

- D. Sevigny, Chair
- T. Morton, Vice-Chair
- J. Brown
- E. Curtis
- L. Sheehan
- L. Higgins-Hord
- J. Hale
- A. Beasley
- H. Boone



Environmental Quality and Public Works Committee

Tuesday, February 3, 2026

1:00 P.M.

AGENDA

- | | | |
|------|---|----------------|
| I. | Approval of November 18, 2025 Committee Summary [Sevigny] | (1-3) |
| II. | Sewer Cleanout Reimbursement Program [Sheehan/Martin] | (4-15) |
| III. | Lextran Services and Environmental Impacts [Sevigny/Combs] | (16-41) |
| IV. | Annual Review of Committee Items [Sevigny] | (42-44) |

[sponsor/presenter]

2026 Meeting Schedule

February 3	August 18
March 3	September 15
May 12	October 13
June 16	November 17

"Environmental Quality and Public Works committee to which shall be referred matters relating to the department of Environmental Quality and Public Works and its divisions, including capital improvement projects and any related partner agencies."- Council Rules & Procedures, Section 4.102 (3).



Environmental Quality & Public Works (EQPW) Committee

November 18, 2025

Summary and Motions

Chair Hannah LeGris called the meeting to order at 1:00 p.m. Committee Members James Brown, Tyler Morton, Emma Curtis, Liz Sheehan, Lisa Higgins-Hord, Joseph Hale, Amy Beasley, Dave Sevigny, and Hil Boone were present. Vice Mayor Dan Wu, Council Members Shayla Lynch and Jennifer Reynolds were present as non-voting members.

I. APPROVAL OF OCTOBER 7, 2025 COMMITTEE SUMMARY

Motion by Curtis to approve the October 7, 2025 Environmental Quality & Public Works Committee Summary. Seconded by Morton. Motion passed unanimously.

II. WATER QUALITY MANAGEMENT FEE INCENTIVE GRANT PROGRAM

Alyssa Mackenzie, District 10 Legislative Aide, presented recommendations for the Water Quality Management Fee (WQMF) Incentive Grant Program, established by ordinance in 2009 and requiring that at least 10% of annual WQMF revenue be allocated to grants for stormwater quality improvements. Funding is distributed between residential (Class A) and non-residential (Class B) properties, with the majority allocated to larger commercial contributors.

The program supports a wide range of eligible projects, including stream restoration, green infrastructure (bioretention, rain gardens, and pervious pavement), stormwater retrofits, tree planting, neighborhood education, and the development of stormwater curricula for schools. Grants are offered across three main categories: neighborhood projects, education, and infrastructure, with application cycles typically in May and July.

In 2025, District 10 led a comprehensive review of the program, including past applications, internal processes, and stakeholder input. Based on this review, staff identified four primary goals: expanding the applicant pool, streamlining application and reporting processes, reducing change orders, and improving overall stormwater outcomes.

Key recommendations include improving accessibility and technical support through an online application system, office hours, and applicant toolkits; enhancing outreach and storytelling through videos, signage, and marketing materials; and modernizing reporting with an online reporting system, clearer timelines, and structured applicant feedback. Implementation of these improvements is planned for 2026, in coordination with the Divisions of Environmental Services (DES) and Water Quality (DWQ).

Motion by Sevigny to approve accepting the recommendations for the Water Quality Management Fee Incentive Grant Program as presented at the November 18, 2025 Environmental Quality & Public Works Committee meeting and as set forth in the committee packet. Seconded by Curtis. Motion passed unanimously (as amended).

Motion by LeGris to amend the deadline of the Storytelling and Toolkits in the recommendations from June 2026 to December 2026. Seconded by Sevigny. Motion passed unanimously.

III. WASTE CONTAMINATION AND REDUCTION PLAN

Angela Poe, Public Information and Engagement Manager, provided an update on Lexington's efforts to reduce waste and recycling contamination, outlining the scope of the problem, operational impacts, root causes, early audit results, and next steps.

As of January 2025, contamination in both recycling and yard waste streams has created significant operational challenges. Impacts include:

- Safety risks for workers
- Equipment damage and inefficiencies
- Landfilling of recyclable and yard waste materials
- Double transportation costs when contaminated loads must be rehandled
- Limited processing options for yard waste due to the lack of sorting equipment, requiring full loads to be accepted or rejected

Internal causes include mixed loads, limited cart visibility before dumping, and incorrect cart collection. External causes are largely behavioral, including improper cart use, confusion about accepted materials, and "wish-cycling"—placing unacceptable items in carts in the hope they can still be diverted from the landfill.

The department has initiated both internal operational changes and external education efforts:

- Improved staff training, accountability, and facility tours
- Evaluation of supervisory structure
- Proposed change of yard waste cart lids to yellow to improve visibility
- Expanded public outreach through mailings, mass media, tabling, audits with personalized feedback, partner engagement, and removal of consistently misused carts

Early residential contamination audits (first two rounds) show:

- Persistent issues with plastic bags and wrap, including wrap still attached to cardboard
- Some wish-cycling, though staff noted many currently unacceptable items are expected to become recyclable by fall 2026
- Use of a tagging system (Green = pass, Yellow = needs work, Red = fail) to provide direct household feedback

Next Steps include:

- A third round of residential audits beginning the week of December 1
- Simplified and consolidated messaging
- Redesigned and translated door hangers
- Integration of contamination tags into routine waste operations
- Continued staff training
- Expanded focus on multi-family properties and additional neighborhoods

Looking ahead to FY27, the program anticipates expanded outreach, refreshed print and media campaigns, partnerships with the Living Arts & Science Center for educational exhibits, and updates to the Materials Recovery Facility classroom to support public education.

The Committee discussed the scope of the waste audit, noting that it currently focuses on residential materials and that a future phase is planned to include businesses and other affiliates. Members reviewed recent reductions in contamination, and staff explained that these improvements reflect active removal of contaminated materials both on the processing line and from loads on the tipping floor. Questions were raised about recyclable material categories and market availability, and staff noted that acceptance

depends on facility capabilities and available space and that expansion options are being explored to support continued progress. No action was taken on this item.

IV. HALEY PIKE LANDFILL SOLAR PROJECT

Richard Dugas, Senior Administrative Officer, provided a status update on the Haley Pike Solar Project, a proposed solar installation on the capped Haley Pike landfill in response to RFP 35-2025. Staff requested approval of a Letter of Intent (LOI) in November 2025 to allow Edelen Renewables to begin regulatory, fiscal, and interconnection coordination, with final lease approval anticipated in December 2025 or January 2026. Project development would continue through spring 2026, with construction targeted to begin in late spring or early summer 2026.

Changes to federal tax law under the One Big Beautiful Bill Act (OBBBA) modified the eligibility deadlines for the 30% Investment Tax Credit (ITC). Failure to meet these deadlines could reduce project feasibility by up to 40%, particularly given the higher costs and risks associated with solar development on capped landfill sites compared with farmland.

The proposed project includes a mix of fixed-tilt and single-axis tracker panels, with non-penetrating, ballasted systems used on capped landfill areas to protect cap integrity. The developer outlined extensive environmental compliance commitments, including modifications to the landfill permit, water quality requirements, performance bonding, and coordination with LFUCG, the permitted entity.

The project includes a Community Benefit Plan to be developed in collaboration with LFUCG, community nonprofits, and schools, with goals related to workforce development, environmental education, sustainability outcomes, and alignment with the Imagine Lexington 2045 Comprehensive Plan, including significant greenhouse gas reductions.

Finally, the presentation addressed long-term obligations, including vegetation and erosion management, a detailed land management plan, and a fully bonded decommissioning plan that ensures the removal and recycling of solar equipment at the end of the project life would be the responsibility of the project owner, not LFUCG or the community.

The Committee discussed labor, land use, procurement, and the long-term implications of the Haley Pike Solar proposal. Questions were raised about the project footprint, and staff explained that 357 of the landfill's 687 acres are proposed for lease, including 158 acres of capped landfill and additional vacant land. The property is agriculturally zoned but is exempt under state law because it is publicly owned. Concerns were raised about the extent of development on vacant land and the need to align with broader solar policy discussions, including agrivoltaics. Discussion also focused on the non-binding Letter of Intent, with staff clarifying that it authorizes negotiations only and does not obligate LFUCG. No action was taken on this item.

V. DIVISION OF WATER QUALITY STORMWATER PRIORITY LIST

The Stormwater Priority List was included in the packet for informational purposes only.

VI. ITEMS REFERRED TO COMMITTEE

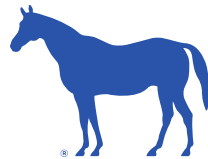
No action was taken on this item.

The meeting adjourned at 2:58 p.m.

