



Kentuckiana
Regional Planning &
Development Agency

2024 COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

ADOPTED OCTOBER 24, 2024



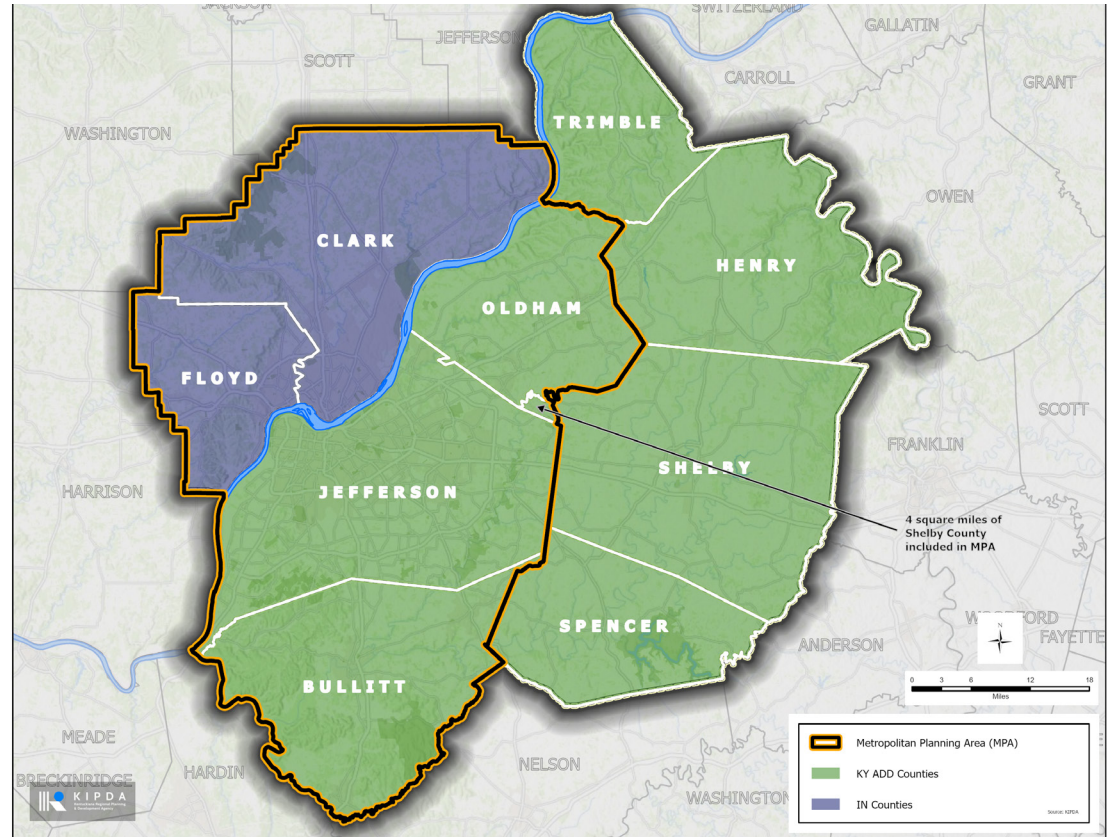
The Kentuckiana Regional Planning & Development Agency

is the federally designated
Metropolitan Planning Organization
for a five-county region in two states:
Clark and Floyd counties in Indiana;
and Bullitt, Jefferson, and Oldham
counties in Kentucky. It also serves as
the Area Development District for the
Kentucky counties of Bullitt, Henry,
Jefferson, Oldham, Shelby, Spencer,
and Trimble.

11520 Commonwealth Drive
Louisville, KY 40299

502.266.6144
502.266.5047 FAX
800.962.8408 IN TDD
800.648.6056 KY TDD

kipda.trans@kipda.org
www.kipda.org/Transportation
@KIPDA



FUNDING DISCLAIMER | KIPDA is funded through a variety of funding sources including federal and state funds from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Transit Authority of River City, and local funds from the local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

TITLE VI COMPLIANCE | KIPDA fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. KIPDA's website, www.kipda.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. KIPDA public meetings are always held in ADA-accessible facilities, and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by KIPDA under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with KIPDA's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on KIPDA's Title VI program or to obtain a Title VI Complaint Form, please visit: <https://www.kipda.org/about/ada-title-vi/>, call (502) 266-6084, or email kellytyra.cecil@kipda.org.

TABLE OF CONTENTS

INTRODUCTION	4	Public Outreach	31	TARC Selection Criteria	47
What is the Coordinated Plan?	5	Transportation Provider Outreach	32	KYTC Office of Transportation Delivery	47
Why do we need the Coordinated Plan?	5	Stakeholder Involvement	35	TARC Selection Criteria	50
Plan Development	6	IDENTIFYING NEEDS	36	KYTC Office of Transportation Delivery	51
EXISTING CONDITIONS	8	Theme 1: Performance	37	Indiana Department of Transportation	51
Available Transportation Services	9	Theme 2: Access	37	APPENDICES & ADDENDUMS	52
Public Transit Providers	10	Theme 3: Safety	37		
Human Service Agencies & Other Transportation Providers	12	Theme 4: Coordination	38		
Cluster Analysis and Key Destinations	12	GOALS & OBJECTIVES	40		
DEMOGRAPHIC PROFILE	18	Goal 1: Performance	41		
Populations by County	19	Goal 2: Access	42		
Population Projections	20	Goal 3: Safety	43		
Older Adults Over Age 65	21	Goal 4: Coordination	44		
Individuals with Disabilities	23	5310 COMPETITIVE SELECTION	46		
Environmental Justice	23	Section 5310 Funding	47		
Access to Transit	26	Eligibility Requirements	47		
PLAN DEVELOPMENT	30	Eligible Activities	47		

1

INTRODUCTION

What is the Coordinated Plan?

Why do we need the Coordinated Plan?

Plan Development

The 2024 Coordinated Human Services Transportation Plan (Coordinated Plan) identifies the transportation needs of individuals with disabilities, older adults, and low-income individuals, provides strategies for meeting these needs, and prioritizes transportation services for these target populations. These strategies help determine which projects for older adults and individuals with disabilities receive federal funding. This plan fulfills the requirement by [49 U.S.C. 5310](#).

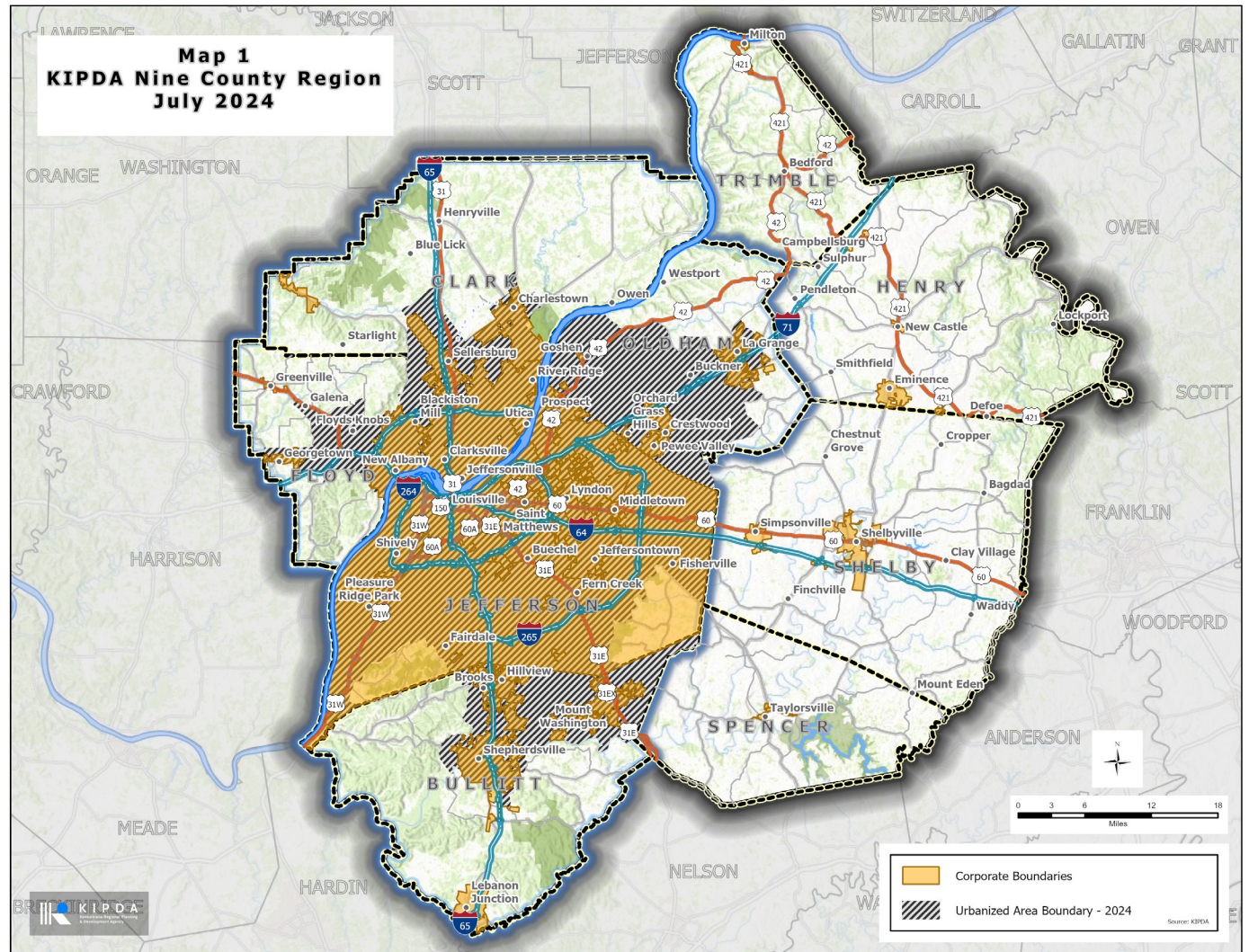
WHAT IS THE COORDINATED PLAN?

The Kentuckiana Regional Planning and Development Agency (KIPDA) is responsible for developing a Coordinated Human Services Transportation Plan, referred to as the Coordinated Plan, for the KIPDA Region, which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky. This plan sets a unified, comprehensive strategy for transportation investments and initiatives for human services and public transportation coordination aimed at enhancing mobility for older adults and persons with disabilities, as well as other populations who may benefit. This plan also serves as the federally required update to the 2020 Coordinated Human Services Transportation Plan, and it is the fifth iteration of a coordinated plan for the KIPDA region.

WHY DO WE NEED THE COORDINATED PLAN?

The current federal legislation, The Infrastructure Investment and Jobs Act (IIJA), requires the establishment of a locally developed, coordinated public transit-human services transportation plan. This plan analyzes gaps in transportation service for identified populations and provides guidance for the use of funds from the Federal Transit Administration's (FTA) *Section 5310 Elderly Individuals and Individuals with Disabilities Program*. Section 5310 provides funding

for traditional activities such as buses and vans, wheel chair lifts, ramps, securement devices, etc., and it also offers funding for nontraditional projects that assist individuals with disabilities and seniors such as travel training, volunteer driver program, sidewalks, and more. In urbanized areas within the KIPDA Region, the Transit Authority of River City (TARC) administers Section 5310 funds and any projects it selects must be derived from this coordinated plan.



PLAN DEVELOPMENT

PREVIOUS PLANS

The 2024 KIPDA Coordinated Plan builds on more than two decades of coordinated planning for human service transportation in the region. Coordinated planning efforts from previous years include:

- Southern Indiana Transportation Brokerage – Final Report (KIPDA, 1999)
- Coordinated Human Services-Public Transportation Plan (TARC/Regional Mobility Council, 2006)
- Coordinated Human Services Transportation Plan for Bullitt, Henry, Oldham, Shelby, Spencer, and Trimble Counties, Kentucky (KIPDA, 2009)
- Coordinated Human Services Transportation Plan for the Nine-County KIPDA Region (KIPDA, 2020)



REQUIREMENTS

The Kentucky Transportation Cabinet requires four items for Coordinated Plans:

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
2. An assessment of transportation needs of individuals to be served with the funding sought, that is, persons with disabilities, older adults, and people with low incomes
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities

DATA UPDATE

The Coordinated Plan uses demographic population data for older adults and individuals with disabilities derived from 2022 American Community Survey 5-Year Estimates. Population forecasts are based on information from the Kentucky Data Center and STATS Indiana.

Clusters of high density land use types are developed by KIPDA for transportation planning.

More information regarding existing conditions and demographic data is found in Chapters 2 and 3.

