

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

Pursuant to KRS 96.A, the Lextran Board of Directors is to meet monthly. The next meeting will be:
June 25, 2025, at 10:00 a.m. EST.

Meeting location:

**Lextran – Room 110
200 West Loudon Avenue
Lexington, KY 40508**

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

The June 2025 Board of Directors meeting will be held in person.

The livestream is available on YouTube at:

<http://bit.ly/lextranmeeting>

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LEXTRAN BOARD OF DIRECTORS MEETING**June 25, 2025****10:00 a.m.****MEETING AGENDA**

I.	Call to Order & Roll Call	10:00
II.	Public Comment on Agenda Items	10:00 – 10:05
III.	Approval of Minutes A. May 2025	10:05 – 10:10
IV.	Chair’s Report (Dowell)	10:10 – 10:15
V.	General Manager’s Report-Transit Center Renovation Update	10:15 – 10:20
VI.	Lextran Monthly Performance Report & Financials	10:20 – 10:40
VII.	Action Items A. Resolution 2025-15 Purchase of Cutaway Vehicles B. Establish a Nominating Committee	10:40 – 10:45
VIII.	Change Order Report	10:45 – 10:50
IX.	Old Business	10:50
X.	New Business	10:50
XI.	Proposed Agenda Items A. Nominating Committee Report	10:50
XII.	Closed Session	10:50
XIII.	Adjournment	10:50

The next business meeting of the Board of Directors is scheduled for July 23, 2025, at 10:00 a.m.

TRANSIT AUTHORITY OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT (LEXTRAN) BOARD OF DIRECTORS MEETING MINUTES

May 28, 2025 – 10:00 am

Board Meeting Livestream: https://www.youtube.com/live/ObB5X8ljNQ4?si=a2ZMlgqOZCR3_cvw

Board Members Present

Harding Dowell, Chair
Jamie Rodgers, Vice-Chair
Leidy Borges-Gonzalez (Virtual)
Paul Schoninger
George Ward

Board Members Absent

Judge Lindsay Hughes Thurston

Staff Present

Fred Combs, General Manager
Addison Lowery, Mcbrayer, General Counsel
Jason Dyal, Director of Operations
Emily Elliott, Director of Planning & Community Development
Nikki Falconbury, Director of Finance and Human Resources
Stephan Rohde, Interim Director of Safety & Security
Chris Withrow, Director of Maintenance
Ta'Ziyah Bakara, Capital Planner
Gregory Butler, Planning & Community Development Manager
Deanna Istre, Purchasing Manager
Alan Jones, Information Technology Manager
Catherine Moran, Compliance Manager
Ford McElroy, Transit Analyst

Guests Present

Jaqueline Spence, RATP Dev
Kuantaze Cooper, RATP Dev
Lexi Reed, RATP Dev

I. CALL TO ORDER

Chair Harding Dowell called the meeting to order at 10:00 am. and performed the roll call.

II. PUBLIC COMMENT ON AGENDA ITEMS

There was no public comment

III. APPROVAL OF MINUTES

Mr. Schoeninger motioned to approve the April 23, 2025, meeting minutes with no changes. The motion was seconded by Mr. Ward, which passed unanimously.

IV. CHAIR'S REPORT (DOWELL)

There was no Chair's Report.

V. GENERAL MANAGER'S REPORT-TRANSIT CENTER RENOVATION UPDATE

General Manager Fred Combs reported that demolition work at the Transit Center was progressing well and that operations at the temporary High Street location remained smooth. He noted that while a few issues had arisen during the demolition phase—items which would be discussed later in the change order report—the project remained on schedule.

VI. MICROTRANSIT FEASIBILITY STUDY UPDATE

George Maier from Nelson-Nygaard provided an update on the Microtransit Feasibility Study. The study began in November with data collection, peer system analysis, community engagement, and recommendations expected to conclude with a final report next month.

Case studies from six diverse programs showed microtransit generally operates as a pilot addressing gaps where fixed-route transit was ineffective. Agencies highlighted funding typically comes from local, state, and federal sources, with fares playing a minor role. Recommendations included limiting demand strategically, careful service design, and significant public education.

A potential northwest Lexington microtransit zone was identified as highly feasible, covering significant employment areas, healthcare facilities, and low-income neighborhoods. Annual operational costs were estimated at approximately \$1.17 million, with anticipated ridership around 19,500 trips annually. Performance metrics showed a cost per passenger around \$60 and farebox recovery around 5%.

Funding sources recommended included federal formula and competitive grants, local partnerships, and fares. A pilot of one to two years was advised, ensuring microtransit aligns with agency goals and available funding.

Mr. Maier concluded that microtransit effectively fills service gaps and provides flexible service but has high per-passenger costs and limited capacity, making careful planning critical for success.