PILOT PROGRAM

SEWER CLEANOUT INSTALLATION COST SHARE

Charles H. Martin, P.E.
Environmental Quality & Public Works Committee
February 3, 2026



LEXINGTON



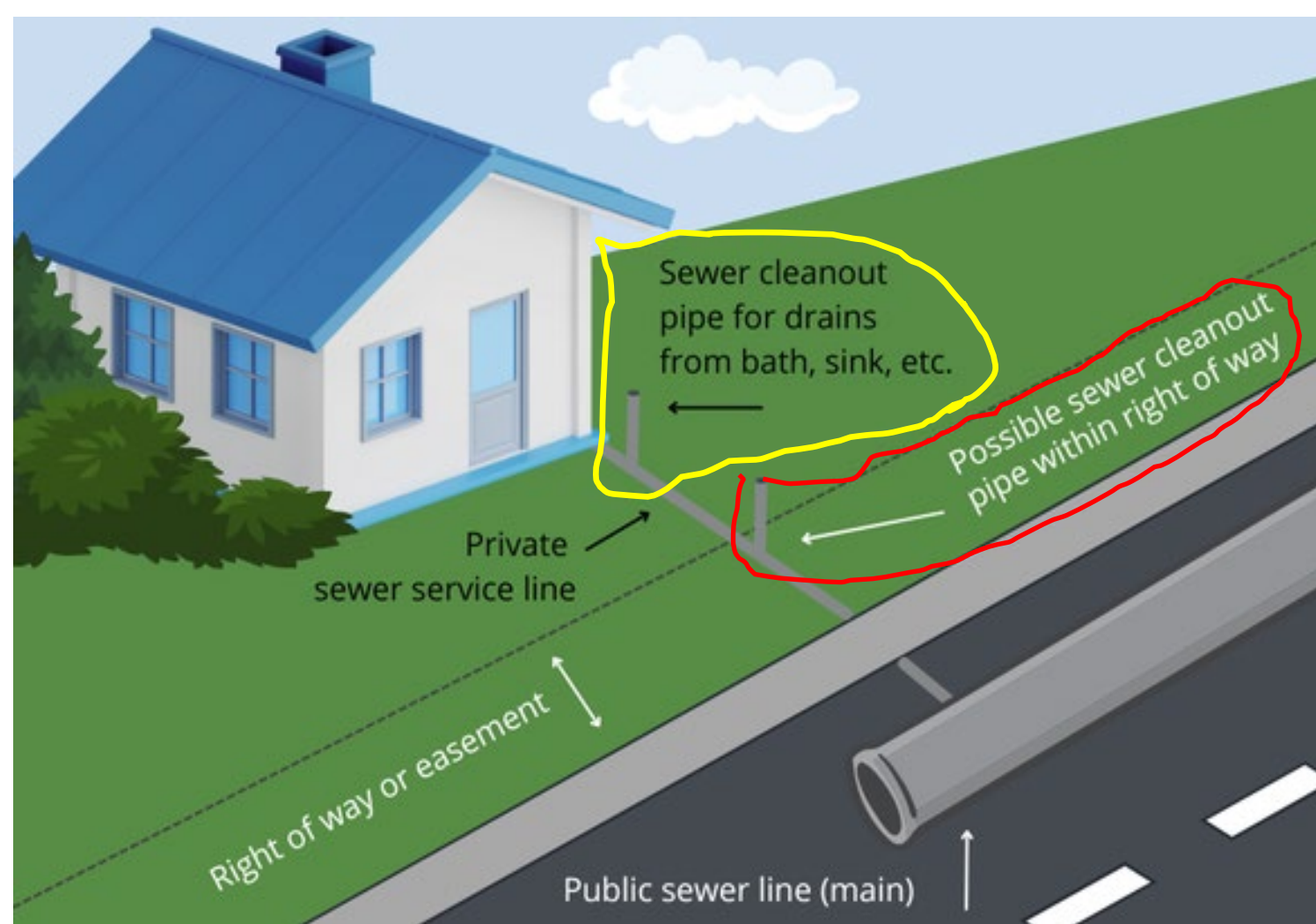
STATEMENT OF THE PROBLEM

The lack of properly located two-way cleanouts at many of Lexington's private residences leads to delays in diagnosing sewer stoppages and repairing failed sewer laterals



STATEMENT OF THE PROBLEM

- Sewer pipe failures cause backups and overflows.
- Sewer pipe failures occur in both publicly owned and privately owned sewer pipes.
- Older parts of the sewer system were built in a way that makes it very difficult to determine if the failure is in the public part or the private part of the sewer pipes serving a property.
- The installation of a two-way clean out assembly is the first step in diagnosing the problem.



TYPICAL SANITARY SEWER LAYOUT

- Public sewer main collects waste from multiple properties.
- Private sewer service lateral serves individual properties.
- Manholes are used to clean and access the sewer main.
- Clean outs can be used to clean and access the lateral.
- Key Points

Original:

Lateral lines come from homes and connect to the main sewer line at or near the street. Mains in the back or side yards are located in easements. These lateral lines are often damaged by tree roots and cause sewer backups.

8

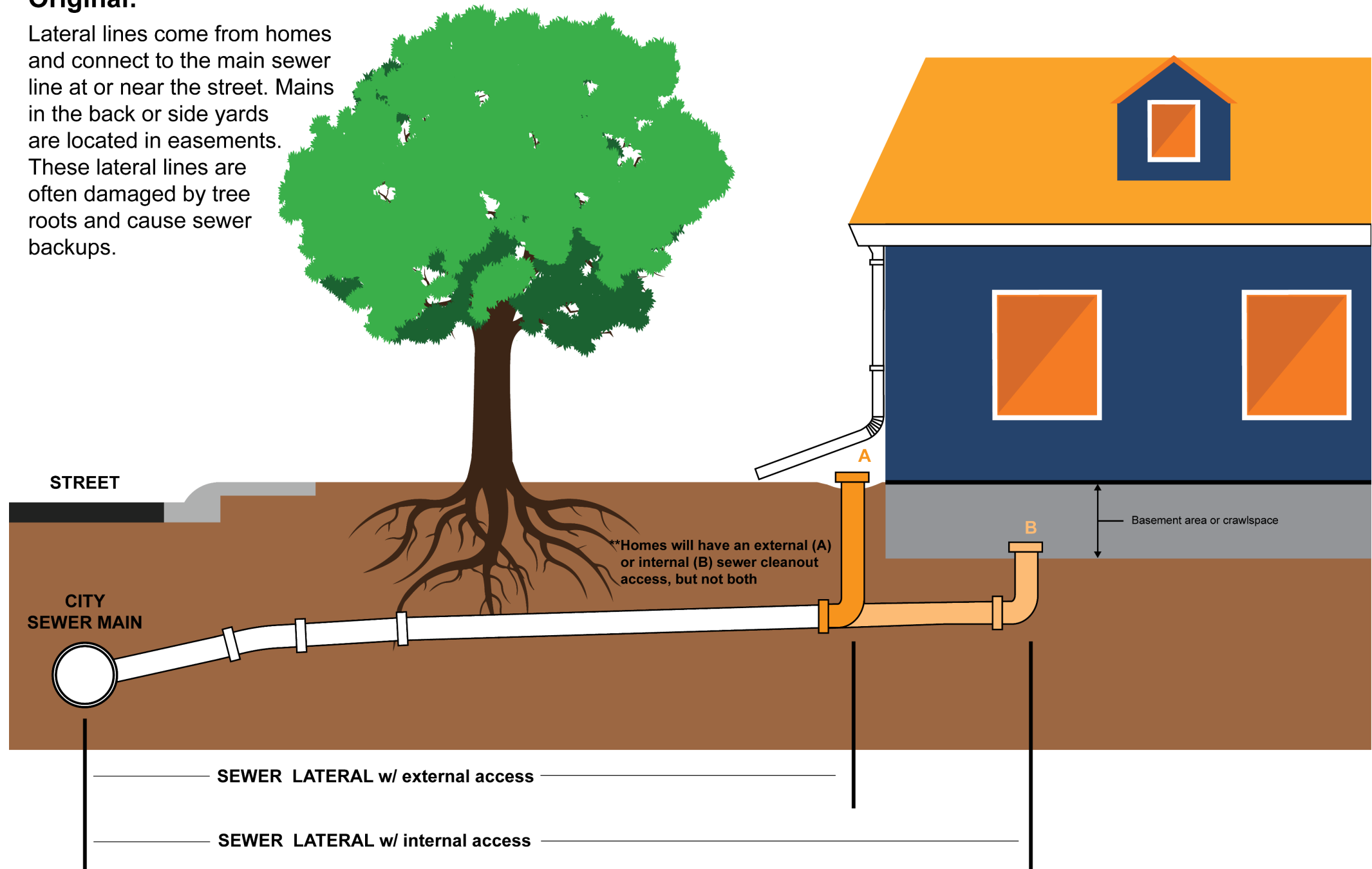


Diagram A:

Damaged sewer lateral from tree intrusion. Sewer cleanout access is **inside** the property line.

