



## Environmental Quality & Public Works (EQPW) Committee

February 3, 2026

### Summary and Motions

---

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

Chair Sevigny began the meeting by announcing that he would serve as the committee's chair. Chair Sevigny asked Councilmember Morton to serve as his vice-chair, and Councilmember Morton accepted.

#### **I. APPROVAL OF NOVEMBER 18, 2025 COMMITTEE SUMMARY**

Motion by Morton to approve the November 18, 2025 Environmental Quality & Public Works Committee Summary. Seconded by Higgins-Hord. Motion passed unanimously.

#### **II. SEWER CLEANOUT REIMBURSEMENT PROGRAM**

Charlie Martin, Division of Water Quality Director, delivered a presentation on the Sewer Cleanout Installation Cost Share Pilot Program. The problem stems from many older Lexington homes not having properly located two-way sewer cleanouts. Without these, it is difficult to quickly diagnose sewer stoppages or determine whether failures are in the public main or the private service lateral. Sewer pipe failures can cause backups and overflows, affecting both the public infrastructure and private property.

Two-way cleanouts allow the entire service lateral to be cleaned from outside the home. It reduces the cost of repeated service calls and disputes over responsibility (public or private). The downside is the installation costs, which would fall to the property owner unless assistance is provided, and the excavation required for installation can be disruptive. Martin noted that homes built in the last 15 years already require two-way cleanouts, but older homes would require retrofits on private property, which is the primary barrier.

A conceptual overview regarding a proposed pilot reimbursement program modeled after the existing sidewalk replacement program was provided. Conceptual steps include:

- Verifying the need and guiding property owners
- Providing a contractor list and reimbursement information
- The property owner will complete the installation
- Division of Water Quality would reimburse based on the criteria

Martin has considered scaling this program based on income, but he needs to demonstrate the need. It is important to set a threshold to prioritize households most in need, and we need to determine whether this program will require property ownership rather than investment/rental property.

Martin estimates the cost would be approximately \$3,000–\$8,000. Of 135 sewer cleanouts, he estimates that 76-80% lack two-way capability. He noted that this cost would include returning everything to its original state after installation. Regarding funding for this program, Martin believes they can establish the

fundamentals and proceed with the pilot once funding is secured. He estimates the pilot program will require approximately \$50,000, depending on the number of eligible properties, and that funding could be drawn from the Sanitary Sewer Fund. The pilot will help us determine actual costs. No action was taken on this item.

### III. LEXTRAN SERVICES AND ENVIRONMENTAL IMPACTS

Fred Combs, General Manager of Lextran, provided an update on services, recent accomplishments, environmental progress, and upcoming priorities. The focus is on service delivery, equity access, and sustainability as Lextran prepares for FY2027 planning and funding decisions. Key accomplishments include completing the Transit Center renovation and nearing completion of strategic planning. Lextran released an RFP for micro transit, secured \$6.1M in federal funding for new vehicles, and created a Mobility Manager role to coordinate non-core mobility services. The agency also adopted the 2025–2028 Title VI plan and implemented multiple service improvements throughout 2025.

Most core routes operate about every 35 minutes, while nights and weekends operate about every 70 minutes. While service reliability has stabilized, some geographic service gaps still exist. Pilot programs such as micro transit and *LexRide* circulator services will require sustainable funding to continue in the long term. Fixed-route service remains the backbone of the system and carries most trips.

*LexRide* is a partnership between Lextran, LFUCG, and downtown organizations. It will connect employees, residents, and visitors to key downtown districts. Service will run Thursday through Saturday evenings from April through October 2026, with a \$1 fare and tap-to-pay capability. This pilot will help evaluate the demand for evening mobility in the downtown area. *Micro transit* is designed as an affordable, ADA-accessible, shared curb-to-curb service. It fills service gaps where fixed-route service is less efficient. The service zone includes approximately 12,000 households and 26,700 residents. The area is about 55% minority, includes many lower-income households, and has a higher percentage of car-free households than the city average. Vendor proposals are due February 13, with the contract anticipated to be awarded in March and the launch targeted for summer to early fall 2026. *Bus Rapid Transit (BRT)* is long-term, high-capacity transit that operates like light rail using buses. It was identified in earlier Nicholasville Road studies and reinforced by *Imagine Nicholasville Road* work and the Comprehensive Plan. State modeling in 2025 confirmed feasibility, positioning Lexington to pursue federal capital funding.

Lextran continues transitioning to cleaner fuels. About 76% of the fleet is now CNG, hybrid, or electric. Seven additional CNG buses are planned for procurement. The agency is also installing solar lighting at bus stops to improve safety and reduce energy use. Lextran is focused on balancing reliability, equity, environmental responsibility, and long-term system growth. Continued partnership with LFUCG and the community will be essential to sustaining service and expanding mobility options. No action was taken on this item.

### IV. ITEMS REFERRED TO COMMITTEE

Motion by Sevigny to remove the following items from the committee: *Haley Pike Solar Project Update, Review of Water Quality Management Fee Incentive Grants, and Mint Lane Pump Station*. Seconded by Sheehan. Motion passed unanimously.

Motion by Sevigny to remove *Lextran Services and Environmental Impacts* from the committee. Seconded by Curtis. Motion passed unanimously.

The meeting adjourned at 2:01 pm.