Mr. Ward asked if the \$59.75 cost per passenger was for a one-way trip, which Mr. Maier confirmed. Mr. Ward also inquired about the flexibility of microtransit zones and if partial implementation was

feasible. Mr. Maier explained that zones were developed through extensive analysis but remained flexible and could adjust based on demand and practical considerations. Mr. Combs added that zones were designed around the capacity of two vehicles to maintain efficiency.

Mr. Dowell questioned how the "anywhere-to-anywhere" service model would facilitate connections to fixed-route transit. Mr. Maier clarified that strategic anchor points would be established to encourage fixed-route transfers. Mr. Dowell further explored typical use cases from comparative studies, with Mr. Maier highlighting common trips included shopping, employment, and notably higher usage among students.

Mr. Schoeninger asked about specific community engagement feedback, particularly from BUILD. Gregory Butler, Planning & Community Development Manager, detailed multiple stakeholder interactions, noting BUILD strongly supported the "anywhere-to-anywhere" turnkey service model.

Ms. Rodgers questioned funding sources identified in the study. Mr. Maier noted that funding typically came from a combination of federal, state, and local sources, with partnerships involving ride-hail services being primarily locally funded. Ms. Rodgers also asked about the industry's trend towards adopting microtransit services. Bill Schwartz, with Neslon/Nygaard, explained microtransit's growth but clarified that it remained a small proportion of overall transit services due to high operational costs and challenges.

Ms. Rodgers discussed issues around capacity management, highlighting concerns about overwhelming demand leading to trip denials or extended wait times. Mr. Maier confirmed these challenges occurred frequently in other microtransit programs. Ms. Rodgers further inquired about optimal pilot durations. Mr. Maier and Emily Elliott, Director of Planning & Community Development, advocated for pilots of two to three years to ensure proper evaluation, public awareness, and adjustment periods.

Mr. Ward asked about peak demand times observed in other case studies. Mr. Maier described significant variations dependent on trip types and specific use cases.

Mr. Dowell expressed concerns regarding the potential spike in demand linked to infrequent fixed-route schedules, inquiring if microtransit could effectively manage this. Mr. Maier recommended balancing trip types to manage fluctuating demand and cited replacing traditional circulators with microtransit services as an effective strategy for low-density and low-car ownership areas.

Ms. Rodgers also asked for clarifications on the total costs presented, noting the initial surprise at the proposed zone sizes and vehicle counts. Mr. Maier and Mr. Combs clarified that costs were consistent across similar-sized zones.

Mr. Dowell raised the possibility of microtransit serving as neighborhood circulators in low-density areas, to which Mr. Maier confirmed its practicality, citing current implementations replacing fixed-route circulators.

The discussion concluded with Ms. Rodgers asking logistical questions about the next steps, with Mr. Combs indicating the report would be presented to the full City Council during an upcoming work session.

IX. ACTION ITEMS

A. RESOLUTION 2025-12 FY2026 MEETING SCHEDULE

Mr. Combs presented Resolution 2025-12, which adopts the meeting schedule for the upcoming fiscal year. Regular board meetings will continue to be held on the fourth Wednesday of each month at 10:00 a.m. in the boardroom. Exceptions include the November and December meetings, which will take place on the third Wednesday to avoid conflicts with holiday schedules.

This resolution also included Finance Committee meeting times, which have not previously been documented in the annual schedule.

Mr. Schoeninger motioned to approve. Ms. Rodgers seconded. The motion passed unanimously.

B. RESOLUTION 2025-13 PENSION PLAN AMENDMENT #5

Mr. Combs introduced Resolution 2025-13, a proposed amendment to the Lextran Employees Contributory Pension Plan. This change, recommended by the Pension Committee, standardized the commencement of employee contributions across all employment categories.

Historically, there has been a difference between the start of contributions for members of the collective bargaining unit versus administrative employees. The proposed amendment sets a uniform contribution start date at 90 calendar days following an employee's start date, regardless of employment classification.

Ms. Nikki Falconbury noted a correction to the document: On page 21 of the board packet, the second paragraph inaccurately lists the effective date of Amendment 2 as January 1, 2014. The correct effective date should be August 19, 2020.

Mr. Combs clarified the current policy, noting that union employees begin contributions after 720 working hours, a system which introduces variability. The amendment seeks to ensure equity and consistency in pension contributions. The change was supported unanimously by the Pension Committee, which includes representation from both union and management. Mr. Schoeninger confirmed that the amendment was initiated by a union representative.

Mr. Schoeninger motioned to approve. Ms. Rodgers seconded. The motion passed unanimously.

C. RESOLUTION 2025-14 PURCHASE OF FOUR PARATRANSIT CUTAWAY VEHICLES

Mr. Combs presented Resolution 2025-14, which requested Board authorization to purchase four (4) paratransit cutaway vehicles. The purchase will be made under Kentucky Public Transit Association Bid #11, consistent with prior vehicle acquisitions.