City crews can't access cleanouts inside the property line or outside the easement. A new cleanout will need to be installed at the property or easement line.

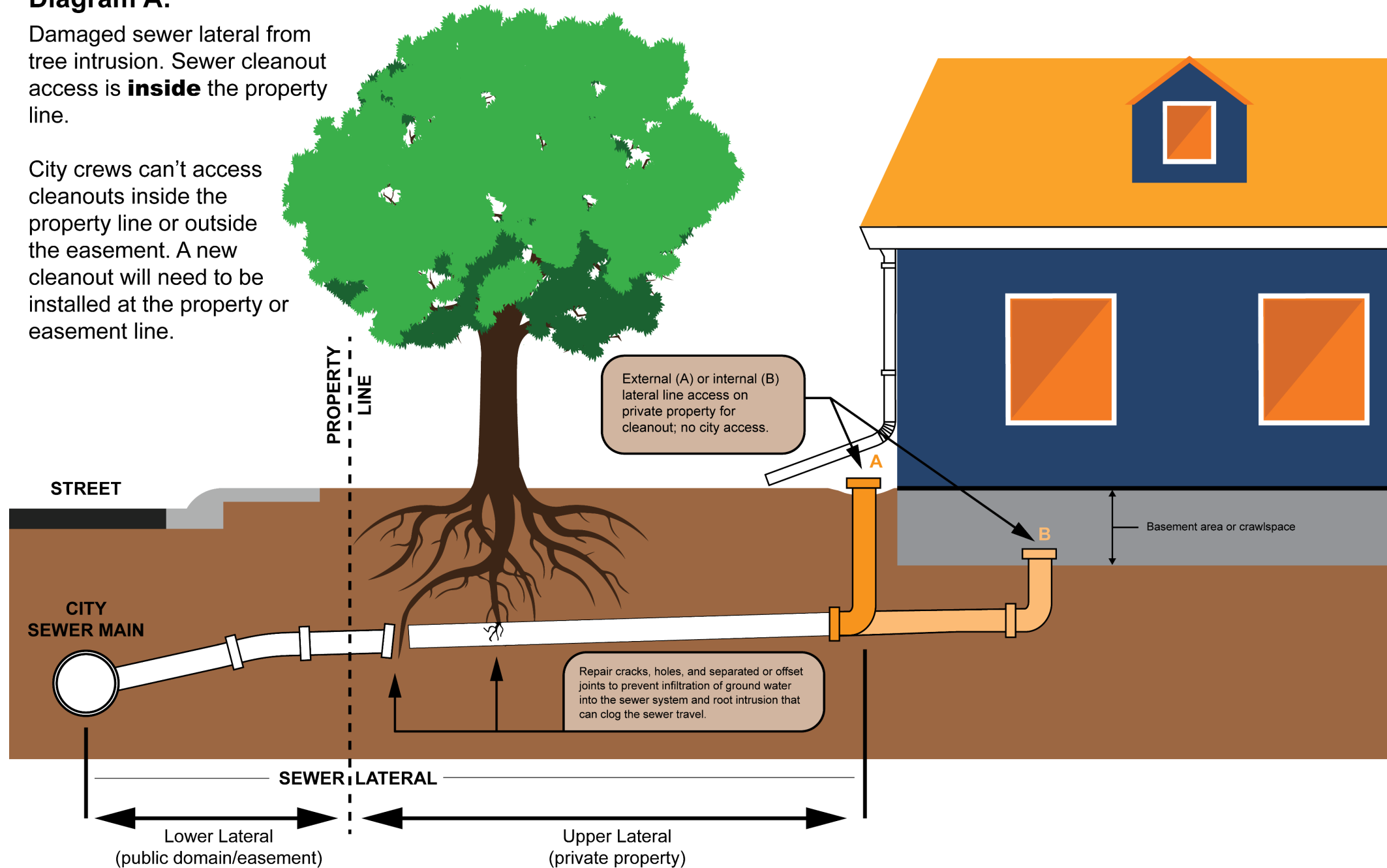
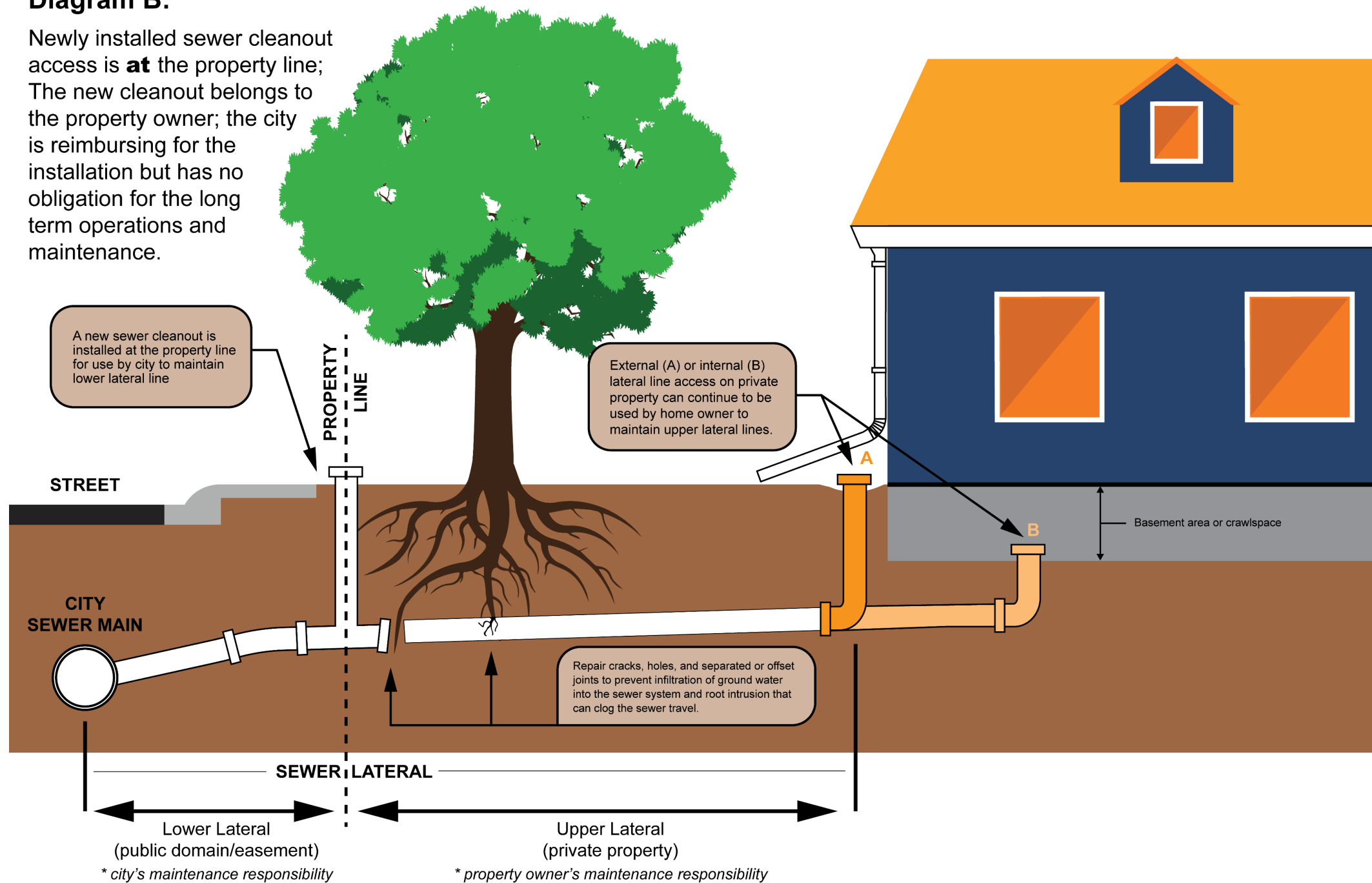


Diagram B:

Newly installed sewer cleanout access is **at** the property line; The new cleanout belongs to the property owner; the city is reimbursing for the installation but has no obligation for the long term operations and maintenance.





What's the Benefit and Downside to Having a New Two-Way Cleanout Installed at the Property Line?

Downside

1. Intrusive excavation in the yard or driveway to dig up the pipe and install the cleanout.
2. Cost of having the work completed.

Benefit

1. Entire service lateral can be cleaned from outside your house.
2. No disagreements on who has responsibility for correcting the defect causing the backup or overflow.
3. Reduces operating costs associated with repeat service calls.



Why aren't we already installing two-way cleanouts at the property line?

1. Homes built in the last 15 years were required to have them.
2. Older homes would need to install them in their yards – on private property.



What is Water Quality Proposing as a Solution to the Problem?

