, and the Schedule of Annual Money-Weighted Rate of Return on Pension Plan on pages 34 - 36 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### *Supplementary Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The supplemental combining statement of net position (proprietary fund) and combining statement of revenues, expenses and changes in net position (proprietary fund) are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplemental combining statement of net position (proprietary fund) and combining statement of revenues, expenses and changes in net position (proprietary fund) are the responsibility of management and were derived from and related directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### **Report on Other Legal and Regulatory Requirements**

In accordance with *Government Auditing Standards*, we have also issued our report dated October September 30, 2020 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

  
Crowe LLP

Lexington, Kentucky  
September 30, 2020

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
June 30, 2020

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The following Management's Discussion and Analysis (MD&A) of the Transit Authority of the Lexington-Fayette Urban County Government (the Authority) activities and financial performance provides the reader with an introduction to, and overview of, the financial statements of the Authority for the fiscal year ended June 30, 2020.

The Authority is a component unit of the Lexington-Fayette Urban County Government and serves the public transportation needs of Lexington-Fayette Urban County including the University of Kentucky campus and surrounding areas. In a previous year, the Authority participated in the New Market Tax Credits (NMTC) Program, administered by the United States Treasury Department and the New Markets Development Program administered by the Kentucky Department of Revenue (the NMTC Programs), to assist with financing of the new facility constructed at 200 West Loudon Avenue. The program is described in further detail in the Authority Activities and Financial Highlights section of the MD&A. To facilitate the NMTC transaction, the Authority formed two new legal entities, Lextran Real Properties, Inc. (Lextran Real Properties) and Lextran Foundation, Inc. (the Foundation). These entities are considered blended component units of the Authority and their activities are included in the Authority's financial statements.

### **Introduction to the Basic Financial Statements**

This annual report consists of a series of financial statements, prepared in accordance with the Governmental Accounting Standards Board (GASB). GASB is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority presents its basic financial statements using the economic resources measurement focus and accrual basis of accounting. As a special purpose government engaged in business-type activities, the Authority's basic financial statements include a Statement of Net Position; a Statement of Revenues, Expenses, and Changes in Net Position; and a Statement of Cash Flows as a Proprietary Fund. The Authority also reports on a Fiduciary Fund net position and changes in net position for its defined benefit pension plan as of the preceding December 31<sup>st</sup> of each year. The Fiduciary Fund is not part of the government-wide financial statements. Notes to the basic financial statements, supplementary information, and required supplementary information, including this section, support these statements. All sections must be considered together to obtain a complete understanding of the financial position and results of operations of the Authority.

**Statement of Net Position:** The Statement of Net Position includes all assets and deferred outflows and liabilities and deferred inflows of resources of the Authority, with the difference between the two reported as net position. Activity and balances are reported on an accrual basis. This statement also identifies major categories of restrictions on net position as applicable.

**Statement of Revenues, Expenses, and Changes in Net Position:** The Statement of Revenues, Expenses, and Changes in Net Position presents the revenues earned and expenses incurred during the year ended June 30, 2020, on an accrual basis.

**Statement of Cash Flows:** The Statement of Cash Flows presents the changes in cash and cash equivalents for the year ended June 30, 2020 summarized by operating, capital and noncapital financing, and investing activities. The statement is prepared using the direct method of reporting cash flows.

The Authority's basic financial statements can be found on pages 12 - 16 of this report. The notes to basic financial statements provide additional information that is essential to a better understanding of the data provided in the financial statements. The notes can be found on pages 17 - 33 of this report, and required supplementary information, other supplementary information, and Uniform Grant Guidance reporting is provided after the notes as identified in the table of contents.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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**AUTHORITY ACTIVITIES AND FINANCIAL HIGHLIGHTS**

- The net position of the Authority increased by \$5,155,000 during the year to \$50,109,000.
- Total revenues earned by the Authority was approximately \$33,488,000.
- Total expenses incurred by the Authority was approximately \$28,333,000.
- The Authority had approximately \$17,578,000 of notes payable outstanding at June 30, 2020, offset by cash proceeds and amounts invested in capital assets.
- Common operating statistical data is shown below:

	<u>2020</u>	<u>Change</u>	<u>2019</u>
Unlinked passenger trips	3,953,219	(12%)	4,492,245
Vehicle revenue miles	3,417,281	(5%)	3,589,123
Vehicle revenue hours	309,070	(6%)	328,871

**FINANCIAL POSITION SUMMARY - PROPRIETARY FUND**

Net position may serve over time as a useful indicator of the Authority's financial position. The Authority's assets and deferred outflows exceeded liabilities and deferred inflows by approximately \$50,109,000 at June 30, 2020, an approximately \$5,156,000 increase from June 30, 2019.

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% Change from 2019</u>
<b>ASSETS</b>				
Current assets	\$ 21,236,000	\$ 17,433,000	\$ 3,803,000	21.8%
Noncurrent assets:				
Cash – restricted	596,000	1,154,000	(558,000)	(48.4)
Notes receivable	8,355,000	8,355,000	-	-
Net capital assets	39,141,000	38,611,000	530,000	1.4
Net pension asset	<u>653,000</u>	<u>-</u>	<u>653,000</u>	<u>100.0</u>
Total assets	<u>69,981,000</u>	<u>65,553,000</u>	<u>4,428,000</u>	<u>6.8</u>
Deferred outflows of resources	<u>2,285,000</u>	<u>2,324,000</u>	<u>(39,000)</u>	<u>(1.7)</u>
Total assets and deferred outflows of resources	<u>\$ 72,266,000</u>	<u>\$ 67,877,000</u>	<u>\$ 4,389,000</u>	<u>6.5%</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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**FINANCIAL POSITION SUMMARY - PROPRIETARY FUND (Continued)**

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% Change from 2019</u>
<b>LIABILITIES</b>				
Current liabilities	\$ 1,951,000	\$ 2,098,000	\$ (147,000)	(7)%
Noncurrent liabilities	<u>16,963,000</u>	<u>19,017,000</u>	<u>(2,054,000)</u>	<u>(10.8)</u>
Total liabilities	<u>18,914,000</u>	<u>21,115,000</u>	<u>(2,201,000)</u>	<u>(10.4)</u>
Deferred inflows of resources	<u>3,243,000</u>	<u>1,808,000</u>	<u>1,435,000</u>	<u>79.4</u>
Total liabilities and deferred Inflows of resources	<u>\$22,157,000</u>	<u>\$ 22,923,000</u>	<u>\$ (766,000)</u>	<u>(3.3)%</u>
<b>NET POSITION</b>				
Net investment in capital assets	\$21,159,000	\$ 21,248,000	\$ 911,000	4.3%
Unrestricted	<u>27,950,000</u>	<u>23,706,000</u>	<u>4,244,000</u>	<u>17.9</u>
Total net position	<u>\$50,109,000</u>	<u>\$ 44,954,000</u>	<u>\$ 5,155,000</u>	<u>11.5%</u>

Total assets increased approximately \$4,428,000 due in part to the following:

- Current assets increased primarily due to timing of grant receivables.
- Purchase of six 40' CNG Buses.

Total liabilities decreased approximately \$2,201,000 due in part to the following:

- Payments on outstanding notes payable of approximately \$939,000.
- Changes in a net pension liability of approximately \$1,000,000.

Deferred outflows and inflows of resources changed based on changes in the pension plan during the year.

**NET POSITION – PROPRIETARY FUND**

Net investment in capital assets (approximately 43% at June 30, 2020) represents the Authority's investment in capital and other related assets (e.g., land, buildings, improvements, and equipment), less the related indebtedness outstanding used to acquire those capital assets. The Authority uses these capital assets to provide services to its passengers and visitors. Consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it is noted that the resources required to repay this debt must be provided annually from operations, since it is unlikely the capital assets themselves will be liquidated to pay liabilities.

The remaining unrestricted net position (approximately 57% at June 30, 2020) may be used to meet any of the Authority's ongoing obligations.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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**CAPITAL ASSETS**

At June 30, 2020, the Authority had approximately \$39,141,000 invested in capital and other related assets, an increase of approximately \$530,000 or 1.4% from 2019. At June 30, 2019, the Authority had approximately \$38,611,000 invested in capital and other related assets

Major additions for the past two years include:

For the year ended June 30, 2020:

• Bus Purchases	\$ 3,103,000
• Bus Shelter Project	<u>109,000</u>
	<u>\$ 3,212,000</u>

For the year ended June 30, 2019:

• Computer equipment	\$ 110,000
• Shop tools	19,000
• Phone system upgrade	<u>34,000</u>
	<u>\$ 163,000</u>

The majority of funding for the above projects was through capital contributions obtained from Federal Department of Transportation agencies with the remainder coming from local and state government matching contributions, as well as cash proceeds from the New Market Tax Credits transaction. More detail about the Authority's capital and other related assets is presented in Note 3 to the basic financial statements. More detail about the New Market Tax Credits transaction is presented in Note 9 to the basic financial statements.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
June 30, 2020

**CAPITAL ASSETS** (Continued)

A summary of changes in capital assets as of June 30, 2020 is as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Adjustment Increases</u>	<u>Ending Balance</u>
Capital assets not being depreciated:					
Land	\$ 1,705,671	\$ -	\$ -	\$ -	\$ 1,705,671
Transit Center easement	2,873,162	-	-	-	2,873,162
Construction in process	<u>-</u>	<u>423,204</u>	<u>-</u>	<u>-</u>	<u>423,204</u>
Total capital assets not being depreciated	<u>4,578,833</u>	<u>423,204</u>	<u>-</u>	<u>-</u>	<u>5,002,037</u>
Depreciable capital assets:					
Motor coaches and vans	27,461,930	3,103,160	41,180	73,264	30,597,174
Buildings	27,192,490	155,896	-	111,099	27,459,485
Equipment and fixtures	<u>7,424,886</u>	<u>14,694</u>	<u>105,040</u>	<u>9,842</u>	<u>7,344,382</u>
Total depreciable capital assets	62,079,306	3,273,750	146,220	194,205	65,401,041
Less accumulated depreciation	<u>28,046,940</u>	<u>3,153,740</u>	<u>132,708</u>	<u>194,205</u>	<u>31,262,177</u>
Total capital assets being depreciated	<u>34,032,366</u>	<u>120,010</u>	<u>13,512</u>	<u>-</u>	<u>34,138,864</u>
Net capital assets	<u>\$ 38,611,199</u>	<u>\$ 543,214</u>	<u>\$ 13,512</u>	<u>\$ -</u>	<u>\$ 39,140,901</u>

A summary of changes in capital assets as of June 30, 2019 is as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 1,705,671	\$ -	\$ -	\$ 1,705,671
Transit Center easement	<u>2,873,162</u>	<u>-</u>	<u>-</u>	<u>2,873,162</u>
Total capital assets not being depreciated	<u>4,578,833</u>	<u>-</u>	<u>-</u>	<u>4,578,833</u>
Depreciable capital assets:				
Motor coaches and vans	27,461,930	73,264	73,264	27,461,930
Buildings	27,147,993	44,497	-	27,192,490
Equipment and fixtures	<u>7,244,248</u>	<u>180,638</u>	<u>-</u>	<u>7,424,886</u>
Total depreciable capital assets	61,854,171	298,399	73,264	62,079,306
Less accumulated depreciation	<u>24,469,435</u>	<u>3,576,752</u>	<u>753</u>	<u>28,046,940</u>
Total capital assets being depreciated	<u>37,384,736</u>	<u>(3,278,353)</u>	<u>74,017</u>	<u>34,032,366</u>
Net capital assets	<u>\$ 41,963,569</u>	<u>\$ (3,278,353)</u>	<u>\$ 74,017</u>	<u>\$ 38,611,199</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
June 30, 2020

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**NOTES PAYABLE**

Total notes payable at June 30, 2020 was \$17,578,077, all of which is fixed rate debt. Of this total, \$4,904,677 is a note payable to a bank and \$12,673,400 consists of five notes payable to three community development entities that were issued as part of the New Market Tax Credits (Note 9) transaction. Additional information regarding notes payable is provided in Note 6 to the basic financial statements.