Funding for this procurement comes from Lextran's allocation of Section 5310 funds, with the required local match as detailed in the supporting memo.

Mr. Combs noted that vehicles purchased the prior month are expected to arrive within 120 to 180 days, and the same timeline would apply to this order.

Mr. Ward motioned to approve. Mr. Schoeninger seconded. The motion passed unanimously.

XIV. CLOSED SESSION

At 11:03 am. Ms. Rodgers moved that the Lextran Board enter closed session pursuant to KRS 61.810, Section G, for the purpose of discussing the provision of an agency contract.

Mr. Ward seconded the motion. The motion carried unanimously.

The Board exited closed session at 11:27 am. Ms. Rodgers reported that no action was taken during the closed session. The Board proceeded with the remaining agenda items.

VII. LEXTRAN PERFORMANCE REPORT AND FINANCIALS – APRIL

LEXTRAN PERFORMANCE REPORT

Ms. Elliott reported that April was a notably active month for the agency. Several Lextran staff attended the Active Mobility Conference in Austin, Texas. Notably, Operator Michael Burnett placed fourth in the International Bus Rodeo. On April 2, Lextran hosted a microtransit information session, which also marked the launch of a public community survey. Construction on the interior of the Transit Center commenced on April 10, at which time all operations were formally relocated to High Street. On April 28, Lextran partnered with the Senior Services Commission to host a “learn-to-ride” session for senior center participants. Additionally, on April 24, Lextran hosted its “Doing Business with Lextran” event, facilitated by staff members Ta’Ziyah Bakara, Deanna Istre, and Becky Lane.

Regarding ridership, Ms. Elliott reported an increase in trips for the month of April, though ridership remains slightly below figures from the prior year. The gain was attributed in part to an extended academic calendar at the University of Kentucky, which resulted in students remaining on campus for an additional week. This contributed to a measurable increase in weekday boardings. Total ridership for the month was reported at just over 305,000 trips, with 17.75 trips per hour recorded.

On the safety front, Lextran experienced seven (7) preventable accidents in April. Ms. Elliott issued a correction to the board packet, noting that the reported thirty (30) days without preventable accidents was inaccurate. The correct total was twenty-three (23) days. Year-to-date, the fiscal total is two hundred fifty-eight (258) days without preventable accidents. Ms. Elliott also noted that there were no workers’ compensation claims during April.

Maintenance metrics showed a decrease in miles between road calls, with the system operating 9,459 miles between such events. Ms. Elliott attributed the dip to seasonal changes in weather, which create conditions such as cool mornings and warm afternoons that can stress vehicle components. She stated that this is consistent with trends observed during prior seasonal transitions and that performance is expected to stabilize. She concluded by noting that the maintenance team completed all seventy (70) of their preventive maintenance inspections on schedule.

Ms. Rodgers commented that, similar to the prior month, total ridership for the fiscal year remains approximately 400,000 rides below target.

PARATRANSIT PERFORMANCE REPORT

Ms. Emily Elliott continued her report by presenting the paratransit performance data for the month of April. She stated that total paratransit ridership reached 15,000 rides for the month, including approximately 12,000 weekday rides. This represented a slight increase compared to the prior year, though she emphasized that the change was modest.

Ms. Elliott reported that four (4) preventable accidents occurred on the paratransit service in April. While this figure is higher than monthly counts seen over the past year, she noted that it remains consistent with typical monthly levels observed during Fiscal Year 2024.

On-time performance (OTP) for paratransit reached 81 percent for April based on Lextran's audited data. Ms. Elliott explained that the continued auditing of OTP data has resulted in steady improvement month over month. She extended appreciation to the RATP Dev team, specifically acknowledging the efforts of Randolph Williams and Catherine Moran, who have worked extensively to review and reconcile trip-level data. Their analysis was credited with helping the agency reach the 81 percent benchmark.

Ms. Elliott described the milestone as a significant achievement, while emphasizing that Lextran's ultimate goal remains 90 percent OTP. She explained that continued monitoring will be necessary to assess fluctuations and future trends. She noted that during her review with Randolph Williams, they identified emerging data trends that may be shared with the Board in the next month's report.

Additional operational updates included the addition of one (1) new administrative staff member to the RATP Dev team, who now assists with scheduling and dispatch functions. On April 20, a new operator run bid was implemented, incorporating changes to better align staffing with peak service hours. Ms. Elliott confirmed that the service remained fully staffed throughout April.

She also reported that collaboration between Lextran and RATP Dev's corporate support team resulted in continued improvements to the trip reconciliation process. As a result of this operational and service-level work, Lextran has observed approximately a 90 percent decrease in rider complaints since the public listening sessions were held earlier in the year.