Consider starting a pilot program modeled after the sidewalk replacement program. Steps would include:

1. Verify the need and provide guidance materials to the property owner (list of qualified contractors and cost reimbursement information).
2. Property owner contracts for completing the work and restoration.
3. DWQ issues the reimbursement based on program criteria.



Next Steps?

1. Obtain guidance from EQPW committee.
2. Engage stakeholders (internal DWQ staff, CAO's office, plumbing contactors, etc.).
3. Compile feedback and guidance and develop the framework for how a pilot program might work and get FY27 funding guidance from the Department of Finance.
4. Report back thru this committee or via the Mayor's proposed FY27 budget.



Questions?



LEXINGTON

Lextran Services and Environmental Impacts

Presented to the Lexington-Fayette Urban County
Government Environmental Quality and Public
Works Committee

Presentation by
Fred Combs, AICP
General Manager



WE SERVE
PEOPLE AND OUR
COMMUNITY
WITH MOBILITY
SOLUTIONS.



Outline

- Highlights from FY2025 and FY2026 YTD
- Lextran Services
- Environmental Impacts
- Looking ahead to FY2027



Recent Highlights

- Transit Center Interior Renovation Complete
- Strategic Planning in final stages
- RFP released for Microtransit pilot project
- LexRide launches on Thursday, April 2, 2026
- Awarded \$6.1M in federal grants for 7 compressed natural gas fueled buses and 10 paratransit vehicles
- Hired first Mobility Manager to oversee non-core services
- Adopted 2025-28 Title VI Program Plan
- Implemented service improvements in May, August, and December 2025



Lextran By the Numbers



Fixed-route Service

Current services levels are proposed for FY2027

- 35-minute frequency on majority of core routes; 70-minute frequency on nights and weekends
- Existing fixed-route service gaps remain
- Pilot programs will require additional funding to continue in FY2027 and beyond
 - Downtown Circulator
 - Microtransit

Percentage of households	Low-Income	Carless	Total Households
Within 1/4 mile walking distance of a bus stop	47%	55%	36%
Within 1/2 mile walking distance of a bus stop	66%	74%	53%



Lextran By the Numbers



Fixed-route Service



25
routes



75
buses



893
bus stops



3.68M
rides given in FY2025



1.98M
total miles served



194,368
hours of service



18.9
passengers per hour



86.9%
on-time performance

Lextran Wheels By the Numbers

157,227

rides given in FY2025

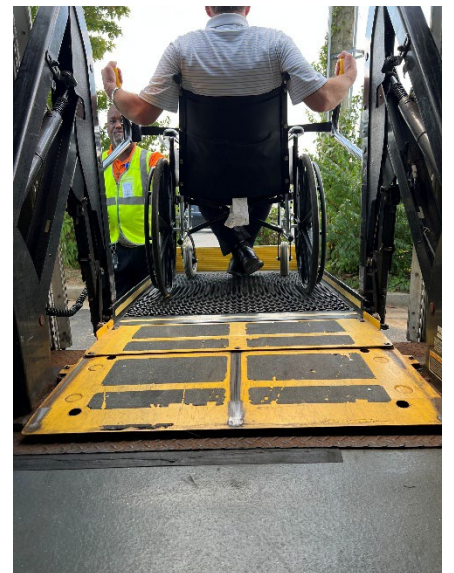
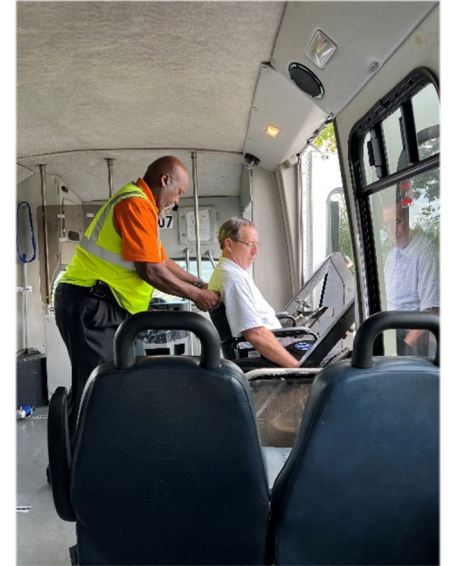
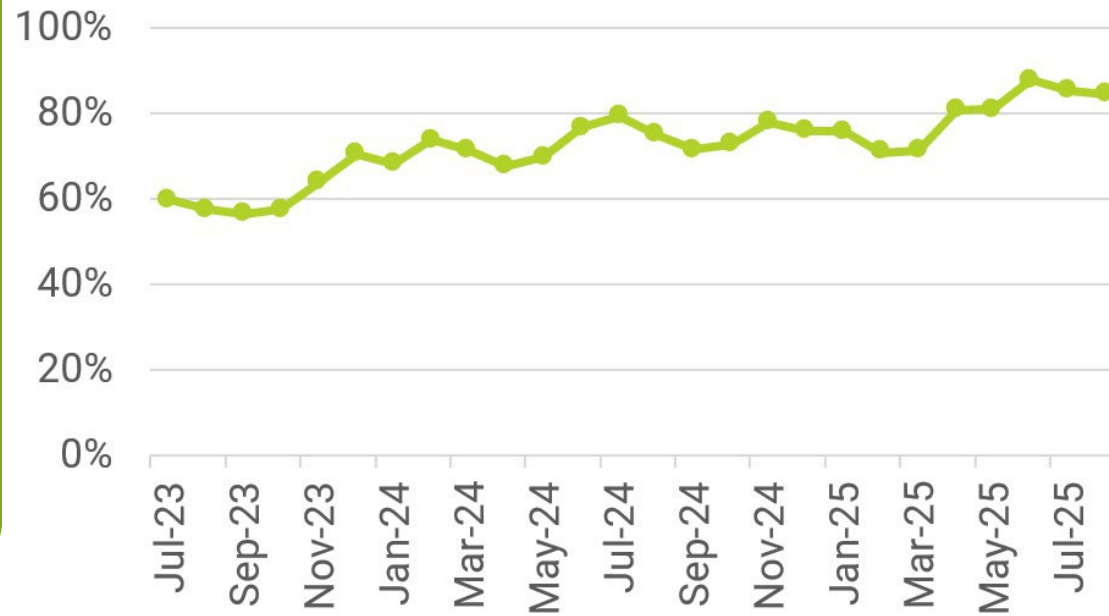
4,236