The following is a summary of the changes in the principal amount of notes payable during 2019:

<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Amounts Due Within One Year</u>
\$ 18,517,412	\$ -	\$ (939,335)	\$ 17,578,077	\$ 968,098

**SUMMARY OF OPERATIONS AND CHANGES IN NET POSITION – PROPRIETARY FUND**

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% Change from 2019</u>
Operating revenues	\$ 3,366,000	\$ 4,125,000	\$ (759,000)	(18.4)%
Operating expenses	<u>24,334,000</u>	<u>25,377,000</u>	<u>1,043,000</u>	<u>(4.1)</u>
Loss before depreciation and non-operating revenue and expense	(20,968,000)	(21,252,000)	248,000	(1.3)
Depreciation	<u>(3,154,000)</u>	<u>(3,577,000)</u>	<u>423,000</u>	<u>(11.8)</u>
Loss before non-operating revenue and expense	(24,122,000)	(24,829,000)	707,000	(2.8)
Non-operating revenue and expense	<u>28,026,000</u>	<u>22,508,000</u>	<u>5,518,000</u>	<u>24.5</u>
Gain (loss) before capital contributions	3,904,000	(2,321,000)	6,225,000	268.2
Capital contributions	<u>1,251,000</u>	<u>180,000</u>	<u>1,071,000</u>	<u>595.0</u>
Change in net position	<u>\$ 5,155,000</u>	<u>\$ (2,141,000)</u>	<u>\$ 7,296,000</u>	<u>340.8%</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
June 30, 2020

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**REVENUE – PROPRIETARY FUND**

A summary of revenues for the year ended June 30, 2020, and the amount and percentage of change in relation to prior year amounts is as follows:

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% of Total</u>	<u>% Change from 2019</u>
Operating:					
Passenger fares	\$ 2,824,000	\$ 3,584,000	\$ (760,000)	8.4%	(21.2)%
Advertising	309,000	300,000	9,000	0.9	3.0
Other	<u>233,000</u>	<u>241,000</u>	<u>(8,000)</u>	<u>0.7</u>	<u>(3.3)</u>
Total operating	3,366,000	4,125,000	(759,000)	10.1	(18.4)
Non-operating revenues:					
Property taxes	19,444,000	18,798,000	646,000	58.1	3.4
Federal assistance	8,929,000	4,291,000	4,638,000	26.7	108.1
State assistance	<u>498,000</u>	<u>466,000</u>	<u>32,000</u>	<u>1.5</u>	<u>6.9</u>
Total non-operating	<u>28,871,000</u>	<u>23,555,000</u>	<u>5,316,000</u>	<u>86.2</u>	<u>22.6</u>
Capital contributions	<u>1,251,000</u>	<u>180,000</u>	<u>1,071,000</u>	<u>3.7</u>	<u>595.5</u>
Total revenues	<u>\$33,488,000</u>	<u>\$27,860,000</u>	<u>\$5,628,000</u>	<u>100.0%</u>	<u>20.2%</u>

Non-operating revenues increased approximately \$5,316,000 due in part to the following:

- Federal assistance increased approximately \$4,638,000 due to CARES Act Funding.
- Property tax revenues received from the mass transit tax increased approximately \$646,000.

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THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
MANAGEMENT'S DISCUSSION AND ANALYSIS  
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**EXPENSES – PROPRIETARY FUND**

A summary of expenses for the year ended June 30, 2020, and the amount and percentage of change in relation to prior year amounts is as follows:

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% of Total</u>	<u>% Change from 2019</u>
Operating:					
Operations	\$ 17,088,000	\$ 17,734,000	\$ (646,000)	60.3%	(3.6)%
Maintenance	3,755,000	4,345,000	(590,000)	13.3	(13.6)
General and administrative	2,969,000	2,744,000	225,000	10.5	8.2
Non-vehicle	522,000	554,000	(32,000)	1.8	(5.8)
Depreciation and amortization	<u>3,154,000</u>	<u>3,577,000</u>	<u>(423,000)</u>	<u>11.1</u>	<u>(11.8)</u>
Total operating	<u>27,488,000</u>	<u>28,954,000</u>	<u>(1,466,000)</u>	<u>97.0</u>	<u>(5.1)</u>
Non-operating:					
Loss from sale of capital assets	(35,000)	-	(35,000)	(0.1)	100.0
Interest expense	165,000	190,000	(25,000)	0.6	(13.2)
New market tax credit transaction fees	<u>715,000</u>	<u>857,000</u>	<u>(142,000)</u>	<u>2.5</u>	<u>(16.6)</u>
Total non-operating	<u>845,000</u>	<u>1,047,000</u>	<u>(202,000)</u>	<u>3.0</u>	<u>19.3</u>
Total expenses	<u>\$ 28,333,000</u>	<u>\$ 30,001,000</u>	<u>\$ (1,688,000)</u>	<u>100.0%</u>	<u>5.6%</u>

Expenses decreased approximately \$1,688,000 from \$30,001,000 to \$28,333,000 due in part to the following:

- Approximately \$325,000 decrease in expenses related professional services and contract maintenance.
- Approximately \$260,000 decrease in expenses related to the diesel fuel.
- Approximately \$504,000 decrease in expenses related to materials and supplies.

The increase in net position for fiscal year 2020 was approximately \$5,155,000 as compared to and decrease of approximately \$2,141,000 in 2019.

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**SUMMARY OF CASH FLOW ACTIVITIES – PROPRIETARY FUND**

The following shows a summary of the major sources and uses of cash for the past two years.

	<u>2020</u>	<u>2019</u>	<u>Change from 2019</u>	<u>% Change from 2019</u>
Operating activities	\$ (21,214,000)	\$ (21,467,000)	\$ 253,000	(1.2)
Noncapital financing activities	28,286,000	24,487,000	3,799,000	15.5
Capital and related financing activities	<u>(4,217,000)</u>	<u>(2,003,000)</u>	<u>(2,214,000)</u>	<u>110.5</u>
Net change in cash	2,855,000	1,017,000	1,838,000	180.7
Cash, beginning of year	<u>13,250,000</u>	<u>12,233,000</u>	<u>1,017,000</u>	<u>8.3</u>
Cash, end of year	<u>\$ 16,105,000</u>	<u>\$ 13,250,000</u>	<u>\$ 2,855,000</u>	<u>21.5</u>

Cash from capital and related financing activities decreased due to the expenditures related to capital asset additions in the current fiscal year.

**CURRENT OUTLOOK**

Fiscal years 2020 and 2021 have been significantly impacted by the COVID-19 pandemic. Lextran temporarily suspended collecting passenger fares in March 2020, similar to many transit agencies nationwide, due to social distancing guidelines and an effort to protect operators by limiting close contact with customers. The temporary suspension continued through the date of release of this report. In addition, high rates of unemployment, business closures, and the University of Kentucky shifting to virtual classes reduced ridership significantly from March through July. Ridership began to increase slightly in August and September; however it has remained well below ridership in previous years. Federal funding related to the CARES Act in the amount of \$13.8 million was awarded in fiscal year 2020 to be utilized between January 20, 2020 and March 30, 2025. Several unknowns related to the pandemic remain – the likelihood of additional emergency funding, how ridership may recover moving forward, the impacts on funding at the federal and local levels, and how labor costs may be impacted due to impending labor contract negotiations and trends nationwide.

**REQUEST FOR INFORMATION**

This financial report is designed to provide a general overview of the Authority's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed in writing to the Director of Finance, Transit Authority of the Lexington-Fayette Urban County Government, 200 West Loudon Avenue, Lexington, KY 40508.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
STATEMENT OF NET POSITION  
PROPRIETARY FUND  
June 30, 2020

**ASSETS**

Unrestricted current assets:	
Cash	\$ 15,509,280
Receivables:	
Trade	199,507
Federal Department of Transportation	4,540,318
Commonwealth of Kentucky	80,879
Property taxes	192,397
Inventories of repair parts and fuel	685,763
Prepaid expenses	<u>27,460</u>
Total current assets	21,235,604
Restricted noncurrent assets:	
Cash – Loan proceeds	596,005
Unrestricted noncurrent assets:	
Nondepreciable capital assets	5,002,037
Depreciable capital assets	65,401,041
Accumulated depreciation	<u>(31,262,177)</u>
Depreciable capital assets, net	34,138,864
Note receivable	8,355,000
Net pension asset	<u>653,456</u>
Total noncurrent assets	48,745,362
Total assets	69,980,966
Deferred outflows of resources - pension	<u>2,285,415</u>
<b>Total assets and deferred outflows of resources</b>	<b><u>\$ 72,266,381</u></b>

**LIABILITIES**

Current liabilities:	
Notes payable, current portion	\$ 968,098
Trade accounts payable	645,506
Accrued expenses	183,947
Compensated absences	<u>152,826</u>
Total current liabilities	1,950,377
Noncurrent liabilities:	
Notes payable, net of current portion	16,609,979
Compensated absences	<u>353,789</u>
Total noncurrent liabilities	16,963,768
Total liabilities	18,914,145
Deferred inflows of resources - pension	<u>3,242,812</u>
<b>Total liabilities and deferred inflows of resources</b>	<b>22,156,957</b>

**NET POSITION**

Net investment in capital assets	22,158,829
Unrestricted	<u>27,950,595</u>
Total net position	<u>50,109,424</u>
<b>Total liabilities, deferred inflows of resources and net position</b>	<b><u>\$ 72,266,381</u></b>

See accompanying notes to financial statements.

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STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION  
PROPRIETARY FUND  
Year ended June 30, 2020

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<b>Operating revenues</b>	
Passenger fares	\$ 2,824,378
Advertising	309,309
Fuel tax refunds and other	<u>233,382</u>
Total operating revenues	<u>3,367,069</u>
<b>Operating expenses</b>	
Operations	17,087,854
Maintenance	3,755,282
General and administrative	2,969,295
Non-vehicle	522,166
Depreciation and amortization	<u>3,153,740</u>
Total operating expenses	<u>27,488,337</u>
<b>Operating loss</b>	(24,121,268)
<b>Non-operating revenues (expenses)</b>	
Property taxes	19,444,518
Federal assistance	8,929,010
State assistance	497,500
Interest expense	(164,695)
New market tax credit transaction fees	(714,958)
Gain on disposal of capital assets	<u>34,606</u>
Total non-operating revenues (expenses)	<u>28,025,981</u>
<b>Gain before capital contributions</b>	3,904,713
<b>Capital contributions:</b>	
Federal contributions	<u>1,251,035</u>
Total capital contributions	<u>1,251,035</u>
<b>Change in net position</b>	5,155,748
Net position, beginning of year	<u>44,953,676</u>
<b>Net position, end of year</b>	<u>\$ 50,109,424</u>

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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
STATEMENT OF CASH FLOWS  
PROPRIETARY FUND  
Year ended June 30, 2020

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<b>Cash flows from operating activities</b>	
Cash received from passengers and service contracts	\$ 3,602,646
Cash payment to suppliers for goods and services	(10,143,762)
Cash payments to employees for services	<u>(14,672,734)</u>
Net cash flows from operating activities	(21,213,850)
<b>Cash flows from noncapital financing activities</b>	
Federal assistance	8,392,009
State assistance	540,674
Property taxes	<u>19,353,393</u>
Net cash flows from noncapital financing activities	28,286,076
<b>Cash flows from capital and related financing activities</b>	
Principal payments on note payable	(939,335)
Interest payments on note payable	(164,695)
New market tax credit transaction fees	(714,958)
Capital contributions	1,251,035
Proceeds from disposal of capital assets	48,117
Purchases of capital assets	<u>(3,696,924)</u>
Net cash flows from capital and related financing activities	<u>(4,216,760)</u>
<b>Net change in cash</b>	2,855,466
Cash, beginning of year	<u>13,249,819</u>
<b>Cash, end of year</b>	<u>\$ 16,105,285</u>
<b>Operating loss</b>	\$ (24,121,268)
Adjustments to reconcile loss from operations to cash used in operating activities:	
Depreciation and amortization	3,153,740
Change in net pension asset, deferred outflows and deferred inflows	(284,187)
Change in assets and liabilities:	
Trade receivables	235,577
Inventories of maintenance parts and fuel	(39,631)
Prepaid expenses	1
Accounts payable	(211,468)
Accrued expenses	31,188
Compensated absences	<u>22,198</u>
Net cash used in operating activities	<u>\$ (21,213,850)</u>

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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
STATEMENT OF FIDUCIARY NET POSITION  
FIDUCIARY FUND  
December 31, 2019

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**ASSETS**

Cash and cash equivalents	\$ 458,279
Interest and dividends receivable	41,727
Investments, at fair value	
U.S. government obligations	3,560
Corporate bonds	3,957,348
Mutual funds	4,919,214
Corporate stocks	<u>5,592,163</u>
Total investments, at fair value	<u>14,472,285</u>
Total assets	<u>\$ 14,972,291</u>

**NET POSITION**

Net position restricted for pensions	<u>\$ 14,972,291</u>
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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION  
FIDUCIARY FUND  
Year ended December 31, 2019

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**Additions**

Contributions	
Employer	\$ 378,617
Plan members	<u>439,917</u>
Total contributions	818,534
Investment earnings	
Net appreciation in fair value of investments	2,219,952
Interest and dividend income	<u>333,685</u>
Total investment income	<u>2,553,637</u>
Total additions	<u>3,372,171</u>

**Deductions**

Benefit payments	(688,445)
Administrative expenses	<u>(5,000)</u>
Total deductions	<u>(693,445)</u>

**Net increase in net position**

2,678,726

Plan net position, beginning of the year

12,293,565

**Plan net position, end of the year**

\$ 14,972,291

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See accompanying notes to financial statements.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

Reporting Entity: The Authority is a special-purpose district organized to provide public transportation services for Fayette County, Kentucky and provides fixed route public transportation services. The Authority, which began operations in December 1973, was organized in accordance with the provisions of Kentucky Revised Statutes Chapter 96A by the City of Lexington and Fayette County, Kentucky. An eight-member board appointed by the Lexington-Fayette Urban County Government directs the business activities and affairs of the Authority. The financial statements include the Transit Authority of the Lexington-Fayette Urban County Government (“Lextran”), Lextran Foundation, Inc. (the “Foundation”) and Lextran Real Properties, Inc. (“Lextran Real Properties”).

Lextran Foundation, Inc. and Lextran Real Properties, Inc.: The Foundation and Lextran Real Properties were formed for the purpose of participating in the Federal and Kentucky New Market Tax Credit Programs and are considered blended component units of the Authority. Both entities are 501(c)(3) non-profit corporations. The boards of directors of the Foundation and Lextran Real Properties are appointed by the Lextran board of directors and the organizations are set up for exclusive benefit of the Authority. The Foundation and Lextran Real Properties do not issue stand-alone financial statements.

The Authority is a component unit of the Lexington-Fayette Urban County Government (LFUCG) and the Authority’s financial statements are included as a discretely presented component unit in LFUCG’s comprehensive annual financial report.