Following the presentation of the fixed-route and paratransit performance data, Mr. Ward requested feedback on the public's experience with Lextran's transit center relocation to High Street. Ms. Emily Elliott responded that feedback has been overwhelmingly positive. Riders have expressed surprise at how smoothly the transition occurred, and many have complimented the staff's adaptability and responsiveness. She noted that while staff are preparing for complex logistics related to the upcoming Fourth of July road closures, the move has been executed with exceptional coordination and professionalism. She emphasized that staff have been collaborative, communicative with customers, and quick to respond to detour adjustments.

Mr. Fred Combs agreed, noting that operations appear to have "settled in," and praised the consistent performance observed each morning. Ms. Elliott added that the only recurring concern had been during inclement weather, and that efforts are ongoing to provide semi-permanent shade and rain coverage. She explained that finding a weather protection solution is more complex than anticipated due to issues such as wind, property ownership, and infrastructure limitations. Although several ideas have been proposed, no finalized solution was in place.

Ms. Jamie Rodgers inquired specifically about progress toward shade infrastructure for the summer months. Ms. Elliott confirmed that both shade and rain cover solutions are still under review.

Ms. Rodgers asked who owns the adjacent properties where infrastructure might be installed. Ms. Elliott explained that LexPark owns the wall beside the garage, which borders the sidewalk used by Lextran, while across the street are properties owned by Calvary Baptist Church and the University of Kentucky. In response to Mr. Ward's follow-up question about the area across the back alley, Ms. Elliott identified Hicks and Funfsinn as the likely tenants managing parking in that section.

Mr. Ward remarked that the overall transition appeared to be very well organized. Ms. Elliott expressed appreciation and credited the success to a comprehensive staff effort. She highlighted the contributions of transportation supervisors, customer service staff, operations personnel, and service workers, all of whom exceeded expectations by adapting quickly and supporting customers beyond their typical responsibilities.

FINANCIAL REPORT

Ms. Nikki Falconbury, Director of Finance, presented the financial report for the month of April, noting that the organization had completed ten months of the fiscal year.

She stated that operating cash levels were comparable to the same period last year, supported in part by recent grant fund receipts. Accounts receivable currently reflect a credit balance, which will be corrected by a year-end adjustment that reallocates certain funds from work in process to cash. A portion of the work in process funds are tied to Transit Center construction expenses, which will be reconciled during the year-end accounting process. Ms. Falconbury confirmed that the remainder of the balance sheet reflected stable and expected activity, closely aligned with last year's figures.

In reviewing the statement of revenue and expenses, Ms. Falconbury reported that property tax collections had exceeded budget projections by approximately \$268,000. She noted that some additional revenue may be received in May, though little or none is expected for June.

For expenses, wages continued to run over budget, while fringe benefit expenses remained under budget. According to Ms. Falconbury, these variances effectively offset one another. Professional services costs remained active due to ongoing vehicle repairs and facility maintenance projects scheduled for spring. Materials and supplies, while still over budget, showed improvement. The April expense for materials totaled \$127,000, which was lower than anticipated given recent increases in parts costs.

Fuel expenditures remained favorable. Diesel fuel averaged \$2.18 per gallon for the month, with a year-to-date average of \$2.37 per gallon since July. Compressed natural gas (CNG) averaged \$1.24 per gallon, continuing to trend below budget expectations.

Paratransit expenses continued to run under budget. Media and advertising expenditures were expected to rise in May and June due to campaigns related to the Transit Center relocation, but such costs were not reflected in the April report.

X. CHANGE ORDER REPORT

Mr. Fred Combs presented four change orders for informational purposes; no Board action was required.

A: TRANSIT CENTER FLOOR LEVELING

During demolition of the Transit Center interior, the contractor discovered that previous construction practices involved pouring the concrete floor after constructing the walls. As a result, the floor was uneven throughout the building. A change order in the amount of \$36,880 was issued to level the entire floor to ensure proper reconstruction of the walls on a stable, level surface.

B: TRANSIT CENTER ROOF DRAINS

The second change order also relates to the Transit Center renovation. Upon removal of the ceiling structure, it was discovered that the building lacked required roof drains. To comply with building codes and ensure proper drainage, a change order in the amount of \$12,440 was executed to install new roof drain systems.

C: MAINTENANCE FACILITY WALL SUPPORT

The third change order involved structural enhancements at the maintenance facility under contract with Tekton Construction. Following review by the architectural team, additional wall support was deemed necessary to ensure structural integrity. This resulted in a change order of \$6,191.72.

D. MAINTENANCE UNIFORM CONTRACT EXTENSION

Mr. Combs reported that Lextran issued a Request for Proposals (RFP) for maintenance uniform services but received no responsive proposals. As a result, a change order was issued to extend the current vendor's contract by one hundred eighty (180) days to provide time for the procurement team to reissue the solicitation.

XI. OLD BUSINESS

No old business was discussed.

XII. NEW BUSINESS

No new business was discussed.

XIII. PROPOSED AGENDA ITEMS

Mr. Fred Combs presented two proposed action items for inclusion in future meetings.