PROVIDER LIST & OUTREACH

Staff reached out to transportation providers listed on the 2020 provider list to update their information. In addition, staff searched for additional providers in the region who provide transportation or work closely with the target populations.

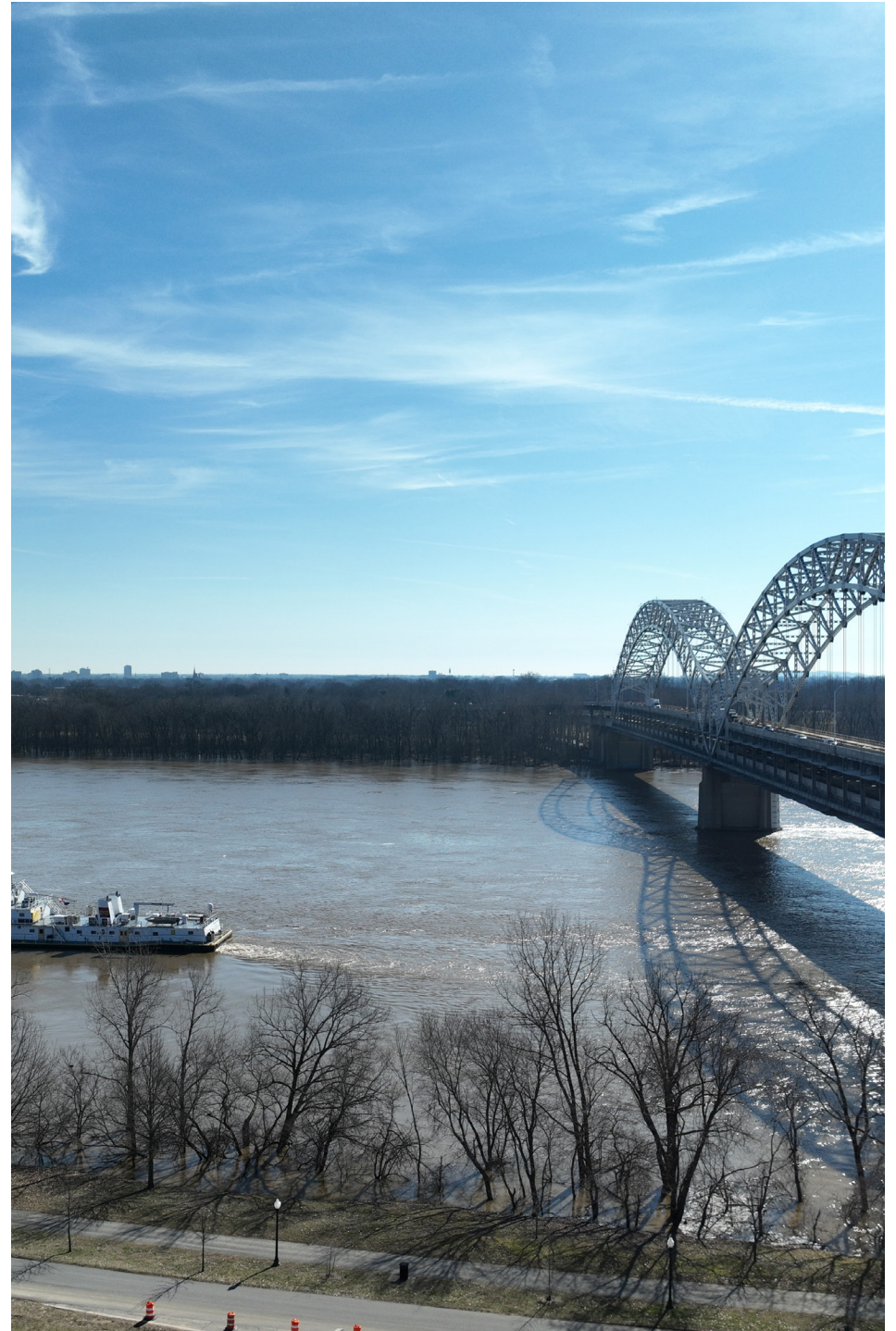
Staff used an online survey to connect with providers, gathering information on both transportation services offered and feedback on issues and needs for coordinated planning in the region.

PUBLIC OUTREACH

KIPDA used a variety of methods to share information with and solicit input from the public. This included MPO committee presentations, KIPDA's website, social media, newsletter, email and telephone calls to partner agencies and providers. Staff received valuable input from members of the public who utilize transportation services.

GOAL & OBJECTIVE REVIEW

Staff drafted goals and objectives based on data analysis and input from transportation providers and the public. KIPDA's Transportation Policy Committee (TPC), Regional Transportation Council (RTC), TARC, and transportation providers reviewed the draft goals and objectives and provided suggestions and changes.



2

EXISTING CONDITIONS

Available Transportation Services

Public Providers

Human Service Agencies & Other
Transportation Providers

Cluster Analysis & Key Destinations

Many public and private transportation providers offer services in the Kentuckiana region. While the Transit Authority of River City (TARC) operates as the main public transit provider for the greater Louisville area, human service agencies and other transportation organizations serve important functions in the region by offering demand-response transit, transportation to medical appointments, and travel to employment for those with otherwise limited mobility options to meet their needs. This section provides an overview of transportation services in the KIPDA region and analyzes where need for these services is greatest.

AVAILABLE TRANSPORTATION SERVICES

A wide range of transportation providers exist in the region to serve older adults, people with disabilities, and low income individuals. Additional transportation providers operate in the KIPDA region, but for the purposes of this plan, those providers who participated in the planning effort are included in Table 1, as their contact and service information was verified.

Additional details regarding services offered and contact information for each provider can be found in Appendix A.

Table 1 - List of Available Transportation Providers

Organization	Description
Able Care, Inc.	Wheelchair accessible rides
Blue River Services	Floyd County door to door services
Every Commute Counts	Rideshare program
Five Star Transportation	Wheelchair accessible rides
Homewatcher Caregivers	Rides for older adults and veterans
Highland Community Ministries	Rides for agency clients
Home Instead Senior Care	Rides for older adults
Jewish Family & Career Services	Wheelchair accessible rides for older adults
Lifespan Inc.	Wheelchair accessible rides
Louisville Wheels	Rides for KIPDA and Medicaid clients
Lyft	Rideshare service
Mercy Works	Rides for older adults & individuals with disabilities
Oldham Public Bus	Public bus service for La Grange, KY
Pillar	Rides and services for individuals with disabilities
Rauch	Rides for individuals with disabilities
Right at home	Rides for older adults & individuals with disabilities
Shelby Christian Cab	Taxi cab service serving Shelby County
Southwest Center	Rides for agency clients & non-emergency medical trips
TARC	Public, fixed-route system
TARC3	Public, paratransit system serving TARC counties
Tri-County Community Action Agency	Wheelchair accessible rides
Uber	Rideshare service
Wheelchair Transport	Wheelchair accessible rides
zTrip	Formerly Louisville Yellow Cab

PUBLIC TRANSIT PROVIDERS

There are two providers of public transportation in the KIPDA region: the Transit Authority of River City (TARC) and Oldham's Public Bus in La Grange, Oldham County.

TRANSIT AUTHORITY OF RIVER CITY (TARC)

TARC is the primary public transit operator in the KIPDA region. TARC operates 27 fixed routes, covering three counties in two states (Jefferson County in Kentucky and Clark and Floyd counties in southern Indiana).

FIXED ROUTE SERVICE

Fixed-route bus service serves over 5 million rides annually. As of July 2024,

HOW TO USE

Sign up for a [MyTARC Card](#) or download the Token Transit app. Exact cash fare is also accepted.

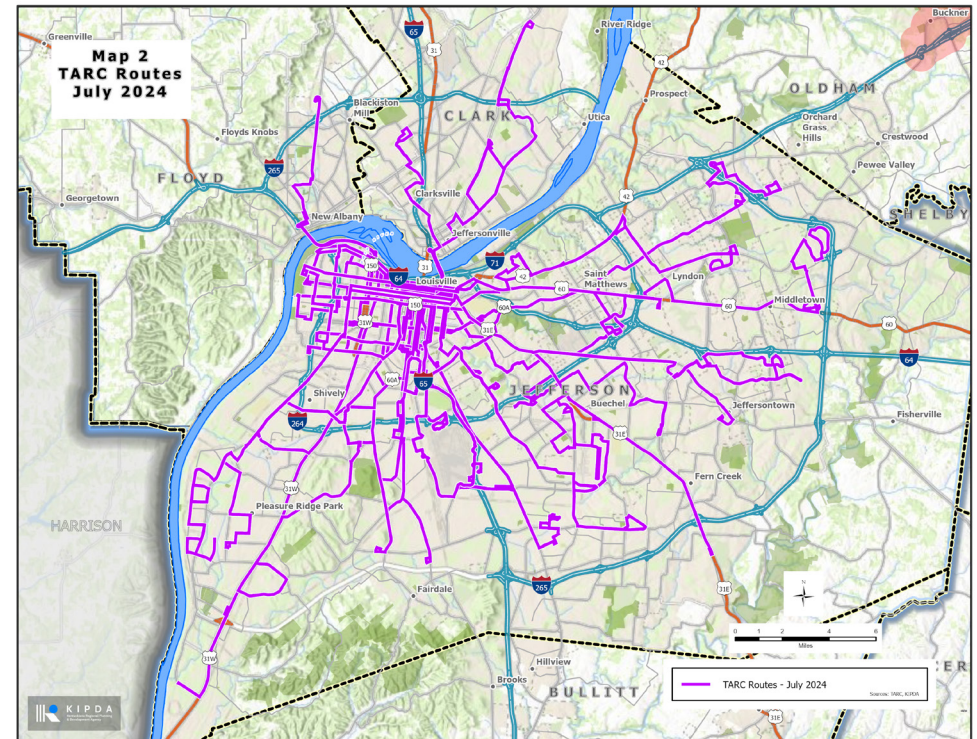
TARC offers 5 frequency routes, 19 local routes, and 3 limited trip service routes.

Service schedules and real-time tracking of buses is available on the [TARC website](#). Rates are listed in Tables 2 and 3.

TARC regular fixed-routes begin making stops as early as 4:03 a.m. (Route #10 – Dixie Rapid) and go as late as 12:53 a.m. (Route #23 – Broadway). Route #10 makes its first stop as early as 4:33 a.m. on Saturdays and Sundays, while Route #23 operates as late as 12:31 a.m. on weekends. Routes and frequency of service vary depending on day of the week (regular weekday), Saturday, Sunday, or holiday. Headways, or the time between buses, range from as little as 10 minutes on weekdays to as long as 120 minutes.

ADA PARATRANSIT SERVICE

TARC3 paratransit service is a shared-ride, door-to-door service for any



individual with a disability who is unable, as the result of a physical or mental impairment and without the assistance of another individual (except the operator of a wheelchair lift or other boarding assistance device), to board, ride, or disembark from any vehicle on the TARC system which is readily accessible to and usable by individuals with disabilities. Americans with Disabilities Act Paratransit is operated to provide comparable service to regular bus service. Most TARC3 customers are ADA Paratransit eligible. TARC provides eligibility determination, reservations, trip routing, and customer service for TARC3.

TARC3 service is available within three-quarters of a mile of fixed-route bus lines. Service hours are 6:00 a.m. to 10:30 p.m. More information is available in the [Guide to Riding TARC3](#).

FARES

TARC migrated to an electronic fare system in January 2019. The MyTARC card is a re-loadable smartcard with a "tap and go" pay feature, allowing passengers to easily load fare money onto the card and tap the card when boarding the bus.

HOW TO USE

Fill out the [TARC3 application](#) and contact the TARC3 Eligibility Office at (502) 213-3217 with questions.

MyTARC cards are available for [order online](#). Customers can manage their accounts, including reloading fare and purchasing passes, online as well. Riders can also pay using exact cash fare or using the Token Transit App.

See Tables 2 and 3 for current fare and passes structure.



Table 2 - Current Fares for TARC

Rider	Local Route	TARC3 (Paratransit)	Express Route	Circulator
Adult	\$1.50	-	\$2.50	\$0.75
Students (6-17)	\$0.80	-	\$1.30	\$0.30
Older adults (65+)	\$0.80	-	\$1.30	\$0.30
Medicare Cardholders	\$0.80	-	\$1.30	\$0.30
Persons with disabilities	\$0.80	-	\$1.30	\$0.30
Person with TARC3 ID	\$0.80	\$3.00	\$1.30	\$0.30

NOTE: Fare rate for adults only apply to MyTARC smartcard holders. An additional \$0.25 is charged for those paying an exact cash fare (No local/express difference anymore). Reduced fares may require eligibility forms or MyTARC photo ID card. Children ages 5 and under ride fare-free on all routes. See <https://www.ridetarc.org/fare/fare-structure/> for more information.