Basis of Presentation and Accounting: The financial statements are prepared on the basis of Governmental Accounting Standards Board (GASB) pronouncements. The accounting policies conform to accounting principles generally accepted in the United States of America (GAAP) as applicable to governmental units. All of the activities are accounted for as an enterprise fund for financial reporting purposes. The Authority uses methods prescribed by the Federal Transit Administration (FTA) as guidance. The authority for FTA to prescribe an accounting and reporting system is found in Section 15 of the Federal Transit Act of 1992, as amended.

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

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

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

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

---

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

(Continued)

Fiduciary Fund: The Authority's defined benefit pension trust funds are presented in a fiduciary fund in the accompanying financial statements. These assets are being held for the benefit of pension participants and cannot be used for the activities or obligations of the Authority. The Fiduciary Fund has been presented as of its year end of December 31, 2019.

Exchange and Non-Exchange Transactions: Revenues resulting from exchange transactions, in which each party receives essentially equal value, are recorded on the accrual basis when the exchange takes place. Non-exchange transactions are transactions in which the Authority receives value without directly giving equal value in return. Revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include the following: (1) timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted; (2) matching requirements, in which the Authority must provide local resources to be used for a specified purpose; and (3) expenditure requirements, in which resources are provided to the Authority on a reimbursement basis.

Federal, State and Local Funding: The Authority receives a variety of funding from FTA and other sources including:

- *Capital contributions* - As part of the capital program, the Authority has received grants from the FTA as well as matching contributions from the State and Local governments as required in the grant agreements. All federal and state capital grants and contributions are in the form of cash, which is then used to purchase capital assets. These grants and contributions are reported as capital contributions when all eligibility requirements have been met.
- *Non-operating assistance* - The Authority receives non-operating subsidies each year from the FTA. In addition, the FTA requires local matching of the non-operating subsidy to be provided by the Kentucky Transportation Cabinet or local sources. The local matching requirement can also be fulfilled with certain operating revenues, such as contract services, and by direct operating subsidies. The Authority also receives toll credits from the Kentucky Transportation Cabinet for certain grants that provide for up to an additional 20% match against federal subsidies.
- *Direct operating subsidy* - In addition to normal passenger fare revenue, the Authority has an agreement with the University of Kentucky for a direct operating subsidy. The subsidy is recorded as passenger fare revenue. Payments are received monthly and for the year ended June 30, 2019, total revenue recognized by the Authority was \$1,876,653.
- *Property Taxes* - Property tax is levied based on the assessed valuation of property. All taxable property located within the Authority's taxing district is assessed annually on January 1. Taxes are payable to the Fayette County Sherriff on or before December 31 of the year of assessment. The Fayette County Sherriff remits collections monthly to Lextran. Lextran received 0.06% of all property taxes collected.

Concentration of Funding: The Authority relies on federal assistance for operations and capital acquisitions. Federal revenues represented approximately 30.4% of total 2020 revenues. The Authority relies on property taxes for operations and capital acquisitions. Property tax revenues represented approximately 58.1% of total revenues in 2020.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

---

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

(Continued)

Cash and Cash Equivalents: The Authority's cash and cash equivalents are considered to be cash-on-hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

Tax Assessments: During November 2004, a referendum was passed to increase the ad valorem tax by six cents per one-hundred-dollar valuation for the purpose of funding mass transportation. The property tax is levied in September on the assessed valuation of property located in Fayette County as of the preceding January 1, lien date. As of June 30, 2020, the accompanying financial statements reflect property taxes receivable of \$192,397. Property taxes receivable represents amounts collected by local taxing authorities that are not remitted to the Authority until after year end.

Receivables: Management considers its receivables to be fully collectible. Accordingly, no allowance for doubtful accounts has been recorded.

Inventory: Inventory consists of fuel, tires, repair parts and supplies. No general administrative expenses are included in the inventory valuation. Expenses are recorded as the materials are consumed. Inventory is valued on the moving, weighted average cost method.

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

Notes Receivable: Notes receivable at June 30, 2020 consists of one note issued by Lextran Foundation, Inc. as part of the New Market Tax Credit transaction. No allowance has been recorded by management. Additional detail about the note is included in Note 9.

Capital and Other Related Assets: Capital and other related assets, which include property, facilities and equipment are capitalized at total acquisition cost, provided such cost exceeds \$1,000 and the expected useful life of the asset is more than one year. Depreciation is recorded on all depreciable capital assets on a straight-line basis over the estimated useful lives of the assets, which range from three to forty years. The Authority has acquired certain assets with funding provided by federal assistance from the FTA grant programs along with local matching funds. The Authority holds title to these assets; however, the federal government retains an interest in these assets should the Authority no longer use the assets for mass transit purposes.

Capitalization of Interest Costs on Borrowings: The Authority capitalizes interest cost on borrowings incurred during the new construction or upgrade of qualifying assets. Capitalized interest is added to the cost of the underlying assets and is amortized over the useful lives of the assets.

Deferred Inflows of Resources and Deferred Outflows of Resources: Deferred outflows of resources represent a consumption of net position that applies to a future period(s). Deferred inflows of resources represent an acquisition of net position that applies to a future period(s). These amounts will not be recognized as expense or revenue until the applicable period.

Compensated Absences: The Authority's policy permits employees to accumulate earned but unused vacation. Employees with at least 10 years of service are entitled to receive 1/3 of their earned but unused sick leave upon separation of service. Eligible employees can receive payment for earned but unused personal leave up to 240 hours upon separation from service. All earned vacation and the vested portions of sick and personal leave are expensed as incurred.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

---

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

(Continued)

Changes in compensated absences are summarized as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Due Within One Year
Compensated absences	\$ <u>484,417</u>	\$ <u>888,159</u>	\$ <u>(865,961)</u>	\$ <u>506,615</u>	\$ <u>152,826</u>

The total non-vested portions of sick and personal leave amounted to \$351,272 as of June 30, 2020.

Net Pension Asset: The Authority has recorded a net pension asset reflecting the difference between the total pension liability and the fiduciary net position of the single employer defined benefit plan.

Pensions: For purposes of measuring the net pension asset, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Lextran Employees Contributory Pension Plan and Trust (the “Plan”) and additions to/deductions from the Plan’s fiduciary net position have been determined on the same basis as they are reported by the Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Net Position: The net position classifications are defined as follows:

- *Net investment in capital assets* - This component consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those capital assets.
- *Unrestricted net position* - This component of net position consists of net position that do not meet the definition of “restricted” or “net investment in capital assets.”

Use of Estimates in Preparation of Financial Statements: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Risk Management: The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; injuries to employees; general liability claims; and natural disasters. The Authority manages these risks through the purchase of insurance. There have been no reductions in insurance coverage during the year ended June 30, 2020. Settlements have not exceeded insurance coverage for the three years ended June 30, 2020. The Authority carries the following insurance policies with the indicated limits of coverage:

Workers’ Compensation & Employers’ Liability	\$ 4,000,000
General Liability	5,000,000
Automobile Liability	5,000,000

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

(Continued)

Contingencies: As of June 30, 2020, the Authority had not received the final project closeout for all grants for the year ended June 30, 2020. A final project closeout represents that the project has been completed and totally funded with final approval by the Federal Transit Administration. Management does not believe that there will be any material audit adjustments to the grants by the Inspector General; therefore, no provision for such has been reflected in the financial statements.

The Authority is involved in various claims and arbitrations involving former employees and certain other matters. Since the possibility of loss is not probable or measurable in management's current estimation, no loss has been recorded in the Authority's financial statements.

COVID-19 Impacts: In December 2019, novel strain of coronavirus has spread around the world resulting in business and social disruption. The coronavirus was declared a Public Health Emergency of International Concern by the World Health Organization on January 30, 2020. The operations and business results of the Authority could potentially be adversely affected by this global pandemic. The extent to which the coronavirus may impact business activity of investment results will depend on future developments which are highly uncertain and cannot be predicted, including new information which may emerge concerning the severity of the coronavirus and actions required to contain the coronavirus. The Authority has not included any contingencies in the financial statements specific to this issue.

**NOTE 2 – CASH AND CASH EQUIVALENTS**

As of June 30, 2020, the Authority had cash balances totaling \$16,105,285. Of this total, \$15,509,280 is unrestricted and \$595,972 is unspent proceeds from the issuance of notes payable that is restricted per the note agreements for construction projects.

As of June 30, 2020, the Authority held no investments, as all deposits were classified as cash and cash equivalents.

Custodial Credit Risk: All of the Authority's deposits are either insured or collateralized. At June 30, 2020, the carrying amount of the Authority's deposits was approximately \$16,105,000 and the bank balance was approximately \$16,174,000. The difference between the bank balances and the carrying amounts represents outstanding checks and deposits in transit.

Investment Policy: Statutes authorize the Authority to invest in various instruments. These are obligations of the United States and of its agencies and instrumentalities, obligations and contracts for future delivery or purchase of obligations backed by the full faith and credit of the United States or a United States government agency, obligations of any corporation of the United States government, collateralized and uncollateralized certificates of deposit issued by any bank or savings and loan institution rated in one of the three highest categories by a nationally recognized rating agency, Commercial Paper rated in the highest category by a nationally recognized rating agency, bonds or certificates of indebtedness of the Commonwealth of Kentucky and of its agencies and instrumentalities, and securities issued by a state or local government in the United States rated in one of the three highest categories by a nationally recognized rating.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

**NOTE 2 – CASH AND CASH EQUIVALENTS (Continued)**

Authority to manage the investment program is granted to the Director of Finance, referred to in the policy as the investment officer. The investment officer is responsible for all transactions undertaken and establishes a system of controls to regulate the activities of subordinate officials. No person may engage in an investment transaction except as provided under the terms of the policy and the procedures established by the investment officer. The investment officer and the Authority may elect to use a broker and/or investment advisor to implement the investment policy. All brokers, advisors, and financial institutions initiating transactions with the Authority must acknowledge their agreement to abide by the content of the Authority's investment policy.

**NOTE 3 – CAPITAL AND OTHER RELATED ASSETS**

A summary of changes in capital assets as of June 30, 2020 is as follows:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Adjustment Increases</u>	<u>Ending Balance</u>
Capital assets not being depreciated:					
Land	\$ 1,705,671	\$ -	\$ -	\$ -	\$ 1,705,671
Transit Center easement	2,873,162	-	-	-	2,873,162
Construction in process	-	<u>423,204</u>	-	-	<u>423,204</u>
Total capital assets not being depreciated	<u>4,578,833</u>	<u>423,204</u>	-	-	<u>5,002,037</u>
Depreciable capital assets:					
Motor coaches and vans	27,461,930	3,103,160	41,180	73,264	30,597,174
Buildings	27,192,490	155,896	-	111,099	27,459,485
Equipment and fixtures	<u>7,424,886</u>	<u>14,694</u>	<u>105,040</u>	<u>9,842</u>	<u>7,344,382</u>
Total depreciable capital assets	62,079,306	3,273,750	146,220	194,205	65,401,041
Less accumulated depreciation	<u>28,046,940</u>	<u>3,153,740</u>	<u>132,708</u>	<u>194,205</u>	<u>31,262,177</u>
Total capital assets being depreciated	<u>34,032,366</u>	<u>120,010</u>	<u>13,512</u>	-	<u>34,138,864</u>
Net capital assets	<u>\$ 38,611,199</u>	<u>\$ 543,214</u>	<u>\$ 13,512</u>	<u>\$ -</u>	<u>\$ 39,140,901</u>

**NOTE 4 – FUEL AVAILABILITY AND COST**

The Authority is dependent upon the availability of diesel fuel. Increases in the cost of fuel may, in the future, adversely affect the profitability of the Authority. There is no assurance that diesel fuel prices will not increase. To alleviate possible fuel cost increases, the Authority periodically enters into contracts with local fuel suppliers to purchase fuel at or below current market prices. In September 2013, the Authority entered into an agreement with an oil company to provide diesel and unleaded fuel at a variable price based on the Oil Price Information Service's (OPIS) spot prices. This agreement expired in September 2018, and the Authority entered into a new five year agreement to provide fuel at a firm fixed price based on the daily rack average Oil Price Information Service's (OPIS) for the Lexington, Kentucky region. OPIS is an independent third-party that provides daily spot price assessments for refined oil products.

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 5 – OPERATING LEASES**

In January of 2016, the Authority entered into a lease agreement with The Goodyear Tire and Rubber Company to supply tires for the vehicle fleet through December 2020. The payment terms for both leases are variable and are based on monthly revenue vehicle mileage. For the year ended June 30, 2020, total tire lease expense was \$78,430.

In February 2016, the Authority entered into a two-year lease with the Lexington & Fayette County Parking Authority for space in the Transit Center Garage located at 150 East Vine Street, Lexington, Kentucky. As of February 2018, the Authority exercised a two-year extension option. A second extension option was exercised in February of 2020 for 53 months to expire June 30, 2024. The rent per the lease agreement is \$2,000 per annum. For the year ended June 30, 2020, total lease expense related to the property was \$2,000.