A. DOWNTOWN CIRCULATOR VEHICLE PROCUREMENT

Mr. Combs informed the Board that Lexington-Fayette Urban County Council had recently allocated \$250,000 toward a downtown circulator project. In light of this development, Lextran is working to secure the necessary vehicle purchases before the expiration of the current paratransit vehicle contract at the end of June. Mr. Combs indicated that this procurement item would be placed on the agenda for the June Board meeting.

B. NOMINATING COMMITTEE FORMATION

Mr. Combs announced that the formation of a nominating committee will be scheduled for the June meeting. The committee will be tasked with preparing a slate of leadership nominations for the Board. Formal elections are expected to take place at the July 2025 Board meeting.

XV. ADJOURNMENT

Mr. Dowell adjourned the meeting at 11:44 am.

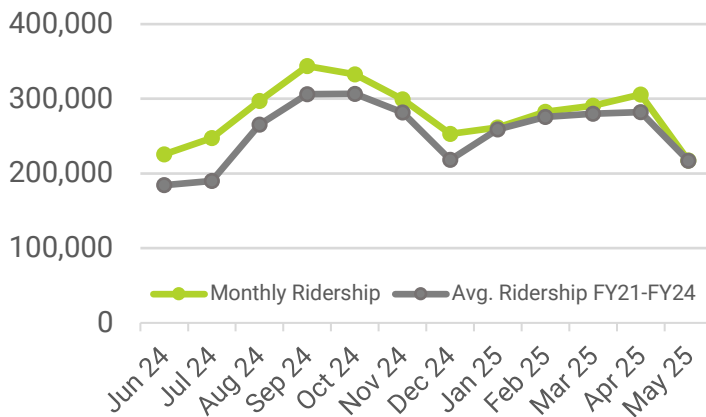
LEXTRAN MONTHLY PERFORMANCE REPORT – MAY 2025

We serve people and our community with mobility solutions.

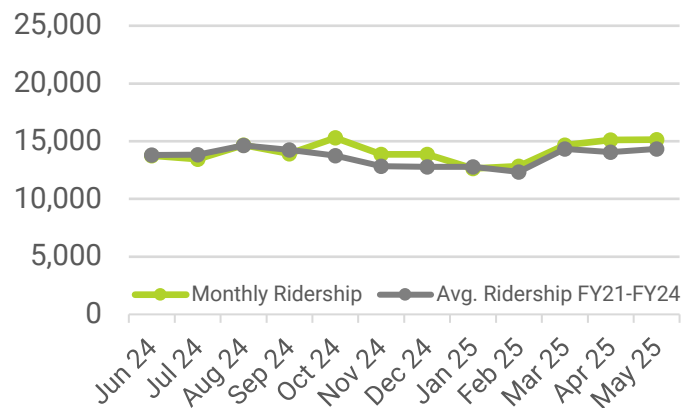
Lextran staff celebrated safety on May 18th with the annual awards banquet and welcomed the newest Million Miler, Scott Nelson. General Manager, Fred Combs presented Lextran’s budget to LFUCG Urban County Council on May 6th. Operator refresher training was completed during the weeks of 5/19 and 5/26 with topics including ADA, service animals, assault prevention, and defensive driving tips. Five new benches were installed on High Street for passenger comfort during renovations. Beginning May 29th, Student Success and Cultural Pass cards became effective providing free rides for youth during the summer months.