Certified Wheels Riders

68

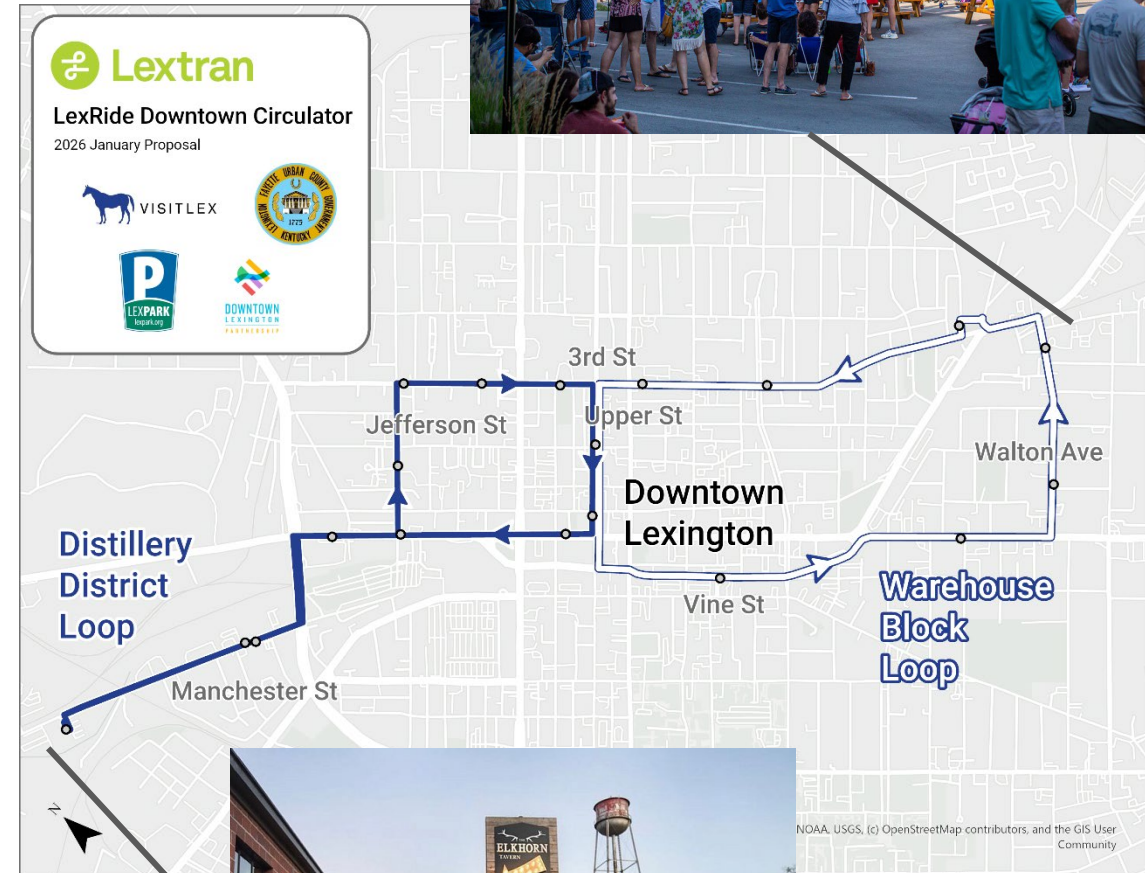
ADA Accesible Wheels Vehicles

**FY2025 Paratransit
On-Time Performance**



LexRide

- Partnership with LFUCG, Fund for Greater Lexington, VisitLEX, Downtown Lexington Partnership, and LexPark
- Two circulator routes connecting employees, residents, and visitors to downtown and popular entertainment districts
- Thursday, Friday, and Saturday nights
- 4:00 pm – 12:00 am
- April 2, 2026 – October 31, 2026
- \$1.00 per trip with Tap-to-Pay available



Photos courtesy of The Warehouse Block and Lexington Distillery District Social Media

Microtransit Pilot Project

Affordable, ADA accessible shared curb-to-curb transportation service for origins and destinations located within the service zone.

Estimated Service Stats

- 2.1 trips per hour
- 3.5 mile average trip length
- 21,400 trips in Year 1

Coverage Stats

- Households – 12,000
- Population – 26,700 (55% Minority)
- Population within 150% of poverty threshold – 35%
- Jobs – 22,400
- Car Free Households – 9%



Microtransit Pilot Project

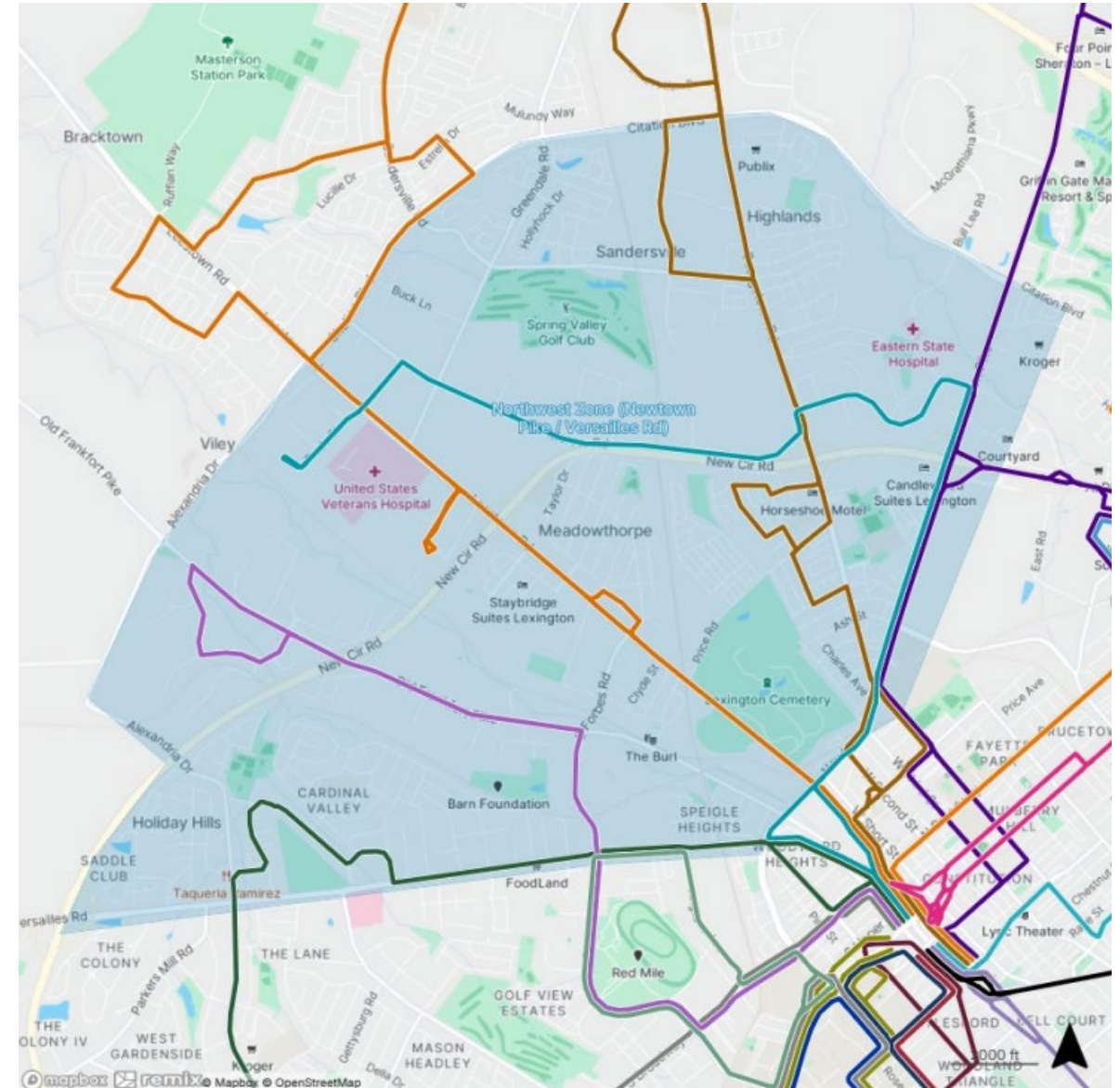
Affordable, ADA accessible shared curb-to-curb transportation service for origins and destinations located within the service zone.

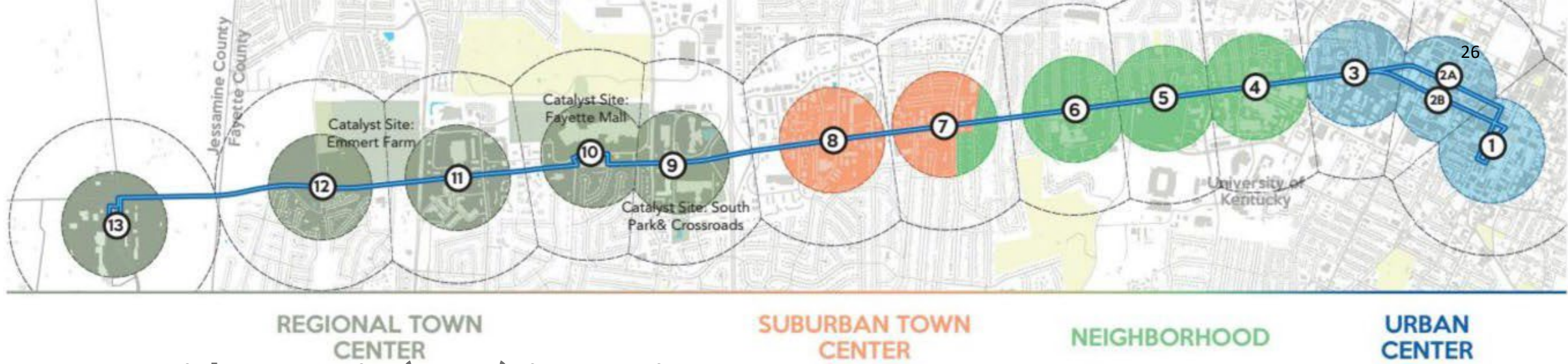
Year 1 Service Plan

- Northwest Zone (Districts 2 and 11)
- Daily service from 6:00 am – 8:00 pm
- Two vehicles logged in during peak service

Vendor Procurement

- RFP responses due February 13
- Anticipated contract award on March 25
- Estimated start date July – September





Bus Rapid Transit (BRT) in Lexington

- BRT is essentially bus service that mimics light rail: high frequency, dedicated lanes, faster boarding times, unique branding, and so forth.
- In 2015, Lextran and LFUCG completed the US 27/Nicholasville Road Alternatives Analysis study that identified BRT as a path to improve mobility and traffic flow.
- The 2021 comprehensive plan incorporated the Imagine Nicholasville Road study, which called for BRT elements of BRT and other traffic flow improvements.
- In 2025, KYTC completed traffic modeling that demonstrated that the Imagine Nicholasville Road recommendations are viable.
- Federal grant programs, such as the Capital Improvement Grant (CIG) program, are targeted to secure additional funding for project design and engineering.