Table 3 - : Type of TARC Passes

Type of Pass/Ticket	Cost
Local route 24-hour pass	\$3.50
Local route 7-day pass	\$15
Local route 30-day pass	\$50

OLDHAM'S PUBLIC BUS (OPB)

The City of La Grange offers a city bus service, [Oldham's Public Bus](#). The bus operates a fixed-route service with some deviated or on-demand stops as requested from passengers.

The red route operates from 8 a.m.- 5 p.m. Monday through Friday. The fare is \$1 for adults and \$0.50 for seniors and persons with disabilities.

HOW TO USE

Schedule available on OPB's [website](#).

HUMAN SERVICE AGENCIES & OTHER TRANSPORTATION PROVIDERS

There are a wide variety of private, non-profit and for-profit providers of transportation within the KIPDA nine-county region. Their services range from providing transportation services to only their agency's clients to a select group of the population, such as older adults or individuals with disabilities.

Agencies often meet a range of needs and can fall under a variety of definitions. The following are types of transportation services offered in the KIPDA region and examples of each.

- **Non-Emergency Medical Transportation:**
Transportation to and from medical appointments. Locating non-emergency medical transportation may be of particular difficulty for disabled and/or older individuals, who cannot drive and require specific accommodations. Homewatch Caregivers of Louisville is an example of an agency that provides this service.
- **Program Transportation:**
Individuals receive transportation to and from senior centers or other program sites. The Jewish Community Center of Louisville offers transportation to and from their programs for older adults.

- **Demand Response Service:**
Transportation that operates on individual requests. Users can request transportation to come to their location and drop them off at an exact address. zTrip, formerly Louisville Yellow Cab, allows users to hail rides via their app and pinpoint their destination.
- **Mobility Advocacy Groups:**
Groups that seek to improve mobility for individuals with disabilities and older adults in the region.
- **Ridesharing:**
Popular shared mobility companies, like Uber and Lyft, allow people to call for rides at specific locations and times using an app.
- **Transit Encouragement:**
Agencies help promote alternatives to single occupancy vehicles such as public transportation, ridesharing, vanpooling, etc. KIPDA's Every Commute Counts program is an employment vanpool program and incentivizes alternate transportation modes.

CLUSTER ANALYSIS AND KEY DESTINATIONS

Areas of likely need for transportation services is a key consideration in evaluating the availability of existing services. These locations help determine where services may best serve the largest number of people. Older adults, individuals with disabilities, and low-income persons likely need to travel to these destinations but may not be able to operate a vehicle or have transportation options available to these locations.

Clusters of destinations and activity sites, for the purposes of the Coordinated Plan.

- **Medical:** Doctor's offices, hospitals, testing facilities, and other related services (see Map 3)
- **Employment:** Major employers and areas of large concentrations of employees (see Map 4)
- **Education:** Universities, colleges, schools grades K-12 (see Map 5)

ANALYSIS

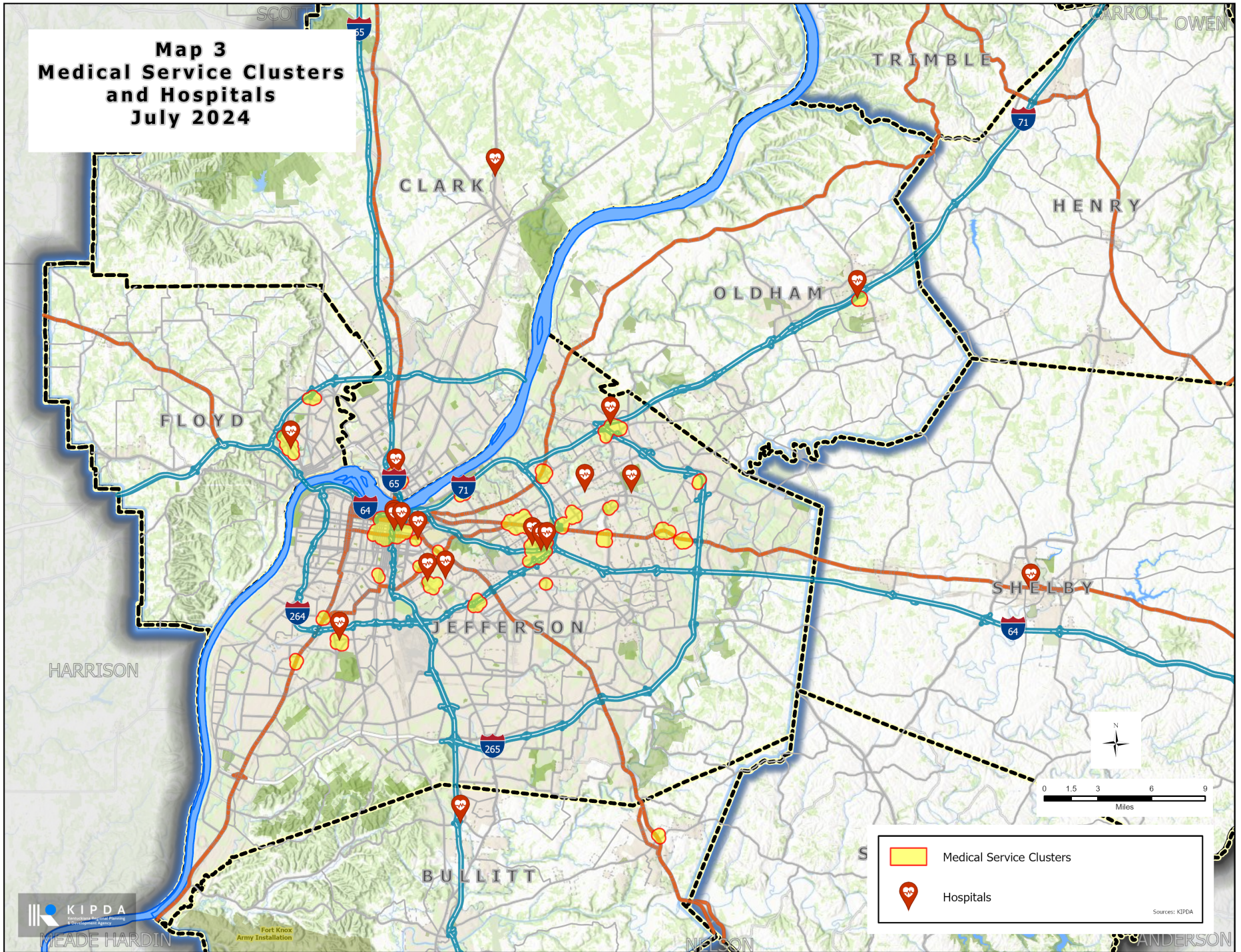
Most destination clusters and activity sites are concentrated in the urban area in Jefferson County. While Louisville functions as the urban core of the region, growth in the surrounding counties, particularly in housing and employment centers, creates a strong need to foster accessible transportation between KIPDA's urban, rural, and suburban communities.

High-density medical centers are mostly located in downtown and east Louisville. Regional hospitals are located in Bullitt, Clark, Floyd, Oldham, and Shelby counties. Medical trips are one of the top reasons for using transportation services and the concentration of these services in a few areas could lead to longer travel distances to access health care.

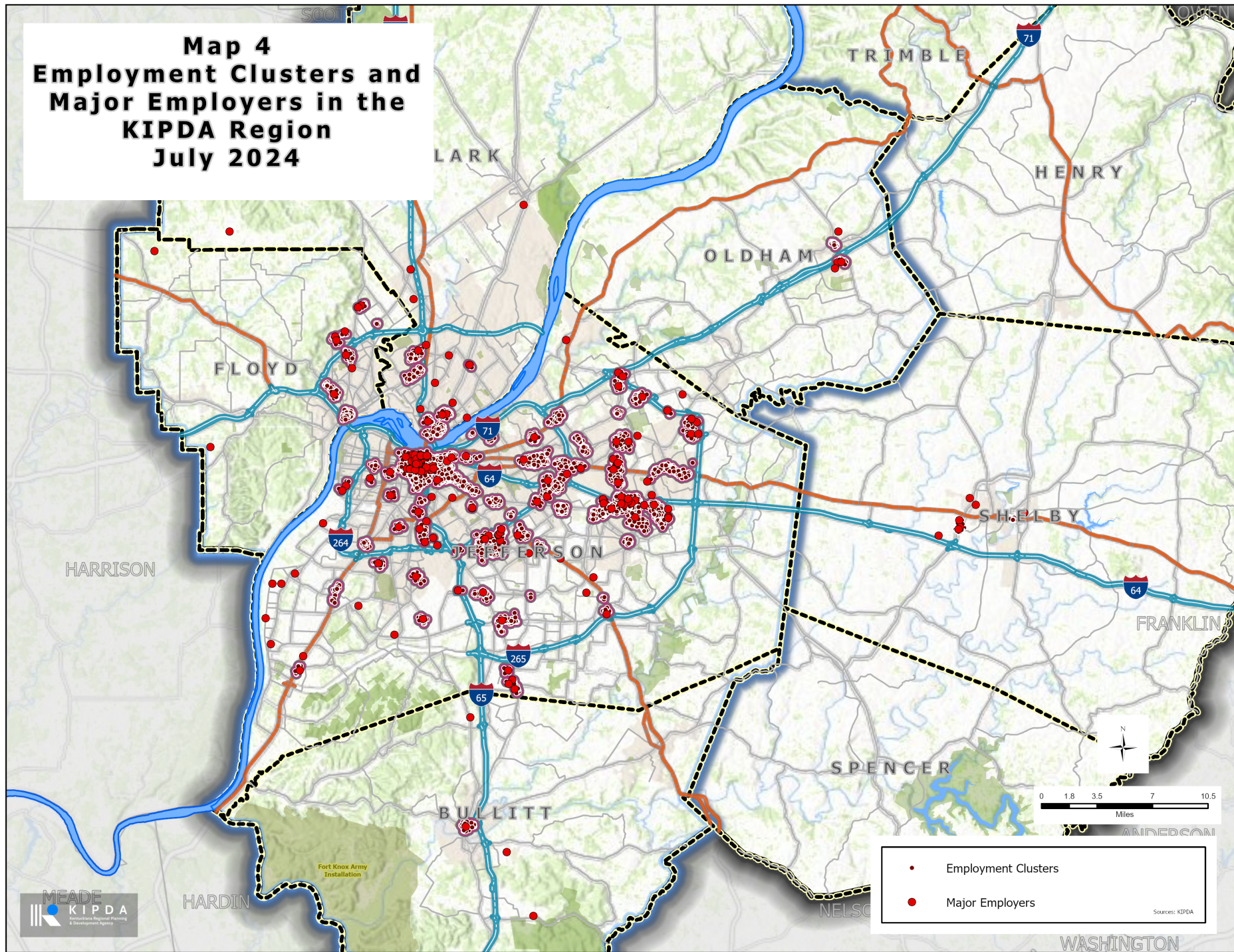
Clusters of employment and major employers are concentrated in the urban area, but new commerce parks in Bullitt, Clark, and Shelby counties are fueling the need for employees in these areas. Very scarce or no public transportation is available to these locations, and those who have limited mobility may need special transportation options to reach these jobs.