DEMONSTRATE VALUE TO THE COMMUNITY

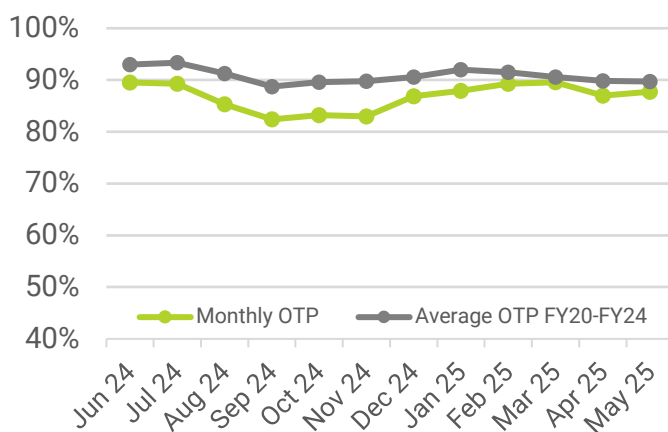
Fixed-Route Ridership



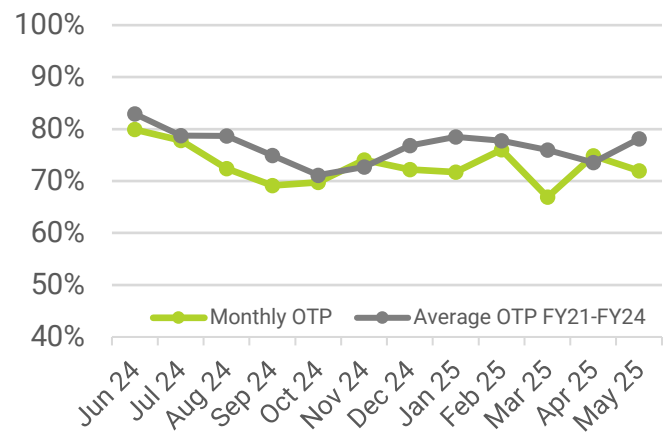
Paratransit Ridership



Fixed-Route On-Time Performance



Paratransit On-Time Performance



Performance Indicator	Fixed Route System			Paratransit (Wheels)		
System Production	This Month	FY25YTD	FY24YTD	This Month	FY25YTD	FY24YTD
Total Ridership	217,540	3,132,376	3,536,983	15,145	155,424	154,422
Weekday Ridership	180,622	2,713,747	3,074,325	12,643	129,760	125,563
Saturday Ridership	21,298	235,671	258,428	1,471	13,685	13,554
Sunday Ridership	12,415	164,227	186,738	825	9,890	11,131
Holiday Ridership	3,165	18,731	17,492	206	997	1,082
Total Revenue Miles	167,626	1,791,635	1,726,969	87,650	951,660	932,295
Total Revenue Hours	15,763	180,101	181,160	6,960	76,462	70,102
Trips per Mile	1.30	1.75	2.04	0.17	0.16	0.17
Trips per Hour	13.80	17.37	19.44	2.18	2.04	2.20

- Fixed route ridership decreased sharply from April 2025 following the end of the University of Kentucky's Spring semester. Overall ridership remains down in FY25.
- Fixed route Trips per Mile and Trips per Hour have decreased reflective of the overall decrease in ridership.
- Paratransit ridership remained similar to April 2025. Paratransit ridership in FY25 now exceeds FY24 by about one thousand riders.

LEXTRAN IN THE MEDIA

- May 7th – [Lexington faith coalition urges council to improve public transit, protect renters](#) (Lexington Herald Leader)

COMMUNITY INVOLVEMENT AND OTHER MEETINGS

- May 2 – Senior Services Commission Meeting
- May 2 – Lexington Area MPO Bicycle and Pedestrian Advisory Committee Meeting
- May 5 – Meeting with CM Ellinger
- May 6 – Budget Presentation to LFUCG Council
- May 6 – BUILD Nehemiah Action
- May 8 – Goodwill Partner Day
- May 8 – 'How to Ride'
- May 13 – US 27 Project Meeting
- May 14 – The Learning Center Travel Training
- May 14 – Briarwood Apartments Ribbon Cutting
- May 15 – VRUCK Meeting
- May 16 – CivicLex Civics Day
- May 21 – Access Lexington Commission Meeting
- May 21 – Stellar Behavioral Health Travel Training
- May 22 – Picadome Elementary Vehicle Day

COMMUNITY INVOLVEMENT AND OTHER MEETINGS (CONTINUED)

- May 22 – Corridors Commission Meeting
- May 27 – Kentucky Public Transportation Association Meeting
- May 27 – Keep Lexington Beautiful Meeting

DELIVER A HIGH-QUALITY PRODUCT

Performance Indicator	Fixed Route						Paratransit (Wheels)					
Service Quality	This Month		FY25 YTD		FY24 YTD		This Month		FY25 YTD		FY24 YTD	
OTP	87.7%		86.5%		88.1%		72.0%		72.5%		72.4%	
Farebox Recovery	5.1%		5.5%		6.2%		N/A		N/A		N/A	
Operating Expenses	\$2,050,910		\$21,288,350		\$18,785,804		\$602,706		\$6,458,283		\$7,209,110	
Per Mile	\$3.64		\$3.42		\$3.60		N/A		N/A		N/A	
Per Hour	\$91.40		\$84.52		\$69.60		N/A		N/A		N/A	
Customer Service	This Month		FY25 YTD		FY24 YTD		This Month		FY25 YTD		FY24 YTD	
	Count	Rate	Count	Rate	Count	Rate	Count	Rate	Count	Rate	Count	Rate
Customer Feedback	41	18.8	54	21.8	492	13.9	7	46.2	260	167.3	223	144.4
Commendations	6	2.76	5	2.42	5	2.13	4	26.4	8	5.4	2	1.2
Discourtesy	8	3.68	10	4.43	12	5.56	1	6.6	2	1.2	6	3.7
Late or Early	2	0.92	4	1.63	2	0.88	1	6.6	7	4.6	4	2.7
Safety	8	3.68	7	3.09	8	3.68	1	6.6	2	1.1	4	2.4
Passed Boarding /Missed Trips (Wheels)	6	2.76	6	2.76	10	4.43	0	0.0	0	0.0	1	0.4
Information and Service Requests	0	0.00	0	0.00	0	0.17	0	0.0	0	0.0	1	0.9
Other	2	0.92	5	2.30	5	2.34	0	0.0	5	2.9	3	1.8
Call Length	1:05		1:00		01:04		02:45		01:46		01:35	
Time to Abandon	00:39		00:18		00:17		02:45		02:53		02:58	