**NOTE 6 – NOTES PAYABLE**

During 2015, the Authority issued notes payable in an aggregate amount of \$22,173,400. Of the total, \$9,500,000 was a note issued by a bank and \$12,673,400 related to notes issued by community development entities in conjunction with the New Market Tax Credits transaction (Note 9). All notes were issued to finance the construction of the new headquarters facility. The following is a summary of the changes in the principal amount of notes payable during 2020:

<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>	<u>Amounts Due Within One Year</u>
\$ 18,517,412	\$ _____ -	\$ (939,335)	\$ 17,578,077	\$ 968,098

Notes payable consist of the following at June 30, 2020:

Note payable to a bank secured by real estate. Due in monthly installments of \$91,820.44, including fixed interest at 3.02%. The note matures on March 1, 2025.	\$ 4,904,677
Three notes payable to Community Ventures Investment XVIII, LLC, secured by real estate, fixed interest at 1.46%, and paid quarterly. All principal is due on June 16, 2045. Notes payable values of \$3,028,300, \$3,028,300 and \$2,673,400.	8,730,000
Note payable to CHHS Subsidiary CDE 18, LLC, secured by real estate, fixed interest at 1.46%, and paid quarterly. All principal is due on June 16, 2045.	1,971,700
Note payable to AMCREF Fund XXVII, LLC, secured by real estate, fixed interest at 1.46% and paid quarterly. All principal is due on June 16, 2045.	<u>1,971,700</u>
Total notes payable	17,578,077
Less current portion	<u>968,098</u>
Long term portion of notes payable	<u>\$16,609,979</u>

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 6 – NOTES PAYABLE (Continued)**

Annual Debt Service Requirements: The annual debt service requirements to maturity, including principal and interest, for long-term debt as of June 30, 2020, are as follows:

Year ended June 30,	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2021	\$ 968,098	\$ 318,873	\$ 1,286,971
2022	997,743	289,228	1,286,971
2023	1,028,295	258,676	1,286,971
2024	1,059,783	227,188	1,286,971
2025	816,081	195,429	1,011,510
2026-2030	34,677	925,629	960,306
2031-2035	-	925,629	925,629
2036-2040	-	925,269	925,629
2041-2045	<u>12,673,400</u>	<u>925,629</u>	<u>13,599,029</u>
	<u>\$ 17,578,077</u>	<u>\$ 4,991,910</u>	<u>\$ 22,569,987</u>

\* See Note 9 for additional information on the outstanding principal balance and the New Market Tax Credit transaction.

Debt Covenants: The note payable to a bank is subject to financial and nonfinancial covenants. The primary financial covenant is a debt service coverage ratio for which the Authority reported being in compliance at June 30, 2020. The calculation is based on a net amount available for debt service that equals or exceeds 110% of the aggregate annual debt service for the fiscal year.

Line of Credit: The Authority has a borrowing agreement with Fifth Third Bank for a line of credit whereby the Authority can borrow up to \$1,000,000. The interest rate is the 30 Day Libor rate plus 1.05% (.16% at June 30, 2020) and matures on April 20, 2021. The line of credit is secured by pledged revenues of the Authority. There were no draws or payments on the line of credit during the fiscal year.

**NOTE 7 – FIDUCIARY FUND**

The Authority's pension trust funds are presented as a fiduciary fund. The pension plan is not audited separately. Information regarding the pension plan is included in Note 8. Additional information follows:

Basis of Accounting and Presentation: The financial statements are prepared using the accrual basis of accounting. Contributions from the employees and the Authority are recognized as revenue in the period in which employees provide service and expenses are recorded when incurred regardless of when payment is made. Benefit payments are recognized when due and payable in accordance with the terms of the Plan.

Fair Value of Investments: Investments are presented at fair value or estimated fair value. Securities traded on a national or international exchange are valued at the last reported sales price at current exchange rates. Corporate and government fixed income securities not traded on a national or international exchange are based on equivalent values of comparable securities with similar yield and risk. Other investments not having an established market are recorded at estimated fair value.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 7 – FIDUCIARY FUND (Continued)**

The Plan categorizes its fair value measurements within the fair value hierarchy established by GAAP. Fair value measurements are determined by maximizing the use of observable inputs and minimizing the use of unobservable inputs. The hierarchy places the highest priority on unadjusted quoted market prices in active markets for identical assets or liabilities (Level 1 measurements) and gives the lowest priority to unobservable inputs (Level 3 measurements). The three levels of inputs within the fair value hierarchy are defined as follows:

*Level 1:* Quoted prices (unadjusted) for identical assets or liabilities in active markets that the entity has the ability to access as of the measurement date.

*Level 2:* Significant other observable inputs other than Level 1 prices such as quoted prices for similar assets or liabilities; quoted prices in markets that are not active; or other inputs that are observable or can be corroborated by observable market data.

*Level 3:* Significant unobservable inputs that reflect the reporting entity's own assumptions about the fair value of an asset or liability.

The Authority has the following recurring fair value measurements as of December 31, 2019:

	Fair Value Measurements as of December 31, 2019		
	<u>Level 1</u>	<u>Level 2</u>	<u>Level 3</u>
Investments at fair value			
U.S. government obligations	\$ -	\$ 3,560	\$ -
Corporate bonds	-	3,957,348	-
Corporate stocks	5,592,163	-	-
Mutual funds	<u>4,919,214</u>	<u>-</u>	<u>-</u>
Total investments by fair value level	<u>\$10,511,377</u>	<u>\$ 3,960,908</u>	<u>\$ -</u>

Investment Policy: The Plan's investment policy permits the following investments:

- Any corporate bond or asset backed security, which is assigned one of the four highest grades assigned by Standard & Poor's Rating Group or Moody's Investor Services, Inc.
- Obligations of, guaranteed by, or insured by the U.S. Government, its agencies or instrumentalities.
- Preferred stock which has an investment grade rating by Standard & Poor's or Moody's.
- Obligations of U.S. Banks or Savings and Loan Associations (including certificates of deposit and bankers' acceptances) which are fully insured by the Federal Deposit Insurance Corporation.
- Commercial paper variable amount master notes issued by companies which have an issue of outstanding debt securities rated as investment grade by Standard & Poor's or Moody's or commercial paper rated A-1 by Standard & Poor's or P-1 by Moody's.
- Fully collateralized repurchase agreements with respect to obligations which the Plan is authorized to invest.
- A portion may be invested in interest bearing cash equivalents.

Interest Rate Risk: The Plan's policy does not limit the investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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June 30, 2020

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**NOTE 7 – FIDUCIARY FUND (Continued)**

**Credit Risk:** The Plan's policy limits investments in U.S. obligations and corporate bonds to debt rated in one of the four highest categories by a nationally recognized agency.

**Custodial Credit Risk:** All of the Authority's cash deposits are either insured or collateralized. At December 31, 2019, the carrying amount and bank balance of the Authority's deposits was approximately \$458,000.

For an investment, custodial credit risk is the risk that in the event of failure of the counterparty, the Plan will be able to recover the value of its investments or collateral securities that are in the possession of an outside party. As of December 31, 2019, the Plan's investments are either insured or held by the Plan's counterparty in the Authority's name.

**Concentration of Credit Risk:** The Plan's policy limits the concentration of credit risk as follows:

- No more than 80%, nor less than 50%, of the total should be invested in equities or stock funds.
- No more than 50%, nor less than 20% of the total should be invested in bonds and other fixed income obligations.
- No more than 10% of the total should be invested in cash or cash equivalents.
- No more than 5% of the total should be invested in obligations of one obligor, unless that obligor is the United States government or agencies thereof.
- Equity investment in international mutual funds shall be limited to 10% of the total portfolio.
- Equity investments in small company mutual funds shall be limited to 10% of the total portfolio.

As of December 31, 2019, the Plan held no investments from a single issuer that exceeded 5% or more of the total investments.

A summary of the maturity dates for U.S. government obligations and corporate bonds, and a summary of credit ratings of corporate bonds, that the Authority was invested in as of December 31, 2019 are listed below:

<u>Investment</u>	<u>Fair Value</u>	<u>Less Than 1 Year</u>	<u>1 to 5 Years</u>	<u>6 to 10 Years</u>	<u>More Than 10 Years</u>	<u>S&amp;P Rating</u>	<u>Fair Value</u>
U.S. Government obligations	\$ 3,560	\$ -	\$ -	\$ -	\$ 3,560	AA+	\$ -
Corporate bonds	<u>3,957,348</u>	<u>678,312</u>	<u>2,408,683</u>	<u>509,448</u>	<u>360,905</u>	AA-	-
	<u>\$ 3,960,908</u>	<u>\$ 678,312</u>	<u>\$ 2,408,683</u>	<u>\$ 509,448</u>	<u>\$ 364,465</u>	A+	128,104
						A	390,422
						A	1,407,335
						BBB+	735,914
						BBB	681,475
						BBB-	487,510
						NR	<u>130,148</u>
							<u>\$ 3,960,908</u>

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 8 – RETIREMENT PLANS**

**Single Employer Defined Benefit Pension Plan**

General Information about the Pension Plan: The Authority’s Employees Contributory Pension Plan and Trust (the Plan) is a single employer plan that is administered by its Retirement Committee. The defined benefit pension plan provides a definite amount of monthly pension for each participant at retirement. Plan contributions are pursuant to the collective bargaining agreement and the Retirement Committee determines benefits.

At June 30, 2020, the following employees were covered by the benefit terms:

- Inactive employees or beneficiaries currently receiving benefits 58
- Inactive employees entitled to but not yet receiving benefits 80
- Active employees 188

Benefits Provided: The Transit Authority of the Lexington-Fayette Urban County Government Board is the authority under which benefit terms of the Plan are established or amended. The Plan is open to new participants. An employee becomes eligible to participate in the Plan upon completion of a probationary period. A participant who leaves the employment of the Authority, before retirement age, is entitled, at that time, to his or her contributions plus 2% interest on each contribution compounded annually. Vested benefits are payable to participants upon reaching their normal retirement age with completion of at least 5 years of continuous service. Effective October 1, 2011, the monthly amount of a normal pension is equal to \$50 for each year of continuous service. The Plan does not provide for automatic cost of living adjustments. Benefit payments are recognized when due and payable in accordance with the benefit terms.

Contributions: The Transit Authority of the Lexington-Fayette Urban County Government Board is the authority under which obligations to contribute to the Plan are established or amended. Effective October 1, 2011 and after, the employee contribution is \$1.22 per hour. Effective October 1, 2011, the Authority contributed \$.95 per hour for full-time participants. Effective July 1, 2017, the employer contribution rate increased to \$1.05 per hour for full time participants. The projection of benefits does not explicitly incorporate the potential effects of legal or contractual funding limitations.

Net Pension Asset: The Authority’s net pension asset was measured as of January 1, 2020 and the total pension liability used to calculate the net pension asset was determined by an actuarial valuation as of that date.

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

Cost method	Entry Age Normal Cost
Investment rate of return	6.5%
Assumed hours contributed on	320,000
Mortality rates	PubG-2010 Table with MP-2019
Salary growth rate	Not applicable
Inflation rate	None

Changes in Assumptions: Since the prior measurement date the only change in assumption related to the mortality rates utilized. The change was from the RP-2014 Mortality table to the PubG-2010 with MP-2019.

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(Continued)

TRANSIT AUTHORITY OF  
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June 30, 2020

**NOTE 8 – RETIREMENT PLANS (Continued)**

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

	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Domestic fixed income	35%	2.0%
Domestic equity	60	5.5
Cash	<u>5</u>	0.0
Total	<u>100%</u>	

**Annual Money-Weighted Rate of Return:** The annual money-weighted rate of return on pension plan investments calculated as the internal rate of return on pension plan investments, net of pension plan investment expense, is 20.7%.

**Discount Rate:** The discount rate used to measure the total pension asset was 6.5 percent. Based on projected future contributions, benefit payments and investment returns, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

**Changes in the Net Pension Liability (Asset):**

	Total Pension Liability <u>(a)</u>	Plan Fiduciary Net Position <u>(b)</u>	Net Pension Liability (Asset) <u>(a) – (b)</u>
<b>Balances at January 1, 2019</b>	\$ 13,396,277	\$ 12,293,565	\$ 1,102,712
<b>Changes for the year:</b>			
Service cost	610,201	-	610,201
Interest	868,215	-	868,215
Differences between expected and actual experience	(468,265)	-	(468,265)
Changes of Assumptions	600,852	-	600,852
Contributions – employer	-	439,917	(439,917)
Contributions – employee	-	378,617	(378,617)
Net investment income	-	2,553,637	(2,553,637)
Benefit payments, including refunds of employee contributions	(688,445)	(688,445)	-
Administrative expense	-	(5,000)	5,000
<b>Net changes</b>	<u>922,558</u>	<u>2,678,726</u>	<u>(1,756,168)</u>
<b>Balance at December 31, 2019</b>	<u>\$ 14,318,835</u>	<u>\$ 14,972,291</u>	<u>\$ (653,456)</u>

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

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**NOTE 8 – RETIREMENT PLANS** (Continued)

Sensitivity of the Net Pension Asset to Changes in the Discount Rate: The following presents the net pension liability or asset of the Authority, calculated using the discount rate of 6.5 percent, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (5.5 percent) or 1-percentage point higher (7.5 percent) than the current rate:

	1% Decrease <u>(5.50%)</u>	Current Discount Rate <u>(6.50%)</u>	1% Increase <u>(7.50%)</u>
Authority's net pension liability (asset)	\$ 1,115,450	\$ (653,456)	\$ (2,132,447)

Pension Plan Fiduciary Net Position: The net position of the fiduciary fund was \$14,972,291 at December 31, 2019. More detailed information about the fiduciary fund is included Note 7 of the financial statements. The plan does not present separately audited financial statements.