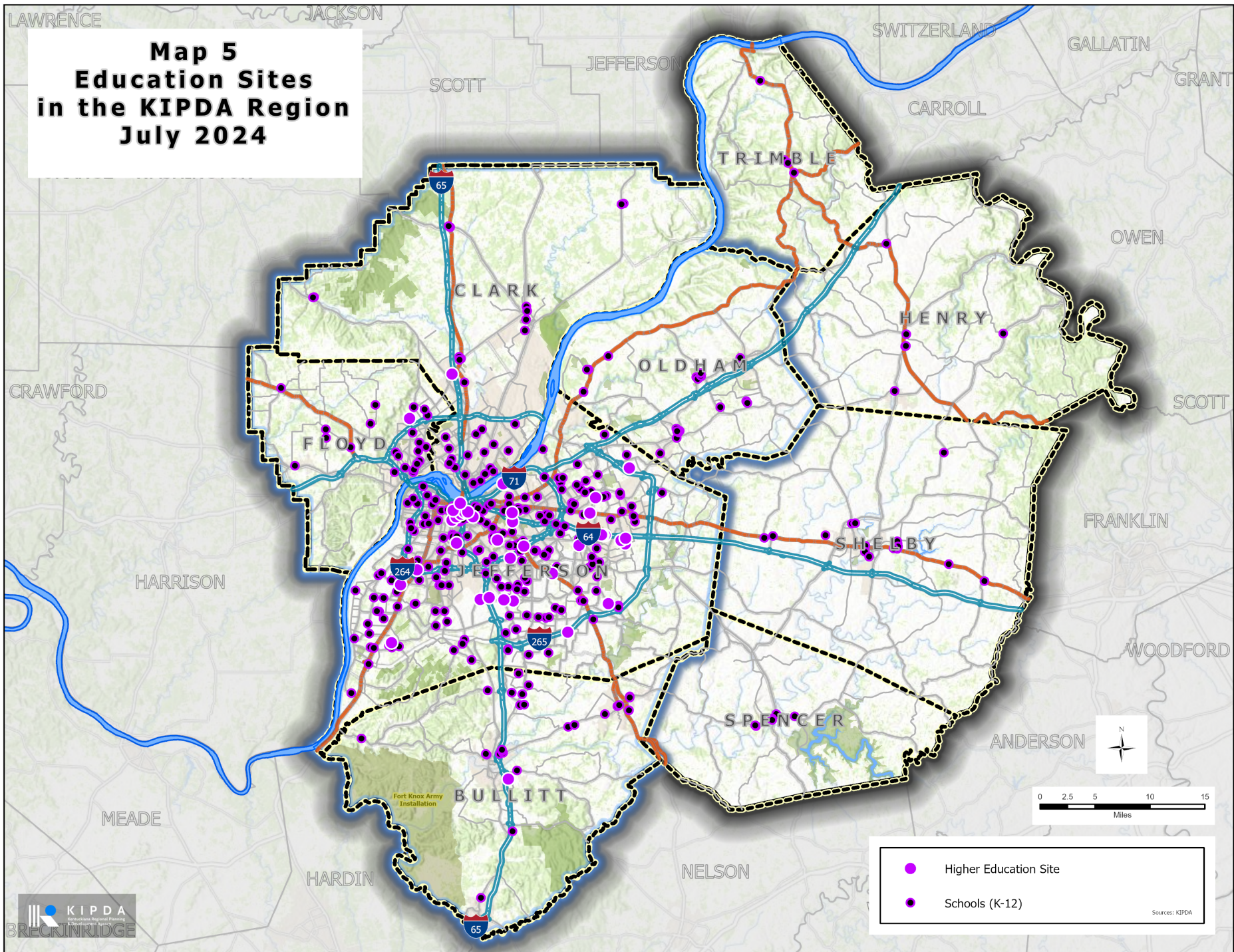


**Map 3
Medical Service Clusters
and Hospitals
July 2024**



**Map 4
Employment Clusters and
Major Employers in the
KIPDA Region
July 2024**







3

DEMOGRAPHIC PROFILE

Populations by County

Population Projections

Older Adults Over Age 65

Individuals with Disabilities

Environmental Justice

Access to Transit

Population and demographic data is essential to understanding the current and future transportation needs of older adults and individuals with disabilities in the region. The following data from the Census and American Community Survey estimates shows important metrics to look at the baseline and trends in demographics. The plan will consider how the population distribution, poverty levels, and proximity to transit affect how people access transportation services and where there are unserved needs.

POPULATIONS BY COUNTY

The Coordinated Plan covers the nine-county Louisville region, including Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky and Clark and Floyd counties in Indiana. Total population for the region based on the American Community Survey 2022 5-year Estimates is 1,223,281. Jefferson County, Kentucky is the most populous county with over 63% of the population. Clark County, Indiana has almost 10% of the region's population, followed by Bullitt, Floyd, Oldham, Shelby, Spencer, Henry, and Trimble counties.

The highest number of older adults (age 65 and over) and individuals with disabilities also live in Jefferson County, however the highest percentage of these target populations compared to overall county population live in Henry and Trimble counties.

While population is centered in the urbanized area in Jefferson County, the need for transportation services exists across the region. Creating transportation service systems to serve the urban and rural areas of the KIPDA region is a challenge for transportation providers.

Table 4 - Target Populations by County

County	Total Population	Older Adults Age 65 & Over	Individuals with Disabilities
Bullitt	82,482	13,630	12,971
Clark	121,484	19,765	17,483
Floyd	80,191	13,408	10,908
Henry	15,731	2,773	2,884
Jefferson	779,232	130,328	108,894
Oldham	67,997	9,369	5,908
Shelby	48,105	7,848	5,688
Spencer	19,549	2,817	2,655
Trimble	8,510	1,497	1,681
Region	1,223,281	201,435	169,072

Source: 2022 American Community Survey 5-Year Estimates

Table 5 - Proportion of Target Populations by County

County	Proportion of Regional Population	Older Adults Age 65 & Over	Individuals with Disabilities
Bullitt	6.7%	16.5%	15.7%
Clark	9.9%	16.3%	14.4%
Floyd	6.6%	16.7%	13.6%
Henry	1.3%	17.6%	18.3%
Jefferson	63.7%	16.7%	14.0%
Oldham	5.6%	13.8%	8.7%
Shelby	3.9%	16.3%	11.8%
Spencer	1.6%	14.4%	13.6%
Trimble	0.7%	17.6%	19.8%
Region	100.0%	16.5%	13.8%

Source: 2022 American Community Survey 5-Year Estimates

POPULATION PROJECTIONS

Population growth in the region is an important consideration in deciding future transportation needs in the region.

The population for the nine county KIPDA region in 2022 was 1,223,281. Table 6 illustrates the projected change in population from 2022 to 2040.

Most of the population increase is expected to be in the suburban counties surrounding Jefferson County. The highest percentage increases are anticipated to be in Shelby, Oldham, and Spencer counties. A population decrease is projected for Trimble county.

Table 6 - Population Change by County, 2022-2040

County	Total Population 2022	Percent Change 2022-2040	Projected Population 2040
Bullitt	82,482	11.7%	92,112
Clark	121,484	11.8%	135,826
Floyd	80,191	1.9%	81,751
Henry	15,731	1.3%	15,937
Jefferson	779,232	6.2%	827,531
Oldham	67,997	29.0%	87,710
Shelby	48,105	28.8%	61,965
Spencer	19,549	21.9%	23,821
Trimble	8,510	-13.7%	7,342
Region	1,223,281	9.1%	1,333,995

Source: U.S. Census Bureau, 2022 American Community Survey; Kentucky State Data Center, STATS Indiana



OLDER ADULTS OVER AGE 65

Older adults face limited mobility if they are not able to drive due to physical limitations or because the costs associated with driving (insurance, fuel, maintenance) are no longer affordable on a fixed income.

There are 201,435 older adults over age 65 living in the KIPDA region, comprising 16.5% of the total population. The older adult population in Henry and Trimble counties is a higher percentage of the overall population and higher than the regional percentage, although these two counties have the smallest population in the region.

Around 8.3% of seniors live in poverty (see Table 7), with the highest percentage in Trimble County (12.0%) and the lowest percentage in Oldham County and Spencer County (4.3%).

Map 6 shows the percentage of older adults in the population by census block group. Darker blue areas have higher percentages. Areas with higher populations of older adults include Clarksville, eastern Jefferson County, Shepherdsville and Hillview communities in Bullitt County, and southeastern Henry County.

According to the KIPDA Area Agency on Aging, an adult must be 60 years of age or older in order to qualify for aging services. However, data analysis in this plan focuses on persons aged 65 or older, unless otherwise noted.

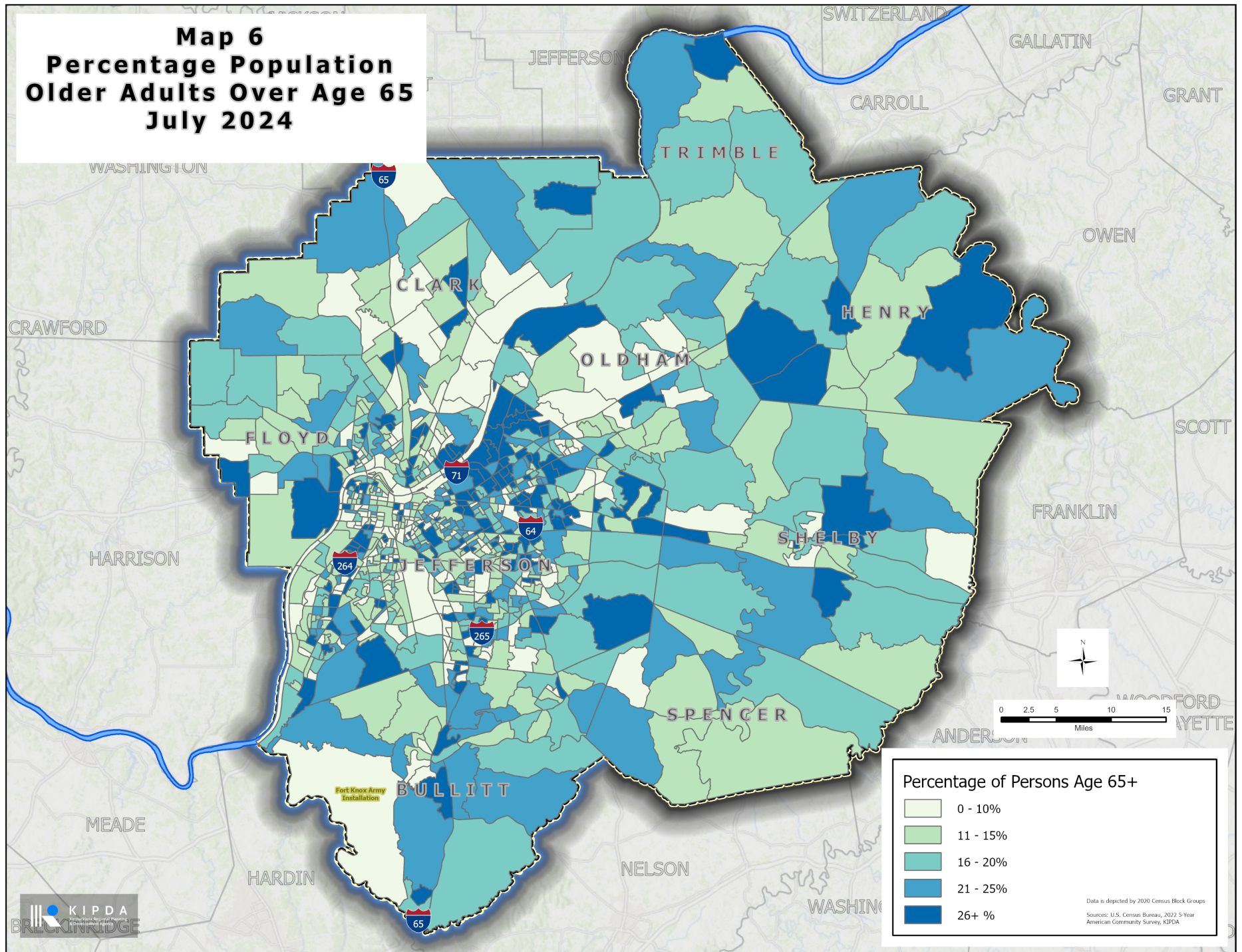
Table 7 - Percentage of Seniors in Poverty by County

County	% Seniors in Poverty
Bullitt	9.3%
Clark	8.7%
Floyd	4.4%
Henry	8.6%
Jefferson	9.0%
Oldham	4.3%
Shelby	6.2%
Spencer	4.3%
Trimble	12%
Region	8.3%

Source: 2022 American Community Survey 5-Year Estimates, Table B17001



Map 6
Percentage Population
Older Adults Over Age 65
July 2024



INDIVIDUALS WITH DISABILITIES

People with one or more disabilities that prohibit them from being able to operate a vehicle may find that affordable transportation allows for opportunity and independence, enhancing the quality of life. There are 169,112 people with disabilities in the KIPDA region, or 13.8% of the population. Figure 1 shows the percentage of individuals with disabilities in the population by county as compared to the region. Henry and Trimble counties have the highest percentage of individuals with disabilities, although these two counties have the smallest population in the region.

Around 13.7% of individuals with disabilities live in poverty (see Table 8), with the highest percentage in Spencer County at 32.7% and the lowest percentage in Oldham County at 6.2%.