MANAGE AND SUSTAIN RESOURCES

Performance Indicator	Fixed Route System			Paratransit (Wheels)		
Safety	This Month	FY25 YTD	FY24 YTD	This Month	FY25 YTD	FY24 YTD
Preventable Accidents	4	55	32	0	14	15
Preventable Accidents per 100,000 miles	2.25	2.75	1.77	0.00	1.22	1.33
Days with No Preventable Accidents	24.00	275	296	31	321	321
Workers Compensation Claims	0	8	17	N/A	N/A	N/A
Injury Frequency Rate	0.00	4.22	10.05	N/A	N/A	N/A
Days of Lost Time	62	624	271	N/A	N/A	N/A

- There were four preventable accidents for May on fixed route. This was down from April but remained higher than FY24.
- There were no preventable accidents for paratransit in May.

Performance Indicator	Fixed Route System		
Maintenance	This Month	FY25YTD	FY25YTD
Miles between Road Calls	9,313	11,723	13,116
Percent of Preventive Maintenance Inspections on Schedule	100%	100%	100%

- In May, the maintenance department reported 9,313 miles between road calls.
- Maintenance completed 100 percent (56 of 56) of preventive maintenance inspections on schedule in May.

Performance Indicator	Fixed Route System	
Training Activities	This Month	FY25YTD
Accident Remedial	9	63
New Employee Training	7	144
Smith System Training	6	165
Drug & Alcohol Reasonable Suspicion Training	1	26
CDL Permit Training	0	68
Customer Service Leadership Training	0	85
Electric Bus Training	0	86
Incident Remedial	0	5
Lockout/Tagout Training	0	7
Operator Farebox Training	0	78
Return to Work	0	16

Hiring and Recruiting	This Month	Interviews	New Hires
Open Positions	20	33	1
Operations	12	16	0
Maintenance	6	13	0
Administration	2	4	1

Procurements	
Fasteners & Other Shop Supplies	Open
Hybrid Battery Replacement	Upcoming
Janitorial Supplies	Upcoming
Legal Services	Upcoming
Maintenance Uniforms	Upcoming (Re-soliciting)
Paratransit Eligibility Assessments	Upcoming

FINANCIALS
BALANCE SHEET

as of May 31, 2025

	CURRENT YEAR-TO-DATE	LAST YEAR-TO-DATE
ASSETS		
Current assets		
Operating Cash	\$33,843,634	\$32,354,657
Accounts receivable*	(\$706,431)	\$297,005
Inventory	\$790,511	\$950,129
Work in process	\$7,082,523	\$10,987,966
Prepaid	\$195,191	\$176,175
Total Current Assets	\$41,205,428	\$44,765,932
Long term asset - Pension	\$3,278,791	\$2,472,657
Total Long Term Assets	\$3,278,791	\$2,472,657
Net capital and related assets	\$39,656,266	\$33,862,973
TOTAL ASSETS	\$84,140,484	\$81,101,563
LIABILITIES		
Current liabilities		
Accounts payable	\$1,798,287	\$1,651,797
Payroll liabilities	\$1,109,823	\$877,466
Total Current Liabilities	\$2,908,110	\$2,529,264
Long term liability - Pension	\$590,272	\$747,248
Total Long Term Liabilities	\$590,272	\$747,248
NET POSITION	\$80,642,102	\$77,825,052
TOTAL LIABILITIES AND NET POSITION	\$84,140,484	\$81,101,563

*Accounts receivable will show a credit until the year end adjustment for work in process is made.

STATEMENT OF REVENUES, EXPENSES AND CHANGE IN NET POSITION

May 2025

	FY2025 ACTUAL	FY2025 BUDGET	FY2025 VARIANCE	FY 2024 ACTUAL
REVENUES				
Property taxes	\$24,830,983	\$23,623,978	\$1,207,006	\$23,340,570
Passenger revenue	\$1,149,837	\$1,169,806	(\$19,969)	\$1,153,109
Federal funds	\$4,880,000	\$5,149,343	(\$269,343)	\$786,356
Advertising revenue	\$320,000	\$300,000	\$20,000	\$260,000
Other revenue	\$2,729,738	\$2,467,670	\$262,068	\$2,468,746
TOTAL REVENUES	\$33,910,559	\$32,710,797	\$1,199,761	\$28,008,781