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources: For the year ended June 30, 2020, the Authority recognized pension expense of \$321,434. At June 30, 2020, the Authority reported deferred outflows of resources and deferred inflows of resources related to pension from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ 1,394,192
Changes of assumptions	912,752	-
Net difference between projected and actual earnings on pension plan investments	<u>1,158,349</u>	<u>1,848,620</u>
Total to be amortized over time	2,071,101	3,242,812
Authority contributions subsequent to the measurement date	<u>214,314</u>	-
Total deferred amounts	<u>\$ 2,285,415</u>	<u>\$ 3,242,812</u>

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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June 30, 2020

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**NOTE 8 – RETIREMENT PLANS (Continued)**

Deferred outflows of resources related to pensions resulting from the Authority's contributions subsequent to the measurement date of \$214,314 will be recognized as a reduction of the net pension asset in the year ended June 30, 2021. A twelve year average remaining services life is used to amortize the remaining deferred inflows and outflows of resources. The remaining amounts reported as deferred outflows of resources and deferred inflows of resources related to the pension will be recognized in pension expense as follows:

Year ended June 30:	
2021	\$ (253,616)
2022	(242,052)
2023	(21,720)
2024	(407,836)
2025	(58,738)
Thereafter	<u>(187,749)</u>
	<u>\$ (1,171,711)</u>

**Defined Contribution Plan**

In addition to the defined benefit pension plan, the Authority's administrative employees are also eligible to participate in the Transit Authority of Lexington-Fayette Urban County Government 401(a) Plan, a defined contribution plan. For each administrative employee in the plan, the Authority is required to contribute 50 percent of Participant's elective deferrals, not to exceed 5% of participant's compensation, to an individual employee account. Participants are permitted to make contributions to the pension plan, up to applicable Internal Revenue Code limits. For the year ended June 30, 2020, employee contributions totaled \$93,176, and the Authority recognized employer contribution expense of \$22,011. At June 30, 2020, the Authority had no outstanding liability for employer contributions.

Participants are immediately vested in their own contributions and earnings on those contributions and become vested in employer contributions and earnings on employer contributions after completion of 60 months of creditable service with the Authority. Non-vested Authority contributions are forfeited upon termination of employment. Such forfeitures are used to cover a portion of the employer contributions.

**NOTE 9 – NEW MARKET TAX CREDITS**

During 2015, the Authority participated in the New Market Tax Credits (NMTC) Program administered by the United States Treasury Department and the New Markets Development Program administered by the Kentucky Department of Revenue (the NMTC Programs). The NMTC Programs permit taxpayers to receive a credit against income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Substantially all of the qualified equity investment must in turn be used by the CDE to provide investments in low-income communities. The purpose of the NMTC transaction was to finance the Authority's new headquarters facility constructed at 200 West Loudon Avenue. The headquarters facility is financed by NMTC, FTA and local funds. The NMTC transaction was completed in June 2015. The legal structure and financing mechanisms are described below.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
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June 30, 2020

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**NOTE 9 – NEW MARKET TAX CREDITS (Continued)**

Lextran Foundation and Lextran Real Properties were formed in order to facilitate the NMTC transaction. The Foundation was formed to be the leverage lender for the transaction. Lextran Real Properties was formed as the Qualified Active Low-Income Community Business (QALICB) and will receive the funding from three CDEs and to construct the headquarters facility. Lextran Real Properties will lease the headquarters facility to the Authority upon completion of construction.

The following outside entities were parties to the NMTC transaction:

- Stonehenge Kentucky Investor II, LLC is the Kentucky tax credit investor.
- Stonehenge Kentucky NMTC Investment Fund II, LLC (Stonehenge) is the Kentucky investment fund and owns 100% of AMCREF and CHHS.
- AMCREF Fund XXVII, LLC (AMCREF) and CHHS Subsidiary CDE, 18 LLC (CHHS) are the Kentucky subsidiary CDEs.
- Twain Investment Fund 91, LLC is the Federal investment fund and owns 99.99% of the interest in Community Ventures Investment XVIII, LLC.
- U.S. Bancorp Community Development Corporation (USBCDC) owns 100% of the membership interest of Twain investment Fund 91, LLC.
- Community Ventures Investments XVIII, LLC (Community Ventures) is the Federal subsidiary CDE.

The following originative transactions related to the NMTC transaction occurred in June 2016:

- The Foundation loaned \$8,355,000 of assets to Stonehenge. The note accrues interest at 1.000001% for a period of thirty years. The entire principal balance is due on June 17, 2045. Interest payments received by the Foundation will be contributed to Lextran.
- The CDE's loaned \$12,673,400 to Lextran Real Properties, consisting of two notes of \$3,028,300 and one note of \$2,673,400 from Community Ventures and notes of \$1,971,700 each from CHHS and AMCREF. The five notes accrue interest at 1.460743% for a period of thirty years. The entire principal balance of each note is due on June 16, 2045.
- Lextran loaned the Foundation the \$8,355,000 of assets required for participation in the NMTC Program. The note accrues interest at 1.000001% for a period of thirty years. The entire principal balance is due on June 17, 2045.
- Lextran Real Properties purchased land and construction in process from the Authority for \$3,303,864. The Authority donated an additional \$374,084 of construction in process to Lextran Real Properties.
- The Authority donated \$3,509,028 in cash to Lextran Real Properties.

All intercompany transactions between the Authority, the Foundation and Lextran Real Properties have been fully eliminated in the combining financial statements.

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(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

**NOTE 9 – NEW MARKET TAX CREDITS (Continued)**

The Authority has entered into a put/call agreement with USBCDC in which USBCDC has the option to put its interest in Twain Investment Fund 91, LLC to the Authority, and the Authority has the option to call for the assignment of USBCDC's interest in Twain Investment Fund, at the end of the seven year NMTC compliance period which ends December 16, 2022.

Lextran Foundation has entered into a put/call agreement with Stonehenge in which Stonehenge has the option to put its interest in AMCREF and CHHS to the Foundation, and the Foundation has the option to call for the assignment of Stonehenge's interest in AMCREF and CHHS, at the end of the seven-year NMTC compliance period.

If the options described above are exercised, the Authority would own the \$8,730,000 in notes currently due to Community Ventures and the Foundation would own the \$3,943,400 in notes currently due to AMCREF and CHHS. The Authority and the Foundation intend to exercise these options at the end of the seven-year NMTC compliance period, which would result in no principal payments being made on the \$12,673,400 in notes and approximately \$4,165,000 of interest payments being relieved.

**NOTE 10 – CONDENSED COMBINING INFORMATION**

The following summarizes the combining information for the statement of net position as of June 30, 2020:

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Combining Balance
Current assets	\$ 21,631,430	\$ -	\$ 104,174	\$ (500,000)	\$ 21,235,604
Capital assets	27,754,457	11,386,444	-	-	39,140,901
Other assets	9,008,456	596,005	8,355,000	(8,355,000)	9,604,461
Deferred outflows	2,285,415	-	-	-	2,285,415
<b>Total assets and deferred outflows</b>	<b>60,679,758</b>	<b>11,982,449</b>	<b>8,459,174</b>	<b>(8,855,000)</b>	<b>72,266,381</b>
Current liabilities	1,950,377	500,000	-	(500,000)	1,950,377
Noncurrent liabilities	4,290,368	12,673,400	8,355,000	(8,355,000)	16,963,768
Deferred inflows	3,242,812	-	-	-	3,242,812
<b>Total liabilities and deferred inflows</b>	<b>9,483,557</b>	<b>13,173,400</b>	<b>8,355,000</b>	<b>(8,855,000)</b>	<b>22,156,957</b>
<b>Net Position</b>					
Net investment in capital assets	22,849,780	(690,951)	-	-	22,158,829
Unrestricted	28,346,421	(500,000)	104,174	-	27,950,595
<b>Total net position</b>	<b>\$ 51,196,201</b>	<b>\$ (1,190,951)</b>	<b>\$ 104,174</b>	<b>\$ -</b>	<b>\$ 50,109,424</b>

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO FINANCIAL STATEMENTS  
June 30, 2020

**NOTE 10 – CONDENSED COMBINING INFORMATION (Continued)**

The following summarizes the combining information for the statement of revenues, expenses, and changes in net position for the year ended June 30, 2020:

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Combining Balance
<b>Operating revenues</b>					
Passenger fares	\$ 2,824,378	\$ -	\$ -	\$ -	\$ 2,824,378
Advertising	309,309	-	-	-	309,309
Other	649,832	801,816	83,550	(1,301,816)	233,382
Total operating revenues	<u>3,783,519</u>	<u>801,816</u>	<u>83,550</u>	<u>(1,301,816)</u>	<u>3,367,069</u>
<b>Operating expenses</b>					
Operating expenses	\$ 25,636,165	\$ -	\$ 248	\$ (1,301,816)	\$ 24,334,597
Depreciation and amortization	2,781,510	372,230	-	-	3,153,740
Total operating expenses	<u>28,417,675</u>	<u>372,230.00</u>	<u>248</u>	<u>(1,301,816)</u>	<u>27,488,337</u>
<b>Operating income (loss)</b>	(24,634,156)	429,586	83,302	-	(24,121,268)
<b>Non-operating revenues (expenses)</b>					
Property taxes	19,444,518	-	-	-	19,444,518
Federal assistance	8,929,010	-	-	-	8,929,010
State assistance	497,500	-	-	-	497,500
New market tax credit transaction fees	-	(714,958)	-	-	(714,958)
Interest Expense	(164,695)	-	-	-	(164,695)
Loss from sale of capital assets	34,606	-	-	-	34,606
Total non-operating revenues (expenses)	<u>28,740,939</u>	<u>(714,958)</u>	<u>-</u>	<u>-</u>	<u>28,025,981</u>
<b>Capital contributions</b>	1,251,035	-	-	-	1,251,035
<b>Change in net position</b>	5,357,818	(285,372)	83,302	-	5,155,748
<b>Net position, beginning of year</b>	<u>44,721,692</u>	<u>211,112</u>	<u>20,872</u>	<u>-</u>	<u>44,953,676</u>
<b>Net position, end of year</b>	<u>\$ 50,079,510</u>	<u>\$ (74,260)</u>	<u>\$ 104,174</u>	<u>\$ -</u>	<u>\$ 50,109,424</u>

The following summarizes the combining information for the statement of cash flows for the year ended June 30, 2020:

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Combining Balance
<b>Net cash provided (used) by:</b>					
Operating activities	\$ (21,297,152)	\$ -	\$ 83,302	\$ -	\$ (21,213,850)
Noncapital financing activities	28,286,076	-	-	-	28,286,076
Capital and related financing activities	<u>(4,803,647)</u>	<u>586,887</u>	<u>-</u>	<u>-</u>	<u>(4,216,760)</u>
Net change in cash	2,185,277	586,887	83,302	-	2,855,466
Beginning cash and cash equivalents	<u>13,219,829</u>	<u>9,118</u>	<u>20,872</u>	<u>-</u>	<u>13,249,819</u>
<b>Ending cash and cash equivalents</b>	<u>\$ 15,405,106</u>	<u>\$ 596,005</u>	<u>\$ 104,174</u>	<u>\$ -</u>	<u>\$ 16,105,285</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN THE AUTHORITY'S NET PENSION LIABILITY (ASSET)  
Plan year ended December 31, 2019

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>Total pension liability</b>					
Service cost	\$ 610,201	\$ 598,783	\$ 578,460	\$ 571,542	\$ 603,766
Interest	868,215	848,669	820,605	782,444	754,084
Differences between expected and actual experience	(468,265)	(460,853)	(331,676)	(182,823)	(386,269)
Changes of assumptions	600,852	-	-	-	-
Benefit payments, including refunds of employee	<u>(688,445)</u>	<u>(694,764)</u>	<u>(596,909)</u>	<u>(578,152)</u>	<u>(460,082)</u>
Net change in total pension liability	922,558	291,835	470,480	593,011	511,499
Total pension liability – beginning	<u>13,396,277</u>	<u>13,104,442</u>	<u>12,633,962</u>	<u>12,040,951</u>	<u>11,529,452</u>
Total pension liability – ending	<u>\$14,318,835</u>	<u>\$13,396,277</u>	<u>\$13,104,442</u>	<u>\$12,633,962</u>	<u>\$12,040,951</u>
Plan fiduciary net position					
Contributions – employer	\$ 439,917	\$ 399,577	\$ 379,082	\$ 450,724	\$ 471,580
Contributions – employee	378,617	464,270	464,167	350,973	367,214
Net investment income	2,553,637	(1,060,752)	1,838,678	739,691	(89,256)
Benefit payments, including refunds of employee	(688,445)	(694,764)	(596,909)	(578,152)	(460,082)
Administrative expense	<u>(5,000)</u>	<u>(7,063)</u>	<u>(6,813)</u>	<u>(14,331)</u>	<u>(13,335)</u>
Net change in plan fiduciary net position	2,678,726	(898,732)	2,078,205	948,905	276,121
Plan fiduciary net position – beginning	<u>12,293,565</u>	<u>13,192,297</u>	<u>11,114,092</u>	<u>10,165,187</u>	<u>9,889,066</u>
Plan fiduciary net position – ending	<u>\$14,972,291</u>	<u>\$12,293,565</u>	<u>\$13,192,297</u>	<u>\$11,114,092</u>	<u>\$10,165,187</u>
Authority's net pension liability (asset) -- ending	<u>\$ (653,456)</u>	<u>\$ 1,102,712</u>	<u>\$ (87,855)</u>	<u>\$ 1,519,870</u>	<u>\$ 1,875,764</u>
<b>Plan fiduciary net position as a percentage of the total pension liability</b>	104.56%	91.77%	100.67%	87.97%	84.42%
Covered payroll	\$10,351,028	\$ 9,680,930	\$ 9,228,639	\$ 8,718,644	\$ 8,521,947
<b>Authority's net pension liability as a percentage of covered payroll</b>	(6.31%)	11.39%	(.95%)	17.43%	22.01%