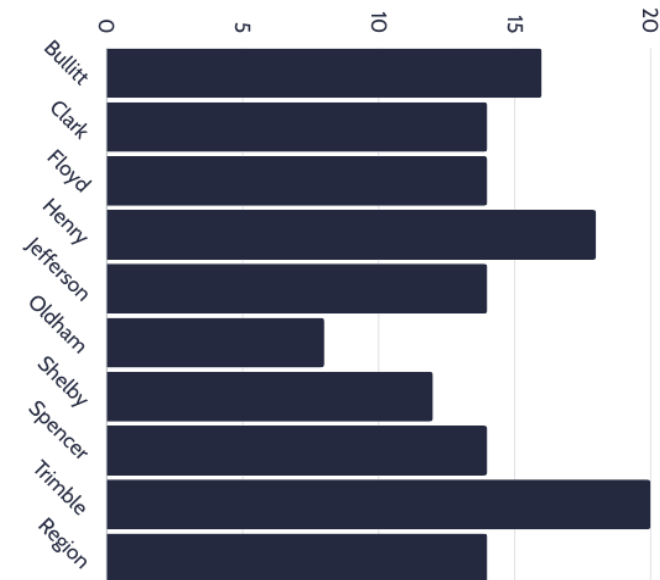
Map 7 shows the percentage of individuals with disabilities in the population by census block group. Darker blue areas have higher percentages, notably west Louisville, Clarksville, and Trimble and Henry counties.

ENVIRONMENTAL JUSTICE

KIPDA defines Environmental Justice (EJ) areas as census tracts with higher than average concentrations of minority and low-income populations. Environmental Justice ensures people are not denied benefit of nor suffer disproportionate burdens from any project or program using federal funding and people have opportunities to make their needs known and to be a part of the decision making process. An important aspect of Environmental Justice in federal investments is the Justice40 initiative.

The EJ areas in the MPO region, identified through KIPDA's methodology (see [Environmental Justice Resource Guide](#)), are shown in gray on Map 8.

Figure 1 - Percentage of Individuals with Disabilities by County



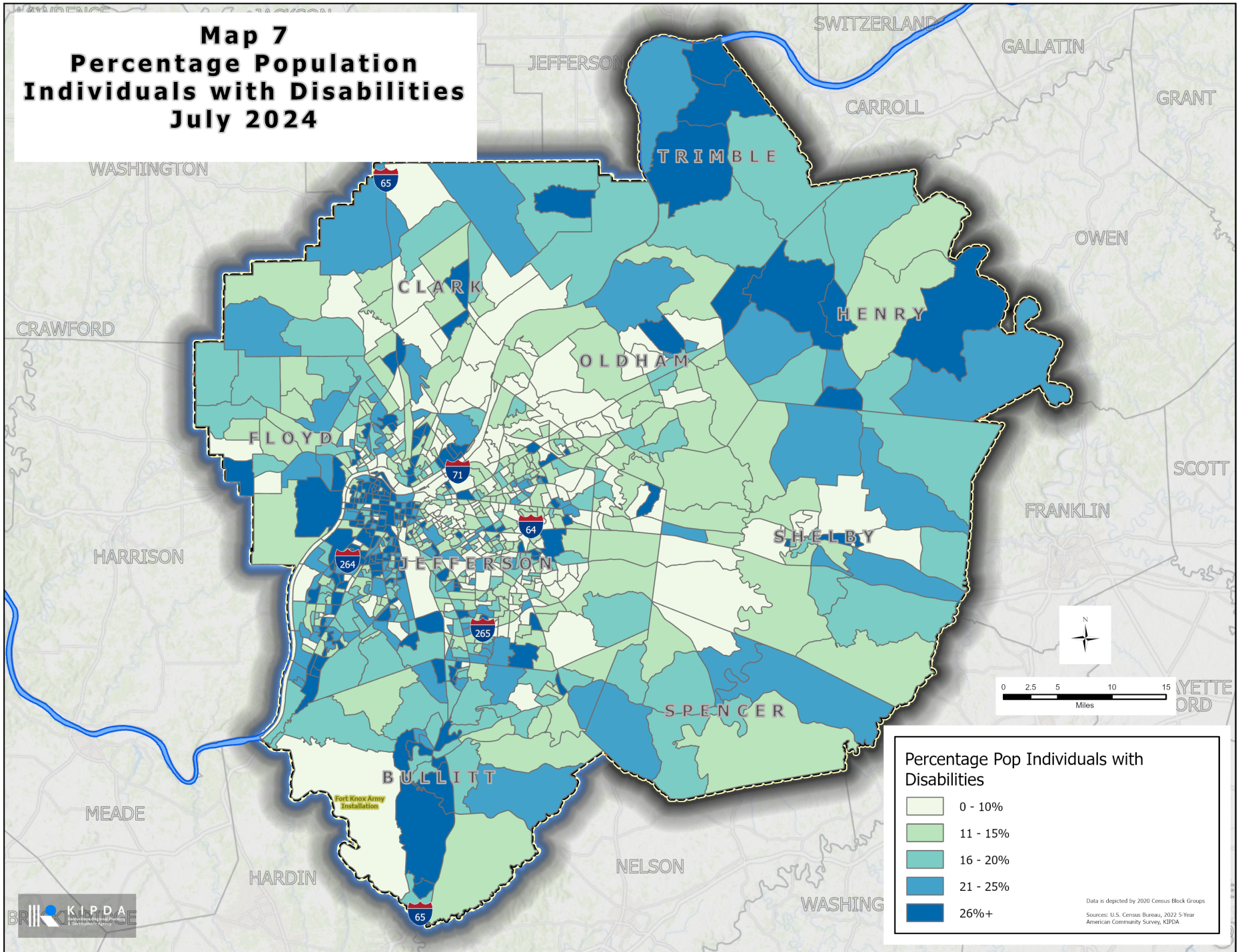
Source: 2022 American Community Survey 5-Year Estimates

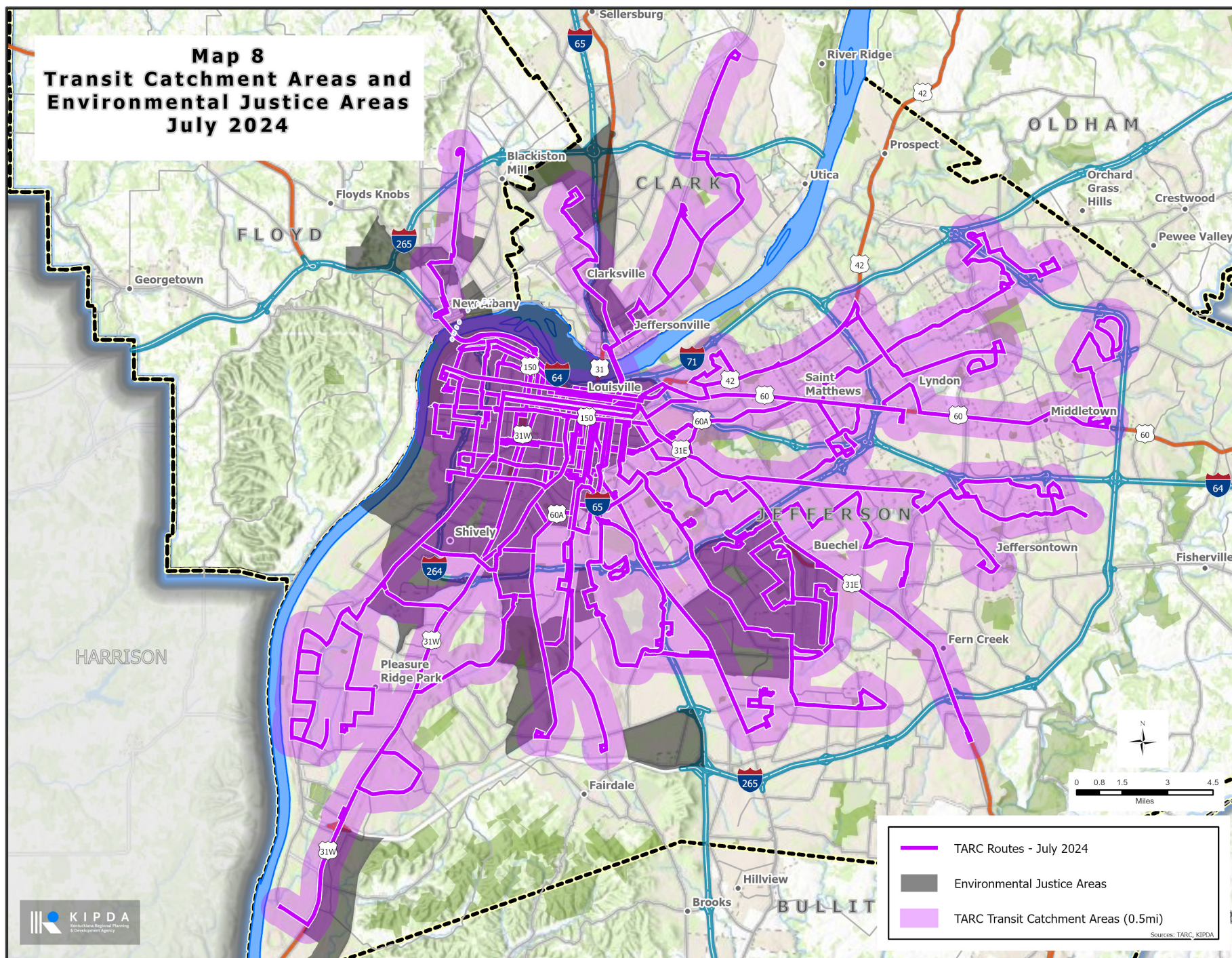
Table 8 - Percentage of Individuals with Disabilities in Poverty by County

County	% Individuals with Disabilities
Bullitt	11.3%
Clark	10.8%
Floyd	12.3%
Henry	21.1%
Jefferson	14.5%
Oldham	6.2%
Shelby	10.4%
Spencer	32.7%
Trimble	21.3%
Region	13.7%

Source: 2022 American Community Survey 5-Year Estimates

Map 7 **Percentage Population** **Individuals with Disabilities** **July 2024**





ACCESS TO TRANSIT

Public transit is an affordable transportation mode, and limited resources for demand response transportation compels those who can safely navigate public transit to do so. However, proximity to transit routes and the frequency of service affect the convenience and usefulness for users. The typical catchment area for local to rapid street transit is 1/8 to 1/4 mile walk for the primary catchment area and 1/2 to 1 mile walk for the secondary catchment area.* People with less mobility would need to be closer to transit routes to be able to access them easily. Map 8 shows the transit catchment area for all local routes and environmental justice areas.

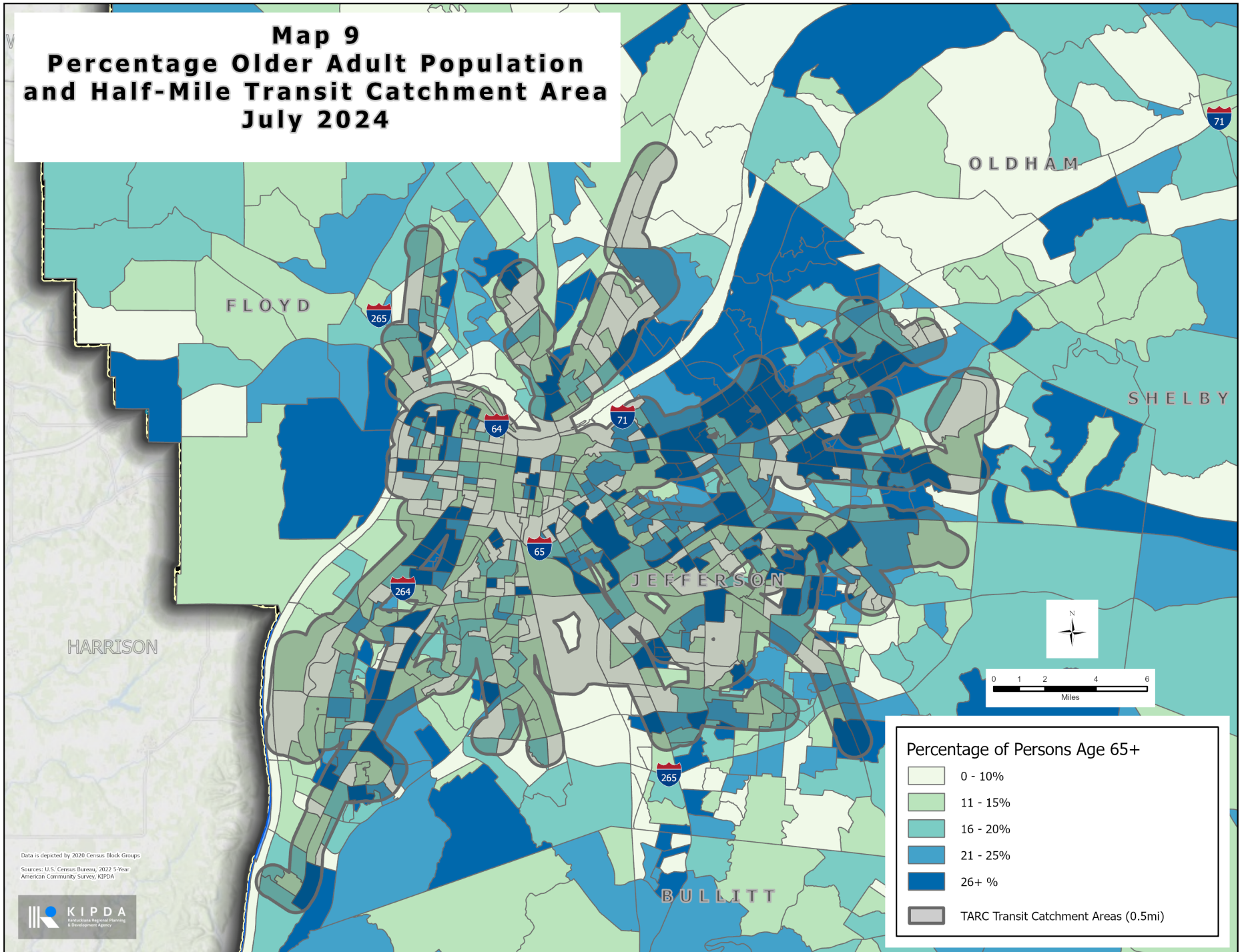
Transit service is concentrated in Jefferson County, and the most frequent routes serve downtown Louisville and the area within I-264. As seen in Chapter 2 and the demographic analysis, there is a need to serve the target populations in the surrounding counties with access to essential medical, retail, and social services in Jefferson County. The highest concentrations of older adult population outside of Jefferson County have little to no transit service available, which also means TARC3 paratransit service is not available. TARC3 operates within 3/4 mile of local fixed-route TARC service as shown on Map 11. There are also areas where more older adults live in Jefferson County that fall just outside of the catchment area. The ability to access transit to go to medical appointments, shop, and socialize is an important factor in being able to stay in one's home.