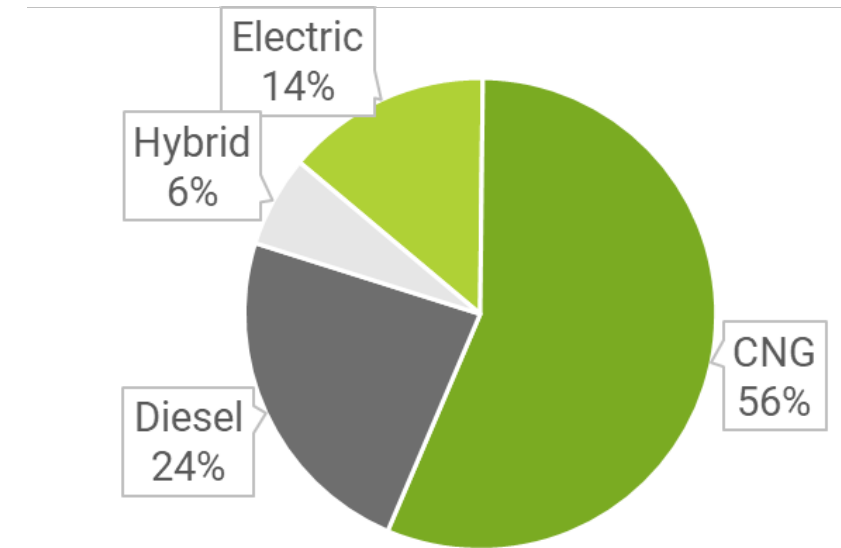
Lextran Environmental Impacts

Clean fuels: replacing diesel with cleaner fuels

- CNG, Electric, and Hybrid vehicles make up 76% of the fleet
- 7 new CNG vehicles to be ordered in 2026

Installation of solar lighting at bus stops

- 30 stops completed
- Focused on shelters with high nighttime ridership and insufficient street lighting



Lextran Active Fixed-Route Fleet

More than 11 million passenger miles traveled last fiscal year and over 3.5 million trips on fixed-route

Looking ahead to FY2027

- Implement Lextran Strategic Plan
 - Establish new Key Performance Indicators
 - Long Range Plan
 - Identify diverse and sustainable funding streams
- Launch microtransit and LexRide pilot projects
- Realize continued paratransit service improvements
- Continue operator barrier installation project
- Explore fare system upgrades, including tap-to-pay
- Incorporate new vehicles into the fixed-route and paratransit fleet
 - 7 fixed-route buses
 - 10 paratransit cutaways



Thank you.

“

Lextran has the best drivers. They've always gone above and beyond to help get me to and from my destination safely.

- Liza | Lextran Rider

“

Rides all throughout Lexington and is affordable. Staff is always nice. Lextran is great, convenient, friendly, reliable, and an absolute major piece of our community.

- Jonathan | Lextran Rider

“

Lextran is a top-notch service in our city! Whether it's for daily commuting or occasional trips, Lextran consistently provides excellent service. I'm grateful for having such a dependable transit option in Lexington!

- Mitchell | Lextran Rider



ANNUAL REPORT FY2025

July 2024 - June 2025

Serving People and
Our Community with
Mobility Solutions

lextran.com



A Message from the GM

"Fiscal year 2025 was a landmark year for Lextran. We made significant strides in addressing our operator shortage, hiring more new employees than in any year over the past decade and securing a new collective bargaining agreement with our frontline workforce. These efforts have strengthened service reliability and improved on-time performance. Ridership continues to grow, while our focus on preventative maintenance has helped extend the lifespan and efficiency of our vehicle fleet.

Our success is driven by the dedication of our team, especially our frontline employees. We deeply appreciate their hard work and remain committed to educating the community on the benefits of public transit. As we look ahead, we will continue delivering reliable mobility solutions for Lexington.

Thank you for your ongoing support and partnership in our mission to serve people and our community with mobility solutions."

Sincerely,
Fred Combs AICP
Lextran General Manager

Lextran Management Team



Fred Combs
General Manager



Randolph Williams
Asst.
General Manager



Jason Dyal
Director of Operations



Emily Elliott
Director of Planning & Community Development



Nikki Falconbury
Director of Finance & HR



Chris Withrow
Director of Maintenance



Steve Rohde
Director of Safety & Security

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JOIN US IN SHAPING THE
FUTURE OF PUBLIC TRANSIT!

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Our Mission Statement



**“WE SERVE PEOPLE AND
OUR COMMUNITY WITH
MOBILITY SOLUTIONS”**

Lextran has been serving people and our community with mobility solutions since 1973. Today, Lextran operates 25 bus routes and offers door-to-door paratransit service for people with disabilities anywhere in Fayette County. Buses run every day, providing people in Lexington with a reliable way to get to work, school, and quality of life activities seven days a week, 365 days a year.

Lextran’s mission is simple: “We serve people and our community with mobility solutions.” That mission guides everything the agency does, from delivering a high-quality product and service, demonstrating value to the community, and managing and sustaining resources.

In fiscal year 2025, Lextran made meaningful progress toward building a more responsive, modern, and sustainable transit system. The year was marked by high-visibility capital projects, strategic leadership, long-term planning, and a consistent focus on performance that kept the agency focused on meeting the needs of Lexington’s residents and neighborhoods and allowed Lextran to provide just over 3.5 million rides!

The progress made in 2025 gives Lextran strong momentum for the year ahead. By continuing to invest in key projects, new technology, and customer-focused improvements, the agency is working toward a more connected, sustainable, and people-centered transit system for Lexington.

Lextran’s Board of Directors

The Lextran Board of Directors includes eight Mayor-appointed members who each who bring diverse experience and leadership to the organization. Their governance ensures fiscal responsibility, policy oversight, and strategic planning for the future of public transportation in Lexington.



Harding Dowell

Board Chair
*Associate
Group 4 Architecture*



George Ward

*Associate Vice President for Economic
Development and Real Estate
University of Kentucky*



Jamie Rodgers

Board Vice Chair
*Public Services Strategist
Accenture*



Judge Lindsay Hughes Thurston

*Judge
Fayette County District Court*



Leidy Borges-Gonzalez

*Director of Community Services
Community Action Council*



Michael Huston

*Architect and Urbanist
Townscape Architecture & Planning*

FY2025 By The Numbers

Lextran leverages data to improve and optimize our services. By understanding our customers and how they move, we can make improvements that better fit the needs of our current and future ridership.



25
routes



75
buses



893
bus stops



3.68M
rides given in FY2025



1.98M
total miles served



194,368
hours of service



18.9
passengers per hour



86.9%
on-time performance

Source: Federal Transit Administration, National Transit Database



Lextran Wheels



Through a collaboration with RATP-Dev, Lextran is proud to offer Wheels, a shared ride, door-to-door public transportation service for Lexington-Fayette County citizens that supplements Lextran's fixed-route service by providing accessible transportation options for Lexington-Fayette County citizens with disabilities.

157,227

rides given in FY2025

4,236

Certified Wheels Riders

68

ADA Accesible Wheels Vehicles

Agency Achievements

TRANSIT CENTER RENOVATION

Transit Center Renovation began in April 2025, including a full interior overhaul of the customer service workspace, customer waiting area, employee break room, and a new community space to provide services for Lextran customers. The platform area of the Transit Center will have new curbing, flooring, and real time passenger information kiosks. The renovated facility will streamline passenger flow, improve operational functionality, and offer a safer and more comfortable experience for riders.



WORKFORCE INVESTMENTS

Lextran reached a new collective bargaining agreement with the Local 639 Amalgamated Transit Union (ATU), including wage increases and workplace improvements designed to benefit both transit staff and the organization as a whole. By ensuring fair compensation and better working conditions, Lextran continues to foster a strong, motivated workforce that is essential to providing service to the community. Lextran also held several opportunities in FY2025 to celebrate employees and strengthen morale across the workforce, including the annual Safety Awards Banquet Luncheon in May, the annual Lextran Rodeo, multiple employee cookouts, coffee and food trucks, and a chili cook-off. Agency-wide training sessions also supported staff development, with a focus on managing organizational change, building leadership skills, and fostering teamwork.



COMPRESSED NATURAL GAS FLEET EXPANSION

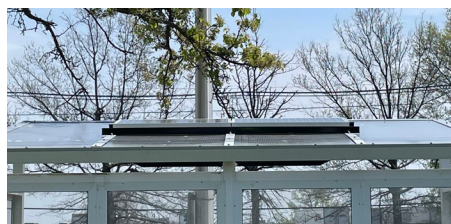
Lextran doubled its compressed natural gas (CNG) vehicle fueling capacity with the completion of major upgrades to the CNG fueling infrastructure at Lextran's Loudon Avenue office and maintenance garage, enabling expansion of the fleet of low-emission buses and streamlining fueling operations.