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

The amounts presented for each fiscal year were determined as of December 31 that occurred within the fiscal year.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF EMPLOYER CONTRIBUTIONS  
Year ended December 31, 2019

	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Actuarially determined contribution	\$ 309,321	\$ 134,513	\$ 285,714	\$ 322,476	\$ 301,322
Contributions in relation to the actuarially determined contribution	<u>408,084</u>	<u>365,977</u>	<u>407,903</u>	<u>357,456</u>	<u>362,626</u>
Contribution excess	<u>\$ (98,763)</u>	<u>\$ (231,464)</u>	<u>\$ (122,189)</u>	<u>\$ (34,980)</u>	<u>\$ (61,304)</u>
Covered payroll	\$10,351,028	\$ 9,680,930	\$ 9,228,639	\$ 8,718,644	\$ 8,521,947
Contributions as a percentage of covered payroll	3.94%	3.78%	4.42%	4.10%	4.26%

**Notes to Schedule**

Valuation date: Actuarially determined contribution rates are calculated as of January 1.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level dollar over 20 years
Remaining amortization period	11 years
Asset valuation method	Market value
Inflation	None
Salary increases	Not applicable, as benefits are not related to salary.
Investment rate of return	6.50%
Retirement Age	Earlier of age 65, or age 62 with 10 years of service.
Mortality	PubG-2010 Table with MP-2019

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

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF ANNUAL MONEY-WEIGHTED RATE OF RETURN ON  
PENSION PLAN  
Year ended December 31, 2019

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<u>Year ending December 31</u>	<u>Annual Money-Weighted Rate of Return</u>
2010	10.1%
2011	(3.7)%
2012	7.5%
2013	14.8%
2014	4.6%
2015	(0.9)%
2016	7.2%
2017	16.4%
2018	(8.0)%
2019	20.7%

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SUPPLEMENTARY INFORMATION  
COMBINING STATEMENT OF NET POSITION (PROPRIETARY FUND)  
June 30, 2020

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Combining Balance
<b>Unrestricted current assets:</b>					
Cash	\$ 15,405,106	\$ -	\$ 104,174	\$ -	\$ 15,509,280
Accounts receivable	-				
Trade	699,507	-	-	(500,000)	199,507
Federal Department of Transportation Commonwealth of Kentucky	4,540,318	-	-	-	4,540,318
Property taxes	80,879	-	-	-	80,879
Inventories of repair parts and fuel	192,397	-	-	-	192,397
Prepaid expenses	685,763	-	-	-	685,763
Total current assets	27,460	-	-	-	27,460
	<u>21,631,430</u>	<u>-</u>	<u>104,174</u>	<u>(500,000)</u>	<u>21,235,604</u>
<b>Restricted noncurrent assets:</b>					
Cash	-	596,005	-	-	596,005
<b>Unrestricted noncurrent assets:</b>					
Note receivable	8,355,000	-	8,355,000	(8,355,000)	8,355,000
Nondepreciable capital assets	3,296,366	1,705,671	-	-	5,002,037
Depreciable capital assets	24,458,091	9,680,773	-	-	34,138,864
Net pension asset	653,456	-	-	-	653,456
Total noncurrent assets	<u>36,762,913</u>	<u>11,982,449</u>	<u>8,355,000</u>	<u>(8,355,000)</u>	<u>48,745,362</u>
<b>Total assets</b>	58,394,343	11,982,449	8,459,174	(8,855,000)	69,980,966
Deferred outflows of resources	2,285,415	-	-	-	2,285,415
<b>Total assets and deferred outflows</b>	<u>\$ 60,679,758</u>	<u>\$ 11,982,449</u>	<u>\$ 8,459,174</u>	<u>\$ (8,855,000)</u>	<u>\$ 72,266,381</u>

(Continued)

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SUPPLEMENTARY INFORMATION  
COMBINING STATEMENT OF NET POSITION (PROPRIETARY FUND)  
June 30, 2020

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Combining Balance
Notes payable, current portion	\$ 968,098	\$ -	\$ -	\$ -	\$ 968,098
Trade accounts payable	645,506	500,000	-	(500,000)	645,506
Accrued expenses and other liabilities	183,947	-	-	-	183,947
Compensated absences	152,826	-	-	-	152,826
Total current liabilities	<u>1,950,377</u>	<u>500,000</u>	<u>-</u>	<u>(500,000)</u>	<u>1,950,377</u>
Notes payable, net of current portion	3,936,579	12,673,400	8,355,000	(8,355,000)	16,609,979
Compensated absences	353,789	-	-	-	353,789
Total noncurrent liabilities	<u>4,290,368</u>	<u>12,673,400</u>	<u>8,355,000</u>	<u>(8,355,000)</u>	<u>16,963,768</u>
Total liabilities	6,240,745	13,173,400	8,355,000	(8,855,000)	18,914,145
Deferred inflows of resources	3,242,812	-	-	-	3,242,812
Total liabilities and deferred inflows	<u>9,483,557</u>	<u>13,173,400</u>	<u>8,355,000</u>	<u>(8,855,000)</u>	<u>22,156,957</u>
Net position					
Net investment in capital assets	22,849,780	(690,951)	-	-	22,158,829
Unrestricted	28,346,421	(500,000)	104,174	-	27,950,595
Total net position	<u>51,196,201</u>	<u>(1,190,951)</u>	<u>104,174</u>	<u>-</u>	<u>50,109,424</u>
<b>Total liabilities, deferred inflows and net position</b>	<u>\$ 60,679,758</u>	<u>\$ 11,982,449</u>	<u>\$ 8,459,174</u>	<u>\$ (8,855,000)</u>	<u>\$ 72,266,381</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SUPPLEMENTARY INFORMATION  
COMBINING STATEMENT OF REVENUES, EXPENSES AND  
CHANGES IN NET POSITION (PROPRIETARY FUND)  
June 30, 2020

	Transit Authority of Lexington-Fayette Urban County Government	Lextran Real Properties, Inc.	Lextran Foundation, Inc.	Eliminations	Total Consolidated Balance
<b>Operating revenues</b>					
Passenger fares	\$ 2,824,378	\$ -	\$ -	\$ -	\$ 2,824,378
Advertising	309,309	-	-	-	309,309
Fuel tax refunds and other	649,832	801,816	83,550	(1,301,816)	233,382
Total operating revenues	<u>3,783,519</u>	<u>801,816</u>	<u>83,550</u>	<u>(1,301,816)</u>	<u>3,367,069</u>
<b>Operating expenses</b>					
Operations	17,087,854	-	-	-	17,087,854
Maintenance	3,755,282	-	-	-	3,755,282
General and administrative	4,270,863	-	248	(1,301,816)	2,969,295
Non-vehicle	522,166	-	-	-	522,166
Depreciation and amortization	2,781,510	372,230	-	-	3,153,740
Total operating expenses	<u>28,417,675</u>	<u>372,230</u>	<u>248</u>	<u>(1,301,816)</u>	<u>27,488,337</u>
<b>Operating income (loss)</b>	(24,634,156)	429,586	83,302	-	(24,121,268)
<b>Non-operating revenues (expenses)</b>					
Property taxes	19,444,518	-	-	-	19,444,518
Federal assistance	8,929,010	-	-	-	8,929,010
State assistance	497,500	-	-	-	497,500
New market tax credit transaction fees	-	(714,958)	-	-	(714,958)
Interest expense	(164,695)	-	-	-	(164,695)
Gain (loss) from sale of capital assets	34,606	-	-	-	34,606
Total non-operating revenues (expenses)	<u>28,740,939</u>	<u>(714,958)</u>	<u>-</u>	<u>-</u>	<u>28,025,981</u>
<b>Income (loss) before capital contributions</b>	4,106,783	(285,372)	83,302	-	3,904,713
<b>Capital contributions</b>					
Federal contributions	1,251,035	-	-	-	1,251,035
Total capital contributions	<u>1,251,035</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,251,035</u>
<b>Change in net position</b>	5,357,818	(285,372)	83,302	-	5,155,748
<b>Net position, beginning of year</b>	<u>45,838,383</u>	<u>(905,579)</u>	<u>20,872</u>	<u>-</u>	<u>44,953,676</u>
<b>Net position, end of year</b>	<u>\$ 51,196,201</u>	<u>\$ (1,190,951)</u>	<u>\$ 104,174</u>	<u>\$ -</u>	<u>\$ 50,109,424</u>

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
Year ended June 30, 2020

<u>Federal Grantor/ Program or Cluster Title</u>	<u>CFDA Number</u>	<u>Pass-through or Federal Grant Number</u>	<u>Expenditures</u>
<b>Department of Transportation Federal Transit Administration</b>			
Direct Programs:			
Federal Transit Cluster:			
Federal Transit Formula Grants	20.507	KY-2016-019	\$ 33,505
Federal Transit Formula Grants	20.507	KY-2017-012	41,895
Federal Transit Formula Grants	20.507	KY-2018-011	124,625
Federal Transit Formula Grants	20.507	KY-2019-010	205,126
Federal Transit Formula Grants	20.507	KY-2020-005	4,116,970
COVID-19- Federal Transit Formula Grants	20.507	KY-2020-010	4,402,448
Buses and Bus Facilities Formula Grants	20.526	KY-2018-010	481,020
Buses and Bus Facilities Formula Grants	20.526	KY-2019-009	<u>627,785</u>
<b>Total Federal Transit Cluster</b>			<u>10,033,374</u>
Direct Programs:			
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program	20.513	KY-2017-001	<u>87,373</u>
Section 5312 Research, Development, Demonstration, and Deployment Projects Program	20.514	KY-26-0006-00	<u>59,298</u>
<b>Total Expenditures of Federal Awards</b>			<u>\$10,180,045</u>

See accompanying notes to schedule of expenditures of federal awards.

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
June 30, 2020

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**NOTE 1 – BASIS OF PRESENTATION**

The accompanying Schedule of Expenditures of Federal Awards presents the activity of all federal financial assistance programs received by the Transit Authority of Lexington-Fayette Urban County Government (the Authority). The Authority's reporting entity is defined in Note 1 to the audited financial statements. There were no subrecipient expenditures, noncash assistance or loan payments during 2020.

**NOTE 2 – BASIS OF ACCOUNTING**

The accompanying Schedule of Expenditures of Federal Awards has been prepared on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

The Authority has elected not to use the 10% de minimus indirect cost rate as allowed under Uniform Guidance.

Some amounts presented in this schedule may differ from amounts presented in or used in preparation of the financial statements. Such expenditures are recognized following, as applicable, either the cost principles in OMB Circular A-87, Cost Principles for State and Local Governments, or the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

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

Board of Directors  
Transit Authority of the Lexington-Fayette  
Urban County Government  
Lexington, Kentucky

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Transit Authority of the Lexington-Fayette Urban County Government (the Authority), a component unit of the Lexington-Fayette Urban County Government, as of and for the year ended June 30, 2020 and the fiduciary activities as of and for the year ended December 31, 2019, respectively, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated September 30, 2020.

**Internal Control Over Financial Reporting**

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

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

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

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(Continued)

## Compliance and Other Matters

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

## Purpose of this Report

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

*Crowe LLP*  
Crowe LLP

Lexington, Kentucky  
September 30, 2020



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

Board of Directors  
Transit Authority of the Lexington-Fayette-Urban County Government  
Lexington, Kentucky

**Report on Compliance for Each Major Federal Program**

We have audited the Authority's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended June 30, 2020. The Authority's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

**Auditor's Responsibility**

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

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

**Opinion on Each Major Federal Program**

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2020.

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(Continued)

## Report on Internal Control Over Compliance

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

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

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

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

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

We have audited the financial statements of the business-type activities of the Authority as of and for the year ended June 30, 2020 and the fiduciary activities as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements. We issued our report thereon dated September 30, 2020, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditure of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

  
Crowe LLP

Lexington, Kentucky  
September 30, 2020

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
Year ended June 30, 2020

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**SECTION 1 - SUMMARY OF AUDITORS' RESULTS**

**Financial Statements**

Type of auditors' report issued:	<u>Unmodified</u>	_____	
Internal control over financial reporting: Material weakness(es) identified?	_____ Yes	<u>  X  </u>	No
Significant deficiencies identified not considered to be material weaknesses?	_____ Yes	<u>  X  </u>	None Reported
Noncompliance material to financial statements noted?	_____ Yes	<u>  X  </u>	No

**Federal Awards**

Internal control over major programs: Material weakness(es) identified?	_____ Yes	<u>  X  </u>	None Reported
Significant deficiencies identified not considered to be material weaknesses?	_____ Yes	<u>  X  </u>	None Reported
Type of auditors' report issued on compliance for major programs	<u>Unmodified</u>	_____	
Any audit findings disclosed that are required to be reported in accordance with 2CFR200.516(a)?	_____ Yes	<u>  X  </u>	None Reported

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster Number</u>
20.507, 20.256	Federal Transit Cluster

Dollar threshold used to distinguish between Type A and Type B programs	\$ <u>  750,000  </u>	
Auditee qualified as low-risk auditee?	<u>  X  </u> Yes	_____ No

TRANSIT AUTHORITY OF  
THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
Year ended June 30, 2020

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

There were no findings for the year ended June 30, 2020.

**SECTION 3 – FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS INCLUDING AUDIT FINDINGS AS DEFINED IN OMB CIRCULAR A-133 SECTION 510(a).**

There were no findings for the year ended June 30, 2020.