Similarly, individuals with disabilities outside of Jefferson County have almost no options for public transit. There are also areas close to transit routes that are slightly inaccessible, mainly in southwestern Jefferson County and Clarksville, Indiana. Again, these areas are also on the border of the TARC3 service area, and some individuals with disabilities may not be able to access either service.

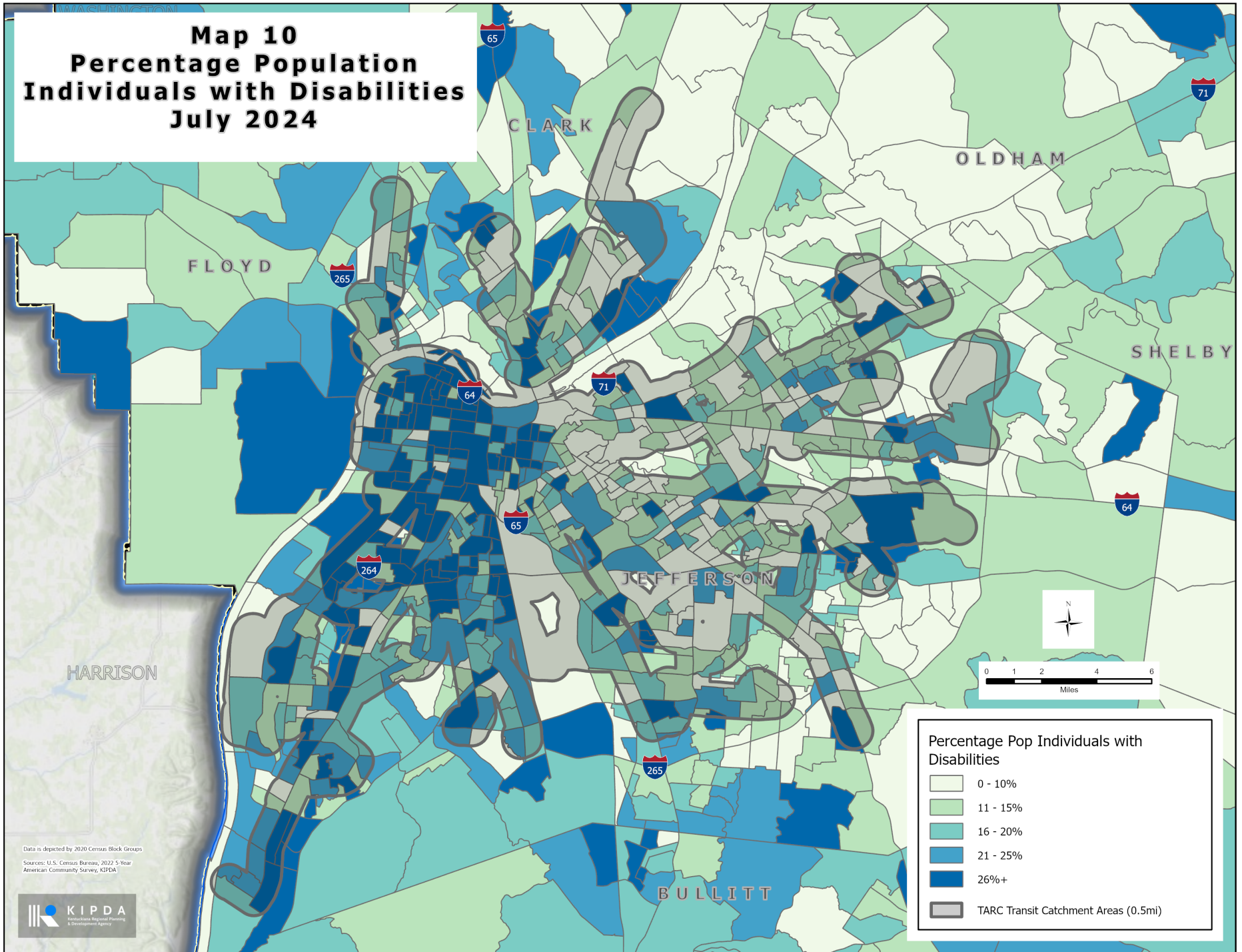


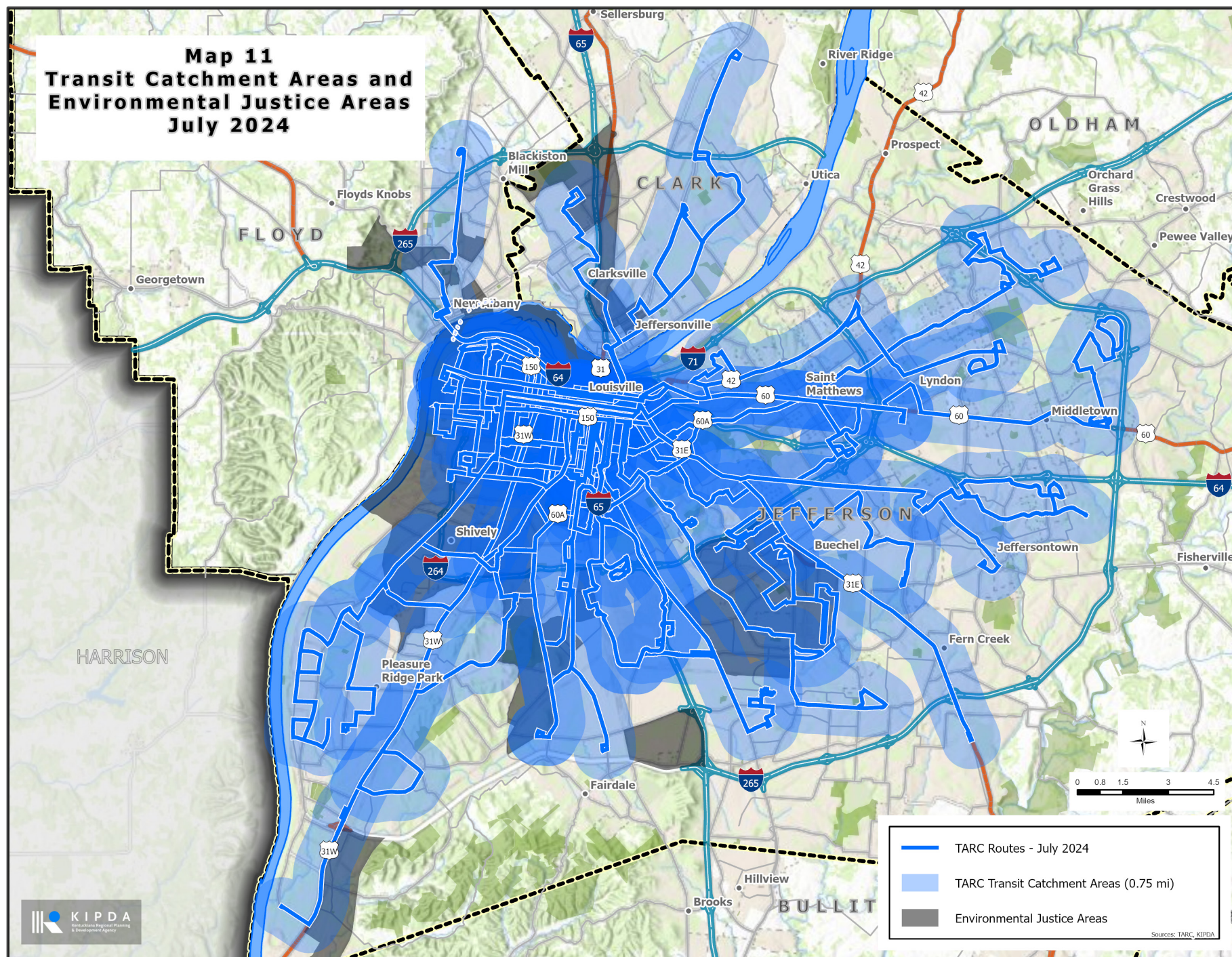
* Zimbabwe, S., Greenburg, E., & Arrington, G.B. (2009). Defining Transit Areas of Influence. *APTA Standards Development Program*.

Map 9 **Percentage Older Adult Population** **and Half-Mile Transit Catchment Area** **July 2024**



Map 10 **Percentage Population** **Individuals with Disabilities** **July 2024**





4

PLAN DEVELOPMENT

Public Outreach

Transportation Provider
Outreach

Stakeholder Involvement

Public Comment

Seeking input from the stakeholders was an important element of the Coordinated Plan update effort. KIPDA used surveys to gather information on needs and gaps in service from the public and transportation providers. This input was utilized to further evaluate the existing conditions and develop new goals and objectives for this update.

Details about the outreach and plan development efforts are listed in this chapter.

PUBLIC OUTREACH

For purposes of this plan, a [February 2023 survey](#) of fixed route TARC customers was examined. The survey had 414 responses. The level of transit dependency was high, with 94% of respondents being dependent on TARC buses to get to and from their destination. Overall, 71% of customers were satisfied with bus service. 79% of customers believe TARC provides value to the community. When asked to rank the most important elements of service on TARC buses, 15% identified buses arriving on time and 13% said the cost to ride the bus. 10% identified frequency (how often buses come) and 10% were concerned with travel time.

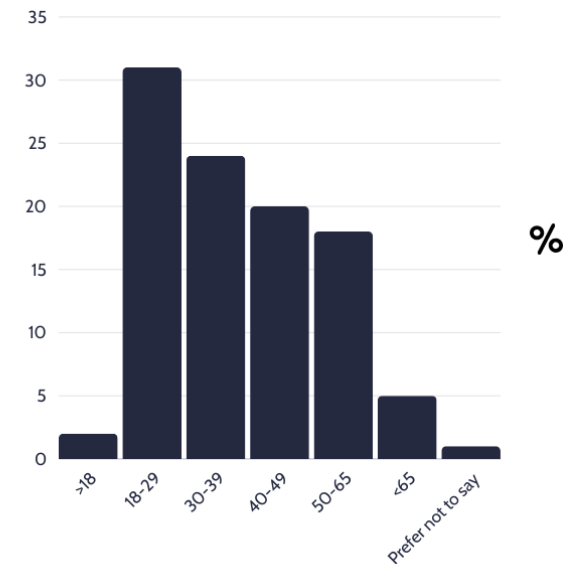
76% of respondents are satisfied with travel time, but only 56% were satisfied with on-time performance. One initiative to address these issues is an operational program that when a bus is running late and another bus is less than 5 minutes behind, the bus will switch to, “Drop Off Only.” This means that the bus will only drop off passengers for a short period of time, allowing riders already on the bus to get to their destination more quickly and allow the bus to get back on schedule.