EXPENSES				
Wages	\$11,827,100	\$11,510,955	\$316,145	\$10,426,935
Fringe benefits	\$6,187,740	\$6,611,751	(\$424,011)	\$5,168,710
Professional services	\$1,429,470	\$1,748,634	(\$319,164)	\$1,298,956
Materials and supplies	\$1,504,687	\$1,330,542	\$174,146	\$1,534,782
Fuel-Diesel	\$554,312	\$982,094	(\$427,782)	\$623,340
Fuel-Other	\$433,531	\$819,119	(\$385,588)	\$451,198
Utilities	\$320,053	\$454,022	(\$133,969)	\$335,615
Insurance	\$1,052,430	\$898,684	\$153,746	\$922,820
Fuel taxes	\$189,339	\$210,833	(\$21,495)	\$201,063
Paratransit Expenses	\$6,985,303	\$7,395,592	(\$410,288)	\$7,507,419
Vanpool Expenses	\$0	\$0	\$0	\$16,423
Dues and subscriptions	\$51,982	\$52,250	(\$268)	\$58,647
Travel, training and meetings	\$143,512	\$229,333	(\$85,821)	\$97,145
Media advertising	\$86,989	\$214,958	(\$127,970)	\$187,390
Miscellaneous	\$62,451	\$78,283	(\$15,832)	\$58,680
Leases and rentals	\$2,184	\$2,184	\$0	\$2,184
Depreciation	\$3,944,203	\$3,944,203	\$0	\$3,601,812
TOTAL EXPENSES	\$34,775,285	\$36,483,437	(\$1,708,151)	\$32,493,119

CHANGE IN NET POSITION	(\$864,727)	(\$3,772,639)	\$2,907,913	(\$4,484,338)
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Monthly Average Diesel Cost:	\$2.22
YTD Average Diesel Cost:	\$2.36
CNG Diesel Gallon Equivalent:	\$1.51

MEMORANDUM

June 25, 2025

TO: Lextran Board of Directors**FROM: Fred Combs, General Manager****SUBJECT: Resolution to Purchase Downtown Connector Service Cutaway Vehicles**

Attached is a resolution requesting authority to purchase up to four (4) 2x12 cutaway vehicles from Tesco Specialty Vehicles LLC for use in a downtown connector fixed route service.

In January of 2025, Lextran, in collaboration with the Lexington-Fayette Urban County Government, VisitLex, LexPark, and the Downtown Lexington Partnership, submitted an application for a competitive carbon reduction grant, and was awarded grant funds in March of 2025. The grant proposal outlines Lextran's plan to reintroduce a circulator service to enhance mobility, connectivity, and economic activity in and near downtown Lexington. The project aligns with the goals of the Carbon Reduction Program and the 2050 Metropolitan Transportation Plan (MTP), promoting public transit, reducing traffic congestion, and lowering greenhouse gas emissions.

The Kentucky Public Transit Association (KPTA) published Bid #11 for the purchase of cutaway vehicles for multiple agencies that was awarded to Tesco Specialty Vehicles LLC on March 7, 2024. Lextran was not named in the original bid for purchases, however Lextran has requested options from other named agencies for four (4) 2 WC X 12 seat cutaway vehicles. KPTA has confirmed that options remain in the contract for the specified cutaways and are available for Lextran to purchase.

As required for all purchases made on the KPTA Bid 11 contract, this purchase is contingent upon the receipt of an approval letter from the Kentucky Transportation Cabinet. Lextran has requested and received this letter of approval.

The purchase and installation of equipment necessary for fixed route services will be included in the procurement of the connector service cutaways, with a total not to exceed budget of \$600,000.00

The source of the funding is as follows:

- Carbon Reduction Grant \$480,000.00
- Local Match \$120,000.00

If you have any questions, please contact me at 859.255.7756.

RESOLUTION 2025-15**TRANSIT AUTHORITY OF LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT****June 25, 2025**

BE IT RESOLVED that the Board of Directors of the Transit Authority of the Lexington-Fayette Urban County Government (Lextran) hereby authorizes and directs the General Manager to purchase 2WC X 12 seat cutaway vehicles from Tesco Specialty Vehicles LLC, as well as associated fixed route equipment, for a total cost not to exceed \$600,000.00.

MOTION

SECOND

CHAIRPERSON

DATE

CHANGE ORDER REPORT - JUNE 2025

Contractor	Type of Service	Original Price	Change	Reason for Change	Prior Change Orders
Building & Repair Systems LLC (Change Order # 3)	Construction - Renovation	\$2,499,452.00 following CO#2	Add \$25,491.00 making contract total \$2,524,943.00	Structural steel corrective work to align building facade.	Two (2)
Building & Repair Systems LLC (Change Order # 4)	Construction - Renovation	\$2,524,943.00 following CO#3	Add \$13,683.00 making contract total \$\$2,538,626.00	Installation of two (2) roof hatches to allow permanent and safe access to concealed dead spaces for maintenance personnel.	Three (3)