## MEMORANDUM

October 21, 2020

**TO:** Lextran Board of Directors

**FROM:** Christian Motley, Chair

**SUBJECT:** Approval of Lextran's Resident General Manager

The following resolution requests the approval of Jill Barnett as Lextran's Resident General Manager, as submitted and recommended by Transdev, Lextran's contracted Management Services company.

Jill Barnett began her Lextran tenure in 2009 and currently serves as the Interim General Manager under the Transdev Services, Inc. management contract. Prior to becoming a part of the Transdev/Lextran team in 2016, she served as Lextran's Director of Community Affairs, where she oversaw marketing and communications, legislative and community relations, and customer service for the organization.

In 2013, she was recognized by Mass Transit magazine as one of the "Top 40 Under 40" transit professionals. Jill currently serves on the American Public Transportation Association's (APTA) Small Operations committee, APTA Standards Development committee, the LFUCG Corridors Commission, and previously served as Chair of the Mayor's Commission for People with Disabilities. She is also a graduate of the Leadership Lexington program. She holds a Master of Business Administration degree from Morehead State University and an undergraduate degree in Psychology.

**RESOLUTION 2020-23****TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT****OCTOBER 21, 2020**

**WHEREAS**, Kentucky Revised Statutes 96A.1 00 provides that a mass transit authority may enter into a management contract for operating the mass transit system "under such terms and conditions as it may determine to be proper and desirable; provided, however, any such management contract shall retain in the authority the power to establish, and to adjust from time to time, rates and charge, and the power to issue revenue bonds, mortgage bonds, or other obligations of the authority payable from the income and revenues thereof";

**WHEREAS**, the Lextran entered into a contract with Transdev Services, Inc. dated November 1, 2016, subsequently renewed in 2018, 2019, and 2020, for the provision to Lextran of transit management services, including a Resident General Manager and Assistant General Manager;

**WHEREAS**, Section C. (d) of Exhibit A to said Contract provides that Lextran shall have the right of review and approval in the selection of the Resident General Manager and Assistant General Manager;

**WHEREAS**, it is the intention of the Board of Directors of Lextran to approve Jill Barnett as Resident General Manager and to charge her with management of the Lextran system in accordance with all applicable laws, rules, regulations, resolutions, motions, bylaws, policies, operating procedures, and contracts, including the aforementioned contract with Transdev Services, Inc., for the provision of transit management services.

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of the Transit Authority of Lexington-Fayette Urban County Government that Jill Barnett be and hereby is approved as Resident General manager, effective October 21, 2020 and that the preamble to this resolution be and the same is incorporated herein by reference, the same as if fully set forth herein.

**MOTION:** \_\_\_\_\_ **SECOND:** \_\_\_\_\_

\_\_\_\_\_  
**CHAIRPERSON**\_\_\_\_\_  
**DATE**

## MEMORANDUM

October 21, 2020

**TO:** Lextran Board of Directors

**FROM:** Jill Barnett, General Manager

**SUBJECT:** Resolution to Award a Contract for Tire Lease

Attached is a resolution requesting authority to award a contract for a Tire Lease.

RFP 07-2020 was issued July 8, 2020 with proposals received on September 17, 2020. A staff evaluation committee reviewed and approved the proposals for compliance and responsiveness. Responsive proposals were received from three (3) qualified proposers:

- The Goodyear Tire & Rubber Company
- Bridgestone
- Michelin

The evaluation committee ranked the proposals received. The Goodyear Tire & Rubber Company received the highest ranking and is recommended to be awarded the contract per the terms of their proposal and RFP 07-2020.

Pricing sheet is attached.

The term of the contract awarded will be for five (5) years with two (2) optional one-year extensions.

Source of Funds: Federal 5307 funds— Preventive Maintenance line item

If you have any questions or wish to review RFP 07-2020 or the proposal from The Goodyear Tire & Rubber Company, please contact me at 255-7756.

**RESOLUTION 2020-24****TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT****OCTOBER 21, 2020**

**WHEREAS**, the Transit Authority of the Lexington-Fayette Urban County Government (Lextran) issued RFP 07-2020 for the provision of a tire lease, and;

**WHEREAS**, RFP 07-2020 resulted in responsive proposals from three (3) qualified proposers, and;

**WHEREAS**, the proposal from The Goodyear Tire & Rubber Company was the highest ranked proposal;

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the Lextran hereby authorizes and directs the Interim General Manager to execute a contract with The Goodyear Tire & Rubber Company for the provision of a tire lease as per the terms of RFP 07-2020 and the proposal submitted by The Goodyear Tire & Rubber Company which are incorporated herein by reference. Pricing sheet is attached.

The term of the contract awarded will be for an initial five (5) years with two (2) optional one-year extensions.

**MOTION:** \_\_\_\_\_ **SECOND:** \_\_\_\_\_

\_\_\_\_\_  
**CHAIRPERSON**

\_\_\_\_\_  
**DATE**

## Responses

Success: All data is valid!

Status	#	TIRE SIZE	RATE GROUP	Numeric	Numeric
				PRICE PER MILE	PRICE PER 32nd

### PERIOD --YEAR 1--EFFECTIVE DATE JANUARY 1, 2021-DECEMBER 31, 2021

Success: All values provided	#1-1	305/85R22.5	A	\$0.005206	\$ 18.90
Success: All values provided	#1-2	275/70R22.5	B	\$0.005764	\$ 14.36
Success: All values provided	#1-3	305/70/R22.5	C	\$0.009566	\$ 14.66

### PERIOD--YEAR 2--EFFECTIVE DATE--JANUARY 1, 2022-DECEMBER 31, 2022

Success: All values provided	#2-1	305/85R22.5	A	\$0.005206	\$ 18.90
Success: All values provided	#2-2	275/70R22.5	B	\$0.005764	\$ 14.36
Success: All values provided	#2-3	305/70/R22.5	C	\$0.009566	\$ 14.66

### PERIOD--YEAR 3-- EFFECTIVE DATE--JANUARY 1, 2023-DECEMBER 31, 2023

Success: All values provided	#3-1	305/85R22.5	A	\$0.005310	\$ 19.24
Success: All values provided	#3-2	275/70R22.5	B	\$0.005880	\$ 14.64
Success: All values provided	#3-3	305/70/R22.5	C	\$0.009758	\$ 14.90

### PERIOD--YEAR 4-- EFFECTIVE DATE--JANUARY 1, 2024-DECEMBER 31, 2024

Success: All values provided	#4-1	305/85R22.5	A	\$0.005416	\$ 19.56
Success: All values provided	#4-2	275/70R22.5	B	\$0.005998	\$ 14.90
Success: All values provided	#4-3	305/70/R22.5	C	\$0.009952	\$ 15.16

### PERIOD--YEAR 5-- EFFECTIVE DATE--JANUARY 1, 2025-DECEMBER 31, 2025

Success: All values provided	#5-1	305/85R22.5	A	\$0.005552	\$ 20.00
Success: All values provided	#5-2	275/70R22.5	B	\$0.006148	\$ 15.24
Success: All values provided	#5-3	305/70/R22.5	C	\$0.010202	\$ 15.48

## Responses

Success: All data is valid!

Status	#	TIRE SIZE	RATE GROUP	Numeric	Numeric
				PRICE PER MILE	PRICE PER 32nd

### PERIOD--OPTION YEAR 1- EFFECTIVE DATE--JANUARY 1, 2026-DECEMBER 31, 2026

Success: All values provided	#6-1	305/85R22.5	A	\$0.005718	\$ 20.50
Success: All values provided	#6-2	275/70R22.5	B	\$0.006332	\$ 15.66
Success: All values provided	#6-3	305/70/R22.5	C	\$0.010508	\$ 15.88

### PERIOD--OPTION YEAR 2-- EFFECTIVE DATE--JANUARY 1, 2027-DECEMBER 31, 2027

Success: All values provided	#7-1	305/85R22.5	A	\$0.005890	\$ 21.04
Success: All values provided	#7-2	275/70R22.5	B	\$0.006522	\$ 16.08
Success: All values provided	#7-3	305/70/R22.5	C	\$0.010824	\$ 16.30

## Responses

Success: All data is valid!

Status	Bid/No Bid Decision	#	PERIOD	EFFECTIVE FROM	EFFECTIVE TO	Numeric	Numeric	Numeric
						REPAIR PRICE	MOUNTING PRICE	DISMOUNTING PRICE
Success: All values provided	Bid	#0-1	Year 1	January 1,2021	December 31,2021	\$ 45.74	\$ 15.45	\$ 15.45
Success: All values provided	Bid	#0-2	Year 2	January 1,2022	December 31,2022	\$ 47.12	\$ 15.92	\$ 15.92
Success: All values provided	Bid	#0-3	Year 3	January 1,2023	December 31,2023	\$ 48.54	\$ 16.40	\$ 16.40
Success: All values provided	Bid	#0-4	Year 4	January 1,2024	December 31,2024	\$ 49.98	\$ 16.88	\$ 16.88
Success: All values provided	Bid	#0-5	Year 5	January 1,2025	December 31,2025	\$ 51.48	\$ 17.40	\$ 17.40
Success: All values provided	Bid	#0-6	Option Year 1	January 1,2026	December 31,2026	\$ 53.04	\$ 17.92	\$ 17.92
Success: All values provided	Bid	#0-7	Option Year 2	January 1,2027	December 31,2027	\$ 54.62	\$ 18.45	\$ 18.45

## MEMORANDUM

October 21, 2020

**TO:** Lextran Board of Directors

**FROM:** Jill Barnett, General Manager

**SUBJECT:** Resolution to Approve a Change Order for Gillig Corporation

Attached is a resolution requesting authorization of Change Order #1 with Gillig Corporation (PO C0000267).

The Board approved Resolution 2020-02 on February 19, 2020 for the purchase of two (2) 40-foot low-floor, extended-range electric buses from Gillig Corporation. This resolution approved the buses and charging equipment only and did not include extended warranty options, upgraded DVR/hard-drive equipment, or a new wheelchair securement device system.

The original resolution 2020-02 was for a total of \$2,024,032. This resolution will add the following:

- Extended warranty (for batteries) on two (2) Gillig 40 ft. low-floor electric buses – \$75,000 each, for a total of \$150,000. Reason for change: Warranty option undecided at time of original resolution.
- Upgraded DVR Hard drive/equipment to two (2) Gillig 40 ft. low-floor electric buses – \$869 each, for a total of \$1,738. Reason for change: Lextran modified the DVR system after the initial production meeting due to an item that was no longer supported.
- Adding Quantum/Q'Pod (upgraded) wheelchair securement devices to handicap seating area for two (2) Gillig 40 ft. low-floor electric buses – \$11,702 each, for a total of \$23,404. Reason for change: New technology for more timely securement and safety.

The total cost of these changes is \$175,142.

The source of these funds is the original Federal 5339(c) LowNo grant.

If you have any questions, please contact me at 255-7756.

**RESOLUTION 2020-25****TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT****OCTOBER 21, 2020**

**WHEREAS**, the Transit Authority of the Lexington-Fayette Urban County Government (Lextran) has entered into an agreement with Gillig Corporation for the purchase of (2) Gillig Extended-range 40 ft. low-floor electric buses, as approved by Resolution 2020-02; and

**WHEREAS**, Lextran has recognized the need to purchase an extended battery warranty for the two (2) Gillig Extended-range 40 ft. low-floor electric buses; upgrade the DVR hard-drive systems upgraded after the initial production meeting; and add upgraded wheelchair securement devices for handicap seating on the two (2) Gillig Extended-range 40 ft. low-floor electric buses; and

**WHEREAS**, the purchase of the extended warranties for batteries is a not-to-exceed figure of \$150,000; the upgraded DVR hard-drive equipment is a not-to-exceed figure of \$1,738; and the upgraded wheelchair securement devices are a not-to-exceed \$23,404, for a total cost of \$175,142.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of Lextran hereby authorizes and directs the General Manager to approve Change Order #1 with Gillig Corporation for a total of \$175,142 for modifications to the purchase of two (2) Gillig Extended-range 40 ft. low-floor electric buses.

**MOTION:** \_\_\_\_\_ **SECOND:** \_\_\_\_\_

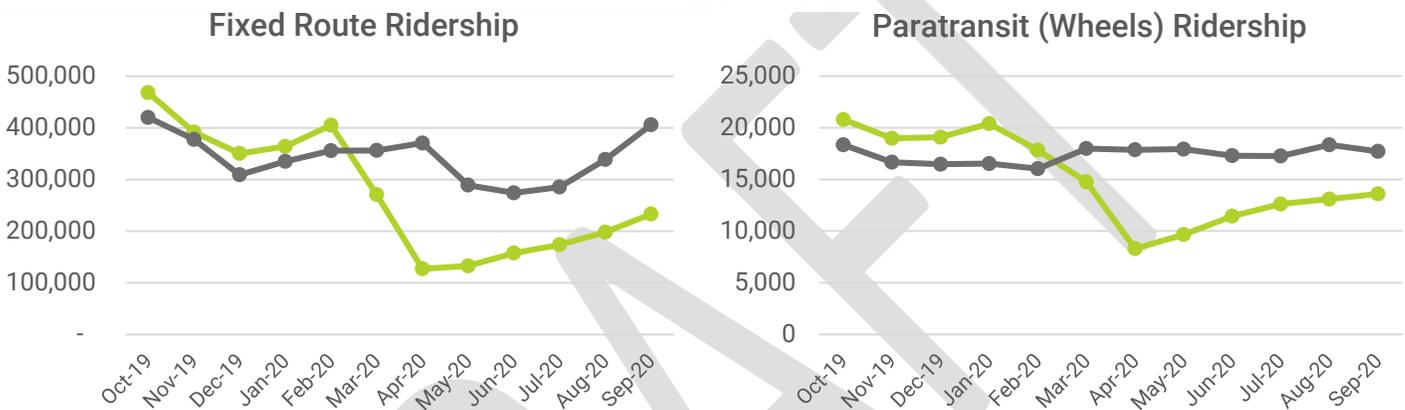
\_\_\_\_\_  
**CHAIRPERSON**\_\_\_\_\_  
**DATE**

## LEXTRAN MONTHLY PERFORMANCE REPORT – SEPTEMBER 2020

We serve people and our community with mobility solutions.