78% of respondents answered that they felt safe riding the bus, while 73% said they felt safe and secure waiting for the bus. 56% of riders thought the bus was clean, but only 37% said the bus stops they use are clean.

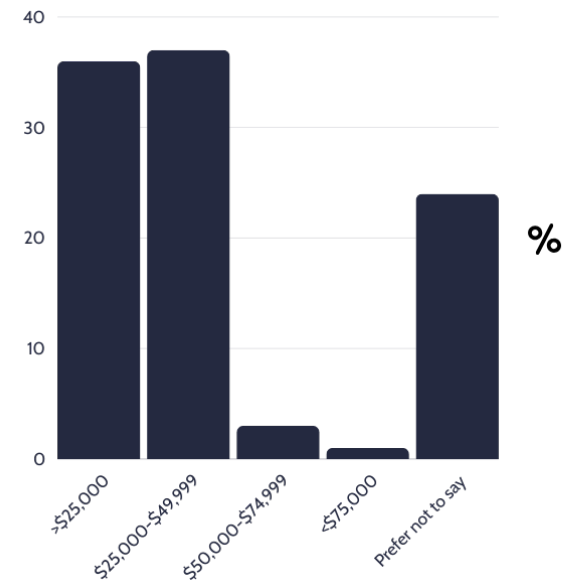
71% of respondents thought it was easy to get information about TARC services and routes, but only 57% said it was easy and convenient to purchase bus passes. 83% said the routes were conveniently located, but only 65% said the frequency of service was satisfactory. 68% of customers believe the price to ride the bus is a good value.

54% of respondents primarily ride to get to work. 15% primarily ride for education, 13% for shopping or errands, and 7% for medical purposes. 54% ride the bus 5 or more days per week and 32% ride 3 or 4 days per week.

WHAT IS YOUR AGE?



ANNUAL INCOME RANGE



TRANSPORTATION PROVIDER OUTREACH

Along with efforts to reach the public, KIPDA staff contacted transportation providers in the region to learn about their transportation services and the challenges they face when providing transportation. Staff reached out to public and private transportation services to identify shared issues. Staff created a survey to capture this information..

Staff started with the 2020 list of transportation providers to update information and confirm the agencies were still in operation. Potential new providers were identified through help from the KIPDA Social Services Division, Internet searches, and recent FTA Section 5310 funding recipients.

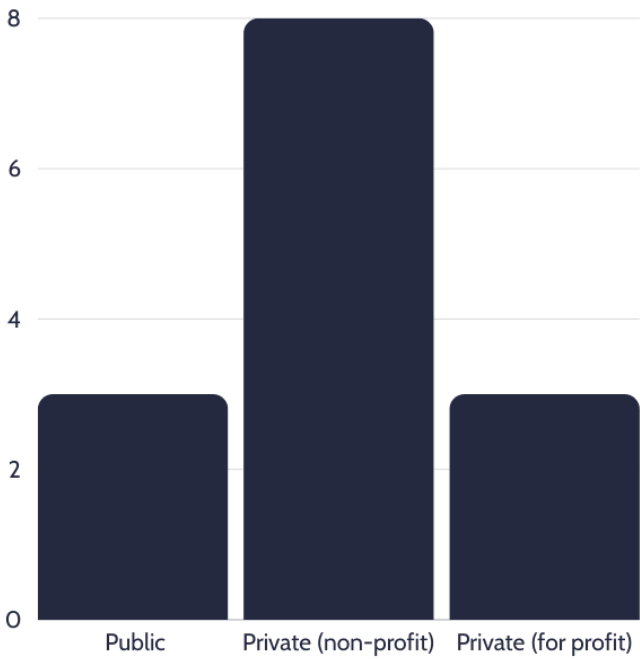
Providers were reached by email and phone to establish main contact information. Surveys were primarily distributed via email. Staff updated the regional transportation provider list for the public with the contact and service information collected from the outreach. See Appendix A for the provider list.

SURVEY RESULTS

The transportation provider survey gathered information on types of services offered and what barriers providers encounter when trying to accommodate their clients' needs.

WHAT TYPE OF AGENCY ARE YOU?

Providers selected the type of agency they identified as. The majority of providers are private non-profit agencies.

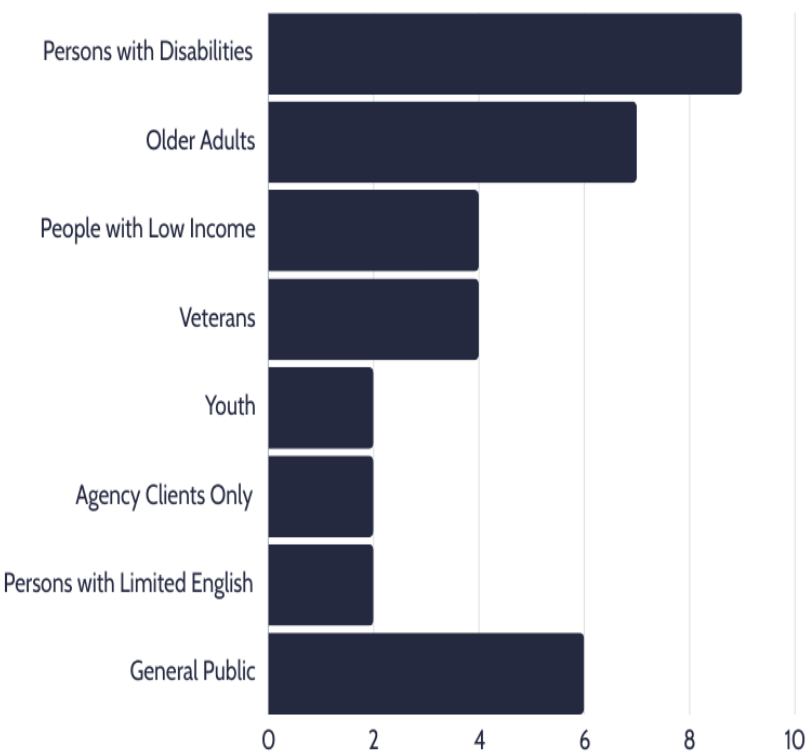
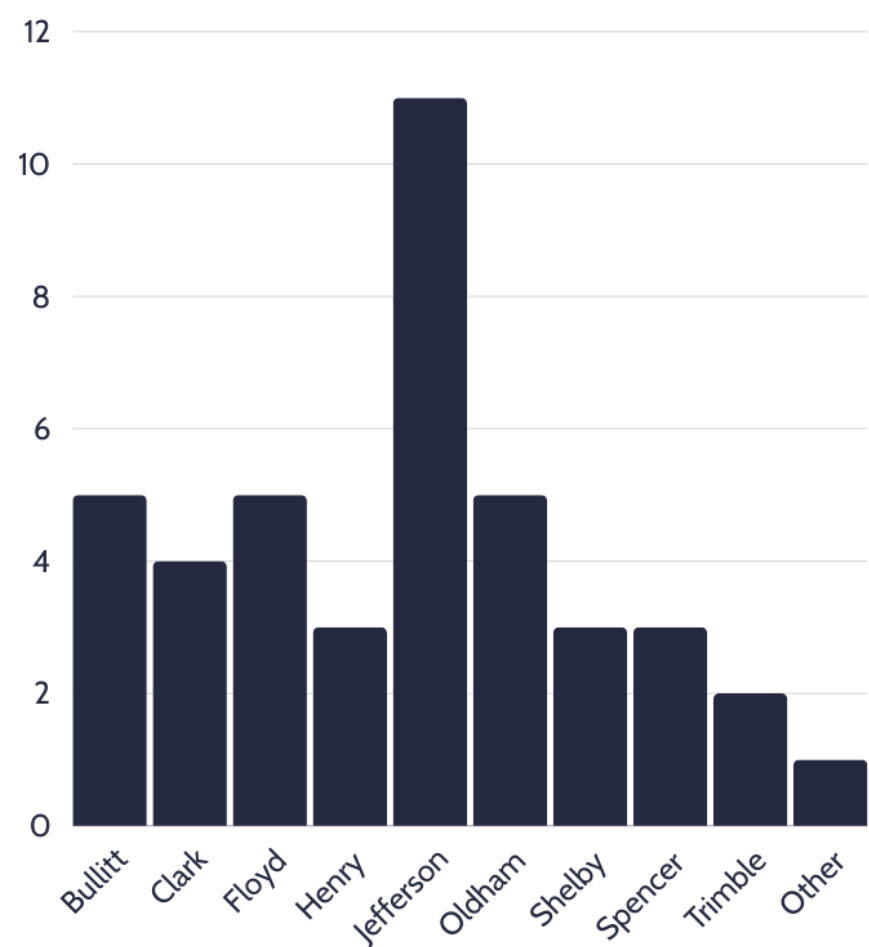


WHAT COUNTIES ARE INCLUDED IN YOUR SERVICE AREA?

The geographical coverage of existing service is an important factor in the availability of services and potential need for service to specific areas. The majority of providers offer services in Jefferson counties. Providers also go beyond the nine counties in the region.

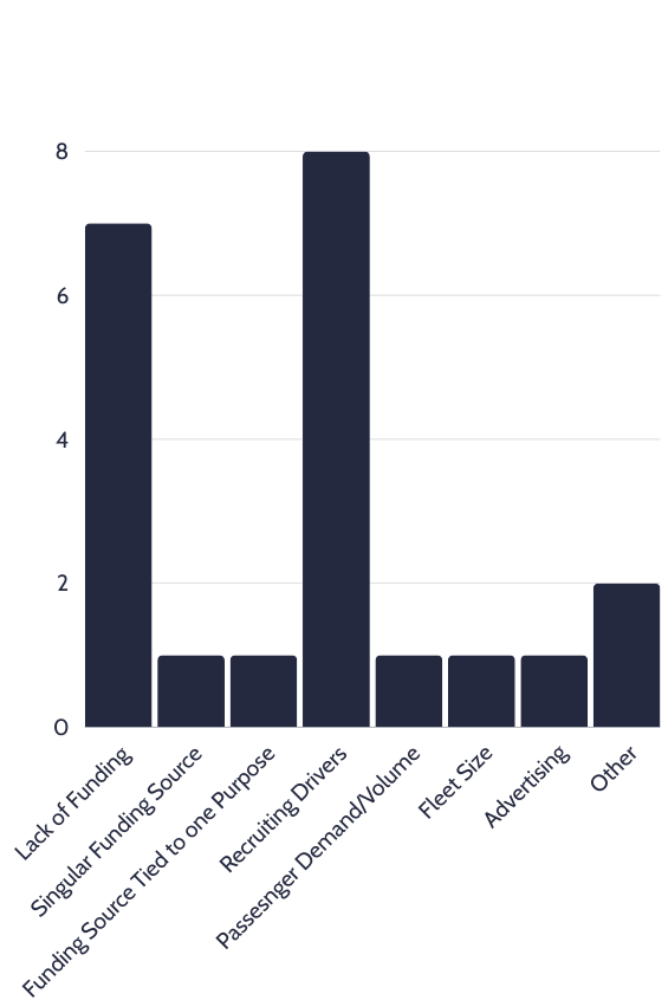
WHAT ARE THE PRIMARY GROUPS YOUR ORGANIZATION SERVES?

This question asked who is served by the provider's services. Multiple answers could be selected. Older adults and persons with disabilities are the primary clients of the providers who responded. These populations are more likely to have specialized transportation needs.