BUS STOP LIGHTING & RIDER SAFETY



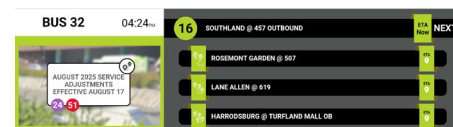
As part of its commitment to passenger safety, Lextran installed solar-powered lighting at dozens of stops. These lighting units were designed for locations without existing electrical infrastructure and aimed to improve visibility and enhance the overall experience for riders, particularly during early morning and evening hours.



TECHNOLOGY MODERNIZATION



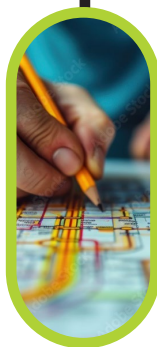
Lextran initiated technology modernization efforts in FY2025 by upgrading its computer-aided dispatch and automatic vehicle location systems to improve service reliability. New on-board real-time information displays, as well as more accurate and timely service updates, enhance the rider experience.



PARATRANSIT ON-TIME PERFORMANCE



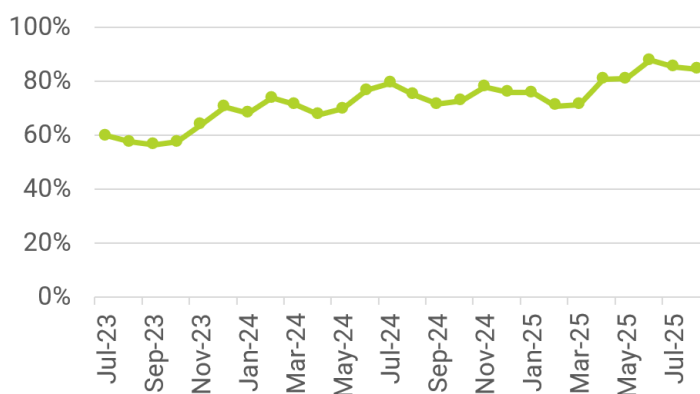
Lextran's paratransit service, Wheels, saw significant improvement in on-time performance during FY2025. After early-year inconsistencies in performance reporting—largely due to software integration issues and contractor transition—Lextran implemented a new internal reconciliation process to validate trip-level data. These changes, along with enhanced oversight of contractor performance and staffing, led to month-over-month gains in on-time performance. To further support this progress, Lextran purchased 21 new ADA-compliant cutaway vehicles, many of which replaced older units approaching the end of their useful life. The new vehicles have improved ride quality, reduced mechanical downtime, and expanded scheduling flexibility for paratransit operations.



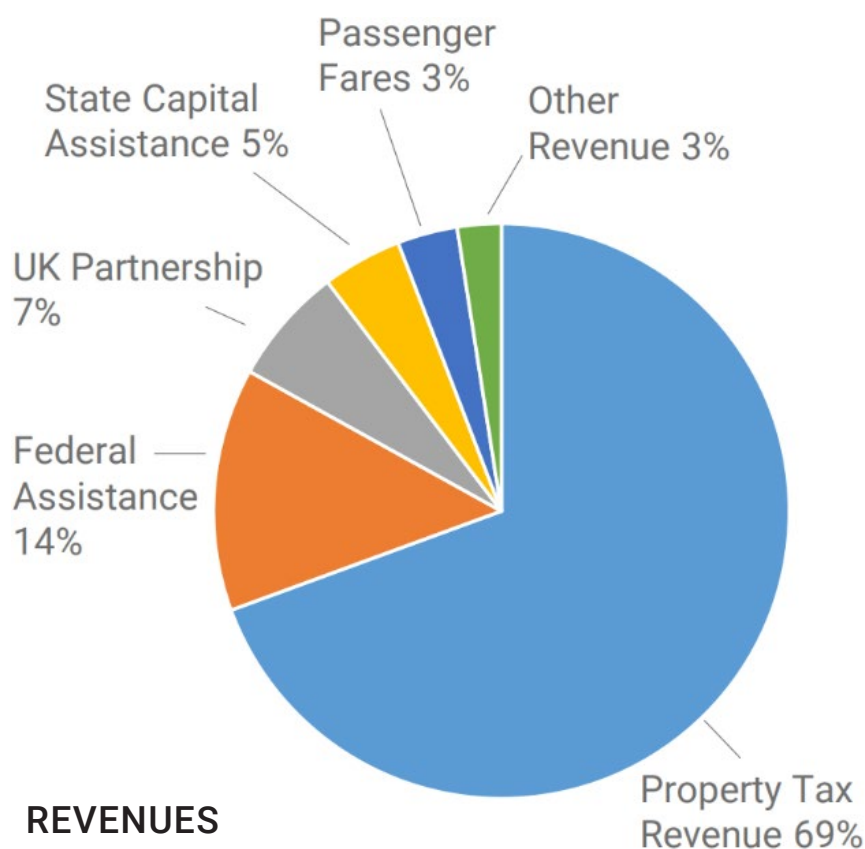
STRATEGIC PLANNING & FEASIBILITY STUDIES

Two major planning initiatives launched to guide Lextran's long-term strategic direction: the community-wide Strategic Plan and the Microtransit Feasibility Study. The Strategic Plan includes staff engagement, peer benchmarking, market analysis, and Board engagement to identify key priorities and a shared vision for the future. The Microtransit Study examined case studies, conducted community outreach, and identified five high-potential zones in Lexington for a future pilot program.

FY2025 Paratransit On-Time Performance

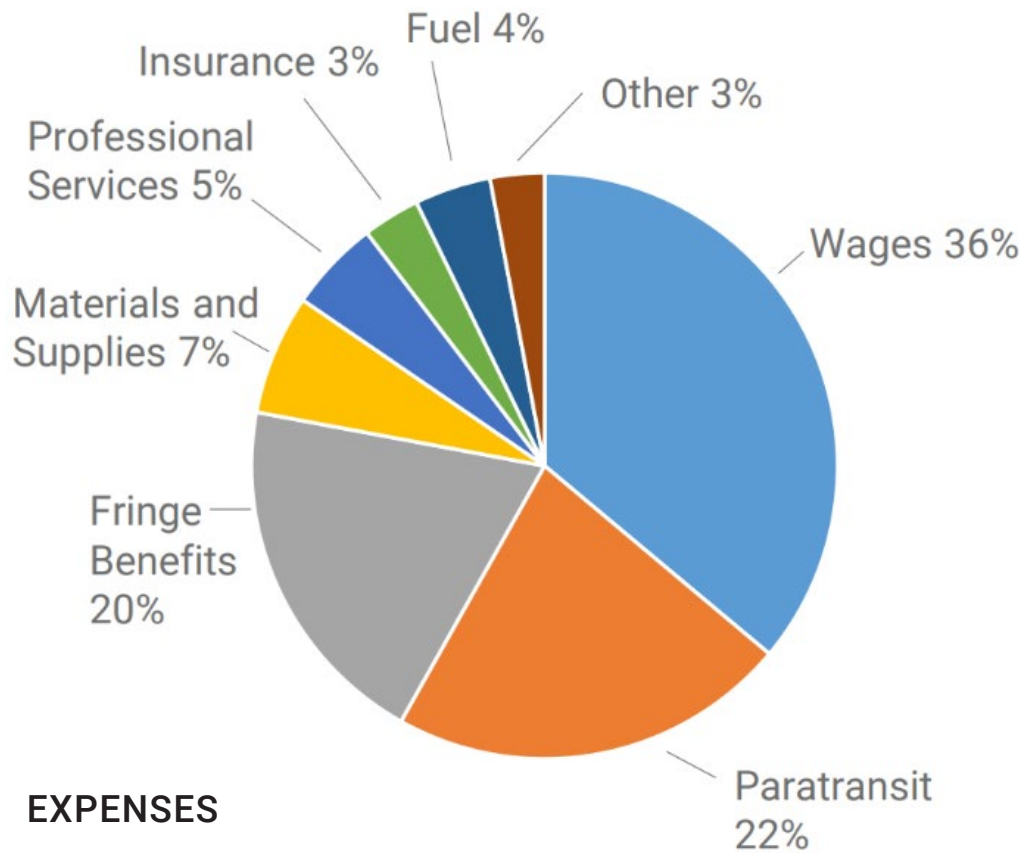


FY2025 Budget



REVENUE	FY2026 BUDGET
Property Tax Revenue	\$26,350,560
Federal Assistance	\$5,188,397
UK Partnership Agreement	\$2,511,104
State Capital Assistance	\$1,700,893
Passenger Fares	\$1,282,727
Other Revenue*	\$934,599
TOTAL REVENUE	\$37,968,279

* "OTHER REVENUE" INCLUDES ADVERTISING, FUEL TAX REFUNDS, VENDING, OTHER SMALL REVENUES, AND MORE.