In September, Lextran completed the first full month of normal service on all core routes since service reductions began in March due to COVID-19. Service reinstatement began in July as part of Lextran's "Healthy on Board" plan. Ridership across the fixed route system has increased by 83% compared to April 2020. Similarly, paratransit (Wheels) service continues to regain ridership, providing 41% more trips in September compared to April.

### DEMONSTRATE VALUE TO THE COMMUNITY



Performance Indicator	Fixed Route System			Paratransit (Wheels)		
	This Month	FY21 YTD	FY20 YTD	This Month	FY21 YTD	FY20 YTD
<b>System Production</b>						
Total Ridership	233,153	605,055	1,070,570	13,599	39,325	59,330
Weekday Ridership	196,672	505,228	912,104	11,385	33,125	49,438
Saturday Ridership	17,398	50,583	90,224	1,125	3,275	4,822
Sunday Ridership	13,740	40,627	59,445	775	2,407	4,371
Holiday Ridership	5,343	8,617	8,797	314	518	699
Total Revenue Miles	139,293	416,734	460,903	100,286	288,240	414,753
Total Revenue Hours	16,745	45,411	48,332	7,875	23,096	32,717
Trips per Mile	1.67	1.45	2.32	0.14	0.14	0.14
Trips per Hour	13.92	13.32	22.15	1.73	1.70	1.81

- Ridership for the fixed route system rose by 18% and paratransit by 4% over last month.
- Ridership has declined by 43% for the fixed route system and by 30% for paratransit compared to September 2019.

## Lextran in the Media

- SEPTEMBER 10 – FORMER LEXINGTON BUS SYSTEM MANAGER TAKES OVER AS EXECUTIVE DIRECTOR OF LOUISVILLE’S TARC  
<https://www.courier-journal.com/story/news/local/2020/09/10/carrie-butler-named-louisville-tarc-bus-executive-director/5769397002/>
- SEPTEMBER 10 – TARC NAMES CARRIE BUTLER AS NEW EXECUTIVE DIRECTOR  
<https://www.whas11.com/article/news/kentucky/carrie-butler-named-new-tarc-director/417-cb37a159-6b51-43f1-9847-43101be6dafc>
- SEPTEMBER 10 – LEXTRAN’S CARRIE BUTLER NAMED NEW TARC EXECUTIVE DIRECTOR  
<https://www.lanereport.com/130594/2020/09/lextrans-carrie-butler-named-new-tarc-executive-director/>
- SEPTEMBER 11 – CARRIE BUTLER LEAVING LEXTRAN TO BECOME TARC EXECUTIVE DIRECTOR  
<https://www.masstransitmag.com/management/article/21153838/carrie-butler-leaving-lextran-to-become-tarc-executive-director>
- SEPTEMBER 14 – PUBLIC MARKETPLACE IN NOLI SET TO OPEN IN NOVEMBER  
<https://www.lex18.com/rebound/public-marketplace-in-noli-set-to-open-in-november>

## Meetings

- September 2 – Imagine Nicholasville Road Project Team Meeting
- September 2 – Transportation Policy Committee
- September 8 – Kentucky Refugee Ministry Quarterly Meeting
- September 9 – Office of Homelessness Prevention and Intervention Meeting
- September 14 – Commission for People with Disabilities Meeting
- September 15 – Mayor’s COVID-19 Stakeholder Call
- September 17 – LFUCG Corridor’s Commission Meeting
- September 22 – Imagine Nicholasville Road Project Team Meeting
- September 23 – MPO/KYTC/LFUCG Project Coordination Team Meeting
- September 24 – MG Consulting / Coaching Over Coffee: Understanding Implicit Bias
- September 24 – Bluegrass Reentry Council Meeting
- September 28 – APTA Small Ops Committee
- September 29 – Mayor’s COVID-19 Stakeholder Call
- September 30 – Lextran Finance Committee

**DELIVER A HIGH-QUALITY PRODUCT**

Performance Indicator	Fixed Route System			Paratransit (Wheels)		
	This Month	FY21 YTD	FY20 YTD	This Month	FY21 YTD	FY20 YTD
<b>Service Quality</b>						
On-Time Performance	94.00%	94.00%	90.00%	93.27%	94.24%	87.55%
Farebox Recovery	0.00%	0.00%	7.06%	N/A	N/A	N/A
Operating Expenses	\$1,811,021	\$5,113,704	\$4,957,141	\$393,606	\$1,172,272	\$1,343,212
Per Mile	\$3.63	\$3.59	\$3.16	N/A	N/A	N/A
Per Hour	\$67.95	\$75.70	\$72.59	N/A	N/A	N/A
<b>Customer Service</b>	<b>This Month</b>	<b>FY21 YTD</b>	<b>FY20 YTD</b>	<b>This Month</b>	<b>FY21 YTD</b>	<b>FY20 YTD</b>
Customer Feedback Totals per 100k Trips	30.20	26.31	11.49	169.13	195.80	111.24
Commendations	2.97	1.05	1.12	14.71	22.89	15.17
Discourtesy	11.88	11.15	2.99	66.18	76.29	37.08
Late or Early	1.49	1.39	1.59	22.06	10.17	30.34
Safety	3.96	4.88	2.62	66.18	86.46	28.65
Passed Boarding	4.46	4.70	1.21	0.00	0.00	0.00
Information and Service Requests	1.49	1.05	0.56	0.00	0.00	0.00
Other	3.96	2.09	1.40	0.00	0.00	0.00
Call Length	1:13	1:03	1:11	1:13	1:10	1:11
Time to Abandon	0:58	1:04	0:30	0:25	0:22	0:50

- Complaints regarding late/early buses are trending down in FY21 as on-time performance remains 4% higher than FY20.
- Our Text for Next system continues to gain popularity as it was utilized nearly 2,500 times, up 7% from August.
- Discourtesies are trending up from last year due, in part, to complaints regarding COVID-19 safety precautions such as the mandatory mask policy, capacity, and rear door boarding.

**MANAGE AND SUSTAIN RESOURCES**

Performance Indicator	Fixed Route System			Paratransit (Wheels)		
	This Month	FY21 YTD	FY20 YTD	This Month	FY21 YTD	FY20 YTD
<b>Safety</b>						
Preventable Accidents per 100,000 miles	0.00	0.92	1.46	0.00	1.50	1.67
Injury Frequency Rate	20.39	18.61	19.65	N/A	N/A	N/A
Days with No Preventable Accidents	30	88	84	30	90	87
Days of Lost Time	7	55	196	N/A	N/A	N/A
Workers Compensation Claims	3	9	10	N/A	N/A	N/A

- Our fixed-route system has seen 67% fewer days of lost time due to workplace injury in FY21 compared to FY20.
- There were no preventable accidents for both the fixed route system and Wheels service in September.

Performance Indicator	Fixed Route System		
	This Month	FY21 YTD	FY20 YTD
<b>Maintenance</b>			
Miles between Road Calls	9,042	21,084	20,514
Percent of Preventive Maintenance Inspections on Schedule	100%	100%	95%

- Maintenance has completed 100 percent (128 of 128) of scheduled preventative maintenance in FY21 compared to 95% (112 of 118) for the same period in FY20.
- Miles between road calls improved by 49% compared to the same time last year.

Performance Indicator	Fixed Route System		
	This Month	Interviews	New Hires
<b>Hiring and Recruiting</b>			
Open Positions	12	6	8
Operations	10	2	7
Maintenance	1	0	1
Administration	1	4	0

Performance Indicator	Fixed Route System	
	This Month	FY21 YTD
<b>Training Activities</b>		
Post-Accident Remedial Training	0	4
Return to Work Training	2	7
CDL Permit Class	7	7
Smith System Training/Refresher	9	92
New Employee Training	9	18

### Procurement

Tire Lease	Due September 17, 2020	Board Resolution - October
Banking Services	Due November 3, 2020	
Engine Rebuilds	Due November 4, 2020	
Electric Bus	Due January 14, 2021	

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**Financials**
**BALANCE SHEET**

as of September 30, 2020

	Current Year-To-Date	Last Year-to-Date
<b>Assets</b>		
Current assets		
Operating Cash	\$13,157,913	\$9,763,996
Project Loan Account	\$0	\$1,145,044
Accounts receivable	\$1,420,095	\$2,056,113
Inventory	\$688,256	\$634,173
Work in process	\$618,390	\$494,492
Prepaid	\$900,960	\$871,074
Total Current Assets	<u>\$16,785,613</u>	<u>\$14,964,892</u>
Long term note - Lextran Foundation Inc.	\$8,355,000	\$8,355,000
Long term asset - Pension	\$2,285,415	\$2,322,984
Total Long Term Assets	<u>\$10,640,415</u>	<u>\$10,677,984</u>
Net capital and related assets	\$24,867,552	\$28,014,190
<b>Total Assets</b>	<u><u>\$52,293,580</u></u>	<u><u>\$53,657,066</u></u>
<b>Liabilities</b>		
Current liabilities		
Accounts payable	\$356,861	\$4,130,104
Payroll liabilities	\$576,564	\$885,414
Short term note - Fifth Third Bank	\$972,977	\$944,068
Total Current Liabilities	<u>\$1,906,403</u>	<u>\$5,959,587</u>
Long term note - Fifth Third Bank	\$3,692,406	\$4,667,759
Long term liability - Pension	\$2,589,356	\$2,911,112
Total Long Term Liabilities	<u>\$6,281,762</u>	<u>\$7,578,871</u>
<b>Net Position</b>	\$44,105,416	\$40,118,609
<b>Total Liabilities and Net Position</b>	<u><u>\$52,293,580</u></u>	<u><u>\$53,657,066</u></u>

**Financials**
**STATEMENT OF REVENUES, EXPENSES AND CHANGE IN NET POSITION  
SEPTEMBER 2020**

	FY2021		FY 2020	
	Actual	Budget	Variance	Actual
<b>Revenues</b>				
Property taxes	\$276,753	\$387,200	(\$110,447)	\$304,150
Passenger revenue	\$5,764	\$2,250	\$3,514	\$362,851
Federal funds	\$1,300,665	\$1,075,000	\$225,665	\$1,346,027
State funds	\$0	\$0	\$0	\$0
Advertising revenue	\$260,000	\$260,000	\$0	\$260,000
Other revenue	\$33,268	\$384,794	(\$351,526)	\$641,661
<b>Total Revenues</b>	<b>\$1,876,449</b>	<b>\$2,109,244</b>	<b>(\$232,794)</b>	<b>\$2,914,689</b>
<b>Expenses</b>				
Wages	\$2,394,648	\$2,432,292	(\$37,644)	\$2,362,342
Fringe benefits	\$1,380,128	\$1,421,431	(\$41,303)	\$1,287,526
Professional services	\$258,651	\$357,458	(\$98,807)	\$236,462
Materials and supplies	\$350,126	\$276,875	\$73,251	\$264,553
Fuel-Diesel	\$142,040	\$271,375	(\$129,335)	\$233,690
Fuel-Other	\$62,590	\$81,000	(\$18,410)	\$68,280
Utilities - Facilities	\$82,860	\$86,991	(\$4,131)	\$80,498
Utilities - Electric Bus	\$18,505	\$30,000	(\$11,495)	\$24,923
Insurance	\$186,414	\$204,500	(\$18,086)	\$174,878
Fuel taxes	\$45,129	\$56,250	(\$11,121)	\$61,648
Paratransit Expenses	\$1,264,996	\$1,575,000	(\$310,004)	\$1,510,815
Vanpool Expenses	\$3,600	\$6,300	(\$2,700)	\$6,000
Dues and subscriptions	\$29,786	\$9,500	\$20,286	\$27,275
Travel, training and meetings	\$19,881	\$44,475	(\$24,594)	\$21,872
Media advertising	\$18,716	\$46,250	(\$27,534)	\$79,808
Miscellaneous	\$2,784	\$14,900	(\$12,116)	\$12,567
Interest Expense	\$36,167	\$43,704	(\$7,537)	\$43,277
Leases and rentals	\$206,514	\$206,515	(\$1)	\$202,454
Depreciation	\$974,779	\$974,779	\$0	\$818,905
<b>Total Expenses</b>	<b>\$7,478,315</b>	<b>\$8,139,593</b>	<b>(\$661,278)</b>	<b>\$7,517,773</b>
<b>Change in Net Position</b>	<b>(\$5,601,866)</b>	<b>(\$6,030,350)</b>	<b>\$428,484</b>	<b>(\$4,603,084)</b>

**CHANGE ORDER REPORT - GILLIG - OCTOBER 2020**

Contractor	Type of Service	Original Price	Change	Reason for Change	Prior Change Orders
GILLIG CORPORATION	Bus Purchase (4 – 40-ft CNG) PO: C0000268	\$2,258,800.00	\$3,476.00	Lextran modified the DVR system after the initial production meeting due to an item that was no longer supported, for the 4 Gillig CNG buses to be purchased (PO C0000268)	N/A