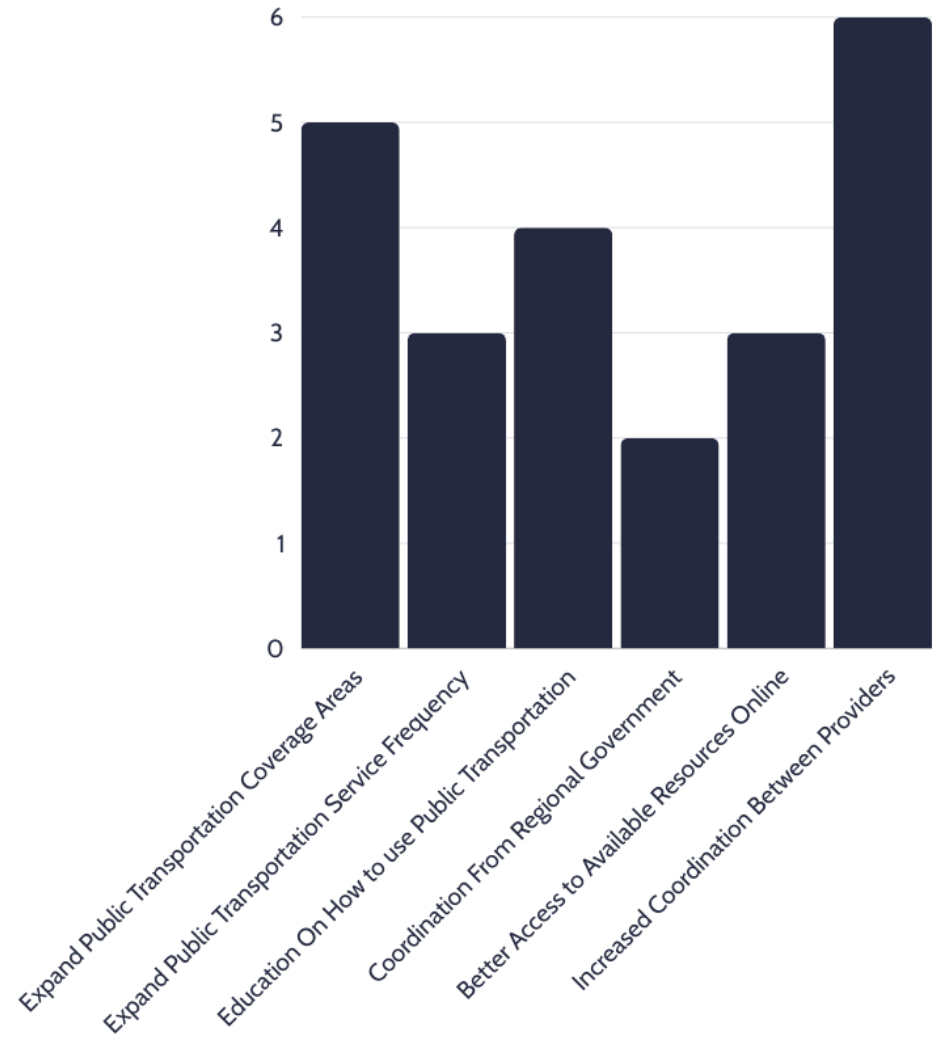
WHAT CHALLENGES DOES YOUR AGENCY FACE IN PROVIDING SERVICES?

This question asked providers to identify barriers they encounter when offering services. Not all providers gave a response to this question, and therefore the total number of responses is more limited. The most commonly selected response was recruiting drivers, followed closely by lack of funding.



WHAT ARE SOME POTENTIAL SOLUTIONS TO IMPROVING EFFICIENCY & COORDINATION IN THE REGION?

The last question of this survey asked providers what some potential solutions could be to the challenges they face. Several providers did not respond to this question, so total responses are limited. The most frequently chosen response was increased coordination of funding and resources between providers, followed by expanding the public transportation coverage area.



OTHER SURVEY FINDINGS

64% of providers offer door-to-door service.

86% of providers have ADA accessible vehicles.

71% of providers have only paid drivers.

STAKEHOLDER INVOLVEMENT

Both the MPO and ADD's transportation committees, the Transportation Policy Committee (TPC), the Transportation Technical Coordinating Committee (TTCC), and the Regional Transportation Council (RTC), were involved in the development of the Coordinated Plan. The committees were also asked to help shape the goals and objectives drafted by staff.

TARC was also a main partner in this update, as they are the designated recipient for Federal Transit Administration (FTA) funding for the urban area and administer the FTA *Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities* funds. Both the TARC and TARC3 staff advised on outreach and providing input into the goals and objectives for the plan.



5

IDENTIFYING NEEDS

Theme 1: Performance

Theme 2: Access

Theme 3: Safety

Theme 4: Coordination

Needs for the region, to better serve older adults and individuals with disabilities, were identified from analyzing existing conditions, demographics, and public input. The needs are categorized into four themes - Performance, Access, Safety, and Coordination. These needs directly inform the development of the goals and objectives in Chapter 6.

THEME 1: PERFORMANCE

Reliable public transit was the top need identified from the public survey. People want options that are consistently on time and efficiently get them to their destinations.

Public transit is the main preferred option for the target population if they have the mobility to ride independently. However, the reliability of transit is an even greater concern for them, as they do typically have limited mobility and cannot as easily walk to a different route if a bus does not arrive. The 45 minute wait time between two trips on TARC3 also makes it difficult for users to take quick errand trips, such as going to a bank or to pick up a prescription.

Bus Rapid Transit is a popular service along the Dixie Highway corridor and the opportunity to expand Bus Rapid Transit with the Broadway All the Way project is an exciting opportunity. The Frankfort Avenue-Shelbyville Road Transit Corridor, the Preston Transit Corridor, and the 4th Street Corridor also merit evaluation for their BRT potential.



THEME 2: ACCESS

The cost of fares and more frequent transportation options were the next most requested improvement from the public. Frequent transportation and faster travel times would make riding the bus or using a demand response service more on par with the convenience and speed of driving a personal vehicle.

However, TARC is facing historic financial challenges and a looming deficit. The TARC 2025: Moving Forward Together initiative is working to meet shared priorities. As some of the most vulnerable users and with limited other options, maintaining existing paratransit rider access to TARC3 will be important if fixed route service is redesigned.

Almost all transit trips begin and end with a pedestrian component. Improving pedestrian access to transit with stop-level infrastructure, including lighting and shelter and sidewalk connections, can improve overall access.

DESTINATIONS

Both users and providers listed greater geographical range of services as a need. The balance of frequency and coverage, particularly with public transit, is difficult to maintain. Increased coverage usually results in decreased frequency across the system due to funding and resource limitations.

THEME 3: SAFETY

Safety is a key need at all times for any transportation mode. Older adults, individuals with disabilities and others with limited mobility have unique considerations when it comes to safety. In the survey, customers felt less safe and secure while waiting for pickup.

People also need safe infrastructure to walk, bike, or ride transit. Safe and comfortable infrastructure encourages people to take modes other than driving.

THEME 4: COORDINATION

Limited funding and resources (e.g. drivers, fleet, time) requires effective coordination between providers, public transit agencies, and local and state government entities to meet the growing needs for transportation services in our region.

Increased coordination of funding was the top response from providers when asked for potential solutions to increase efficiency and coordination of transportation services. As funding continues to be the main challenge to operating services, creative efforts are needed to share or pool resources, collaborate on innovative projects, and seek out innovative funding sources.

In addition, the region is currently lacking a unified body to collect input and advocate for issues. The Regional Mobility Council was put on temporary hold in February 2020. Such a group is valuable in orchestrating coordination and providing a single point of contact for providers and the public.





6

Goal 1: Performance

Goal 2: Access

Goal 3: Safety

Goal 4: Coordination

GOALS & OBJECTIVES

Goals and objectives were drafted from the themes in the Identified Needs. The focus is on attainable strategies that can be evaluated for the next update to measure progress. Case studies are included where appropriate to illustrate ideas on how the objectives could be achieved.

The Transportation Policy Committee (TPC), the Regional Transportation Council (RTC), TARC, and transportation providers reviewed and provided feedback on the draft goals and objectives.

Projects funded by FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities must directly relate to these goals.

GOAL 1: PERFORMANCE

ENHANCE RELIABILITY AND EFFICIENCY OF SERVICE DELIVERY

- Increase reliability of fixed route and paratransit systems
- Improve existing bicycle and pedestrian access to transit
- Explore operational initiatives to maintain on-time performance and avoid missed trips in paratransit services
- Reduce number of vehicles exceeding useful life benchmarks
- Maintain or expand Bus Rapid Transit routes

CASE STUDY: FREE BUS FARES

New York City has a pilot program of free bus fare on five routes. Supporters of the program say that it will speed up travel times and boost access to essential services while making buses safer by taking away arguments over payment. Boston also has a program with three free fare routes along some of the highest ridership bus corridors.



Source: ABC10.com

GOAL 2: ACCESS

IMPROVE ACCESS TO TRANSPORTATION SERVICES FOR TARGETED POPULATIONS

- **Maintain existing paratransit rider access to TARC3 if fixed route service is redesigned.**
- **Encourage affordable transportation options independent of caregiving or residential services.**
- **Encourage affordable demand response services that can reach a greater range of locations.**
- **Increase capacity of demand response services.**
- **Improve infrastructure and transit amenities at bus stop locations to provide better lighting, shelter, and pedestrian connections.**
- **Increase or improve existing bicycle and pedestrian access to transit**

CASE STUDY: LYFT & UBER FOR SENIORS IN ATLANTA

Fulton County, Georgia, the home of Atlanta, offers a flexible, demand-response service for older adults through a partnership with Uber and Lyft. The county's Department of Senior Services works with the nonprofit, Common Courtesy, to lead this program. To qualify, older adults must be participants at any of the four multipurpose senior facilities or Fulton seniors screened as appropriate to receive transportation service. Once an individual is part of the program, they can call Common Courtesy to reserve a ride. Common Courtesy then schedules drivers through Uber and Lyft to pick up the older adult at their requested time and location. Seniors pay a one time fee of \$15 and a \$1 per ride charge. Before this program, Fulton County older adults had to contend with long waiting lists of about 1,800 individuals in order to conduct basic activities like medical appointments and grocery shopping. Since Fulton County's partnership with Lyft and Uber these waiting lists have been eliminated, and more seniors can reach their destinations.

GOAL 3: SAFETY

IMPROVE SAFETY OF TRANSPORTATION SERVICES AND INFRASTRUCTURE

- Improve accommodations for those with specialized needs.
- Reduce the number of crashes involving pedestrians and bicyclists by improving pedestrian and cyclist facilities.
- Improve the safety of transit services for all users, including infrastructure and lighting at bus stops.
- Follow TARC Agency Safety Plan and monitor Vision Zero Louisville initiatives.

CASE STUDY: BUS BUDDY PROGRAM, INTERCITY TRANSIT

The [Bus Buddy Program](#), a partnership between Catholic Community Services, Intercity Transit in Olympia, and the Washington State Department of Transportation in Olympia, Washington, matches volunteers with individuals who need additional assistance navigating public transit. These individuals typically have physical or mental disabilities. Volunteers accompany participants on the bus to their destination, e.g. doctor appointments, grocery stores, social events. To request a Bus Buddy, individuals can call or email the coordinator 72 hours in advance of their local trip and three to five business days for trips to other counties.



Source: <http://www.nwcatholic.org/news/local/ccs-bus-buddy-program-helps-people-in-thurston-county-get-around.html>

GOAL 4: COORDINATION

IMPROVE COORDINATION AMONG TRANSPORTATION PROVIDERS, GOVERNMENT AGENCIES, AND LOCAL ADVOCATES

- **Re-establish** a regional council to facilitate coordination of strategic funding and implementing solutions.
- **Enhance** coordination between agencies to improve selection of projects for FTA 5310 grant funding.
- **Leverage** non-traditional funding streams for larger regional projects.
- **Explore** innovative ways to collaborate and share resources among transportation providers.

CASE STUDY: INTEGRATED MOBILITY INNOVATION GRANT

The FTA's Integrated Mobility Innovation Grant program seeks to fund "innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience."

Eligible activities include all activities leading to the demonstration, such as planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation.

Grant programs like this offer opportunity for coordination among providers in the KIPDA region to seek funding outside of FTA's Section 5310 program.

More information about this and other grant programs is available at the FTA website.



7

5310 COMPETITIVE SELECTION

Section 5310 Funding

Eligibility Requirements

Eligible Activities

TARC Selection Criteria

The Coordinated Plan's goals and objectives inform what kind of projects should be prioritized for FTA *Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities* funding. This chapter outlines the process for the competitive selection of projects in the KIPDA region.

SECTION 5310 FUNDING

The [*Enhanced Mobility for Seniors and Individuals with Disabilities - Section 5310*](#) program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private or designated public nonprofit agencies in meeting the transportation needs of older adults and people with disabilities when existing public transportation is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. The Transit Authority of River City (TARC) is the designated recipient for FTA funding in the KIPDA region and administers the Section 5310 program in the urbanized area. The Kentucky Transportation Cabinet (KYTC) Office of Transportation Delivery (OTD) administers the Section 5310 program for the rural ADD counties and throughout the state.

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both "traditional" capital investment and "non-traditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

ELIGIBILITY REQUIREMENTS

To be eligible for Section 5310 funding, a potential project must meet the federal requirements below.

- The project serves seniors and/or individuals with disabilities.
- The project is planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities. It is not sufficient that seniors and individuals with disabilities are merely included (or assumed to be included) among the people who will benefit from the project.

- The project sponsor qualifies as a sub-recipient under Section 5310.
- The project qualifies for Section 5310 funding under FTA guidelines.
- The project is non