OPERATING EXPENSES	FY2026 BUDGET
Wages	\$13,700,256
Paratransit Expenses	\$8,378,000
Fringe Benefits	\$7,511,872
Materials and Supplies	\$2,519,000
Professional Services	\$1,921,932
Insurance	\$1,201,535
Fuel (Diesel and CNG)	\$1,600,000
Other Expenses**	\$1,135,684
TOTAL OPERATING EXPENSES	\$37,968,279

** "OTHER EXPENSES" INCLUDE ADVERTISING, FUEL TAXES, UTILITIES, TRAVEL, TRAINING, DUES, SUBSCRIPTIONS, AND MORE.

Looking Ahead

01 CONTINUE THE TRANSIT CENTER RENOVATION



SPRING 2026

The fully renovated Transit Center will streamline passenger flow, improve operational functionality, and offer a safer and more comfortable experience for riders. We're excited to welcome our customers and employees back to this newly renovated space!

02 IMPLEMENT THE STRATEGIC PLAN



SUMMER 2026

In FY2026, Lextran's updated Strategic Plan will be completed and implemented. The community-wide Strategic Plan conducted FY2025 included staff engagement, peer benchmarking, market analysis, to help identify key priorities and a shared vision for the future.

03 DOWNTOWN CIRCULATOR PROJECT



APRIL 2026

The Downtown Circulator, a collaboration with LFUCG supported with a \$250,000 funding commitment, will implement a new transit service in Lexington providing connections between key downtown destinations.

04 MICROTRANSIT PILOT PROJECT LAUNCH



FALL 2026

The Microtransit Pilot, bringing the Microtransit Feasibility study to life, represents an innovative approach to improving mobility and investment in new mobility solutions. These efforts represent Lextran's proactive approach to service innovation and long-range planning.

Join Us in Shaping the Future of Public Transit!

Public transit is a lifeline for thousands of Lexington residents. As we plan for the future, we invite you to be a part of the conversation!



WAYS THAT YOU CAN GET INVOLVED:



RIDE WITH LEXTRAN

Whether you're commuting to work, school, or an event, public transit is a convenient, affordable, safe, and sustainable way to travel.



SHARE YOUR FEEDBACK

Your input helps shape our services! Visit Lextran.com to take our rider surveys, submit comments, and learn how to attend community meetings.



ADVOCATE FOR PUBLIC TRANSIT

Support state and federal transit funding initiatives that improve local services, and reach out to local representatives to share your support for public transit!

“

Lextran has the best drivers. They've always gone above and beyond to help get me to and from my destination safely.

- Liza | Lextran Rider

“

Rides all throughout Lexington and is affordable. Staff is always nice. Lextran is great - convenient, friendly, reliable, and an absolute major piece of our community.

- Jonathan | Lextran Rider

“

Lextran is a top-notch service in our city! Whether it's for daily commuting or occasional trips, Lextran consistently provides excellent service. I'm grateful for having such a dependable transit option in Lexington!

- Mitchell | Lextran Rider



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Environmental Quality & Public Works (EQPW) Committee

2026 Annual Status Review of Committee Referrals

Odor Control Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0140-24	J. Reynolds	October 31, 2023	February 11, 2025	Anticipated March 3, 2026

The Odor Control Update addresses constituent concerns about odor near the wastewater treatment plant.

Coordination of Ongoing Maintenance for Projects

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0876-25	J. Reynolds	August 20, 2024	October 7, 2025	Anticipated June 16, 2026

This item will address the lack of maintenance planning when completing new projects (including infrastructure, beautification, and planting projects) in Lexington.

Neighborhood Traffic Management Program (NTMP)

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0151-25	L. Sheehan	August 20, 2024	February 11, 2025	Anticipated November 17, 2026

This program provides a process for residents to partner with Traffic Engineering to assess and address neighborhood traffic concerns related to vehicle speed and volume.

Traffic Calming with Street Art and Quick-Builds

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0737-25	L. Sheehan	August 20, 2024	August 12, 2025	

The idea behind this item is that installing bright, visible street art that also occupies road space will prompt drivers to pay more attention and possibly slow down, making traffic slightly safer.

Haley Pike Solar Project Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0249-25	D. Seigny	February 25, 2025	November 18, 2025	

Lexington-Fayette Urban County Government (LFUCG) received inquiries about solar development at the Haley Pike Landfill, prompting an internal study.

Review of Water Quality Management Fee Incentive Grants

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0486-25	D. Seigny	February 25, 2025	November 18, 2025	

Review of Water Quality Management Fee Incentive Grants for potential recommendations.

Parking Citation Issuance During Winter Weather Emergencies

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
	E. Curtis	April 22, 2025		Anticipated May 12, 2026

Review the issuance of parking citations during winter weather emergencies.

Mint Lane Pump Station

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0736-25	D. Seigny	May 27, 2025	August 12, 2025	

Site analysis/cost feasibility study results for the Mint Lane pump station design project are expected in March 2026.

Sewer Cleanout Reimbursement Program

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0095-26	L. Sheehan	August 12, 2025		February 3, 2026

This cost-share program assists with diagnosing sewer stoppages and repairing failed sewer laterals caused by a lack of properly located two-way cleanouts.

STREET Safety Task Force: Traffic Control Using Data Analytics

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
	D. Seigny	December 4, 2025		Anticipated August 18, 2026

Traffic Control Using Data Analytics is a recommendation that came out of the STREET Safety Task Force.

LFUCG/AFSCME to Review and Consider Workforce Conditions and Operational Impacts

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
	A. Beasley	January 13, 2026		Anticipated June 16, 2026

LFUCG and the American Federation of State, County, and Municipal Employees Local 4468 (Waste Management) to review and consider workforce conditions and operational impacts.

Review of Chapter 17C: Public Rights of Way

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
	T. Morton	January 13, 2026		Anticipated June 16, 2026

Review of Chapter 17C in the Code of Ordinances related to Public Rights of Way.

Annual and Periodic Items

Lextran Services and Environmental Impacts

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0389-25	D. Seigny	February 11, 2025	April 22, 2025	February 3, 2026

This item examines the services Lextran offers and their environmental impacts.

Empower Lexington Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0547-23	D. Seigny	June 3, 2025	June 10, 2025	Anticipated June 16, 2026

The Empower Lexington Plan is a community-wide effort that outlines how individuals, businesses, organizations, and government can support a resilient community.

Live Green Lexington Update (Public Information and Engagement)

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0500-21	D. Seigny	February 2, 2021	October 7, 2025	Anticipated October 13, 2026

This program's team outlines the city's efforts to protect and improve the environment and explains how the community can help.

Urban Forestry / Street Trees Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0501-21	D. Seigny	September 17, 2019	April 22, 2025	Anticipated August 18, 2026

Urban forestry provides many benefits for local communities, including improved air and water quality and social and economic returns.

Capacity Assurance Program (CAP) Audit Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0964-20	D. Seigny	August 30, 2018	April 18, 2023	Anticipated April, 2028

Our code of ordinances requires the Capacity Assurance Program (CAP) Audit report be delivered every five years.

Energy Initiatives Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0572-22	D. Seigny	January 10, 2017	March 11, 2025	Anticipated March 3, 2026

The Energy Management Plan was established in 2004 to reduce fuel and utility use, promote conservation, and achieve cost savings.

Snow & Ice Control Plan

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
1034-22	D. Seigny	February 15, 2014	October 7, 2025	Anticipated October 13, 2026

This update reviews the snow removal schedule, staffing, and program costs.

Pavement Management Plan

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0440-22	D. Seigny	May 26, 2020	March 11, 2025	Anticipated May 12, 2026

The plan outlines the process for selecting paving projects, classifies projects for funding, and sets the proportion of the total paving budget allocated to each project.

Division of Water Quality Stormwater Projects Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0922-22	D. Seigny	February 20, 2018	August 20, 2024	Anticipated September 15, 2026

Division of Water Quality staff will review Stormwater Drainage and Flooding projects. The stormwater project update was included in the November 18, 2025 committee packet as information only.

Municipal Separate Storm Sewer System (MS4) Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
1122-22	D. Seigny	February 20, 2018	August 12, 2025	Anticipated October 13, 2026

The Municipal Separate Storm Sewer System (MS4) program is designed to maintain and improve waterway quality by reducing pollutant discharges from stormwater runoff.

Consent Decree and Remedial Measures Plan Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
0222-22	D. Seigny	January 22, 2019	December 3, 2024	Anticipated May 12, 2026

The Consent Decree is a legal agreement among the city, state, and federal governments to address issues with Lexington's stormwater and sanitary sewer systems.

Waste Contamination Reduction Update

File ID:	Current Sponsor:	Referral Date:	Last Presented:	Status:
1200-24	D. Seigny	November 14, 2023	November 18, 2025	Anticipated November 17, 2026

Recommendation #4 from the Waste Digester Task Force directed EQPW staff to provide the committee with updates on Waste Contamination Reduction and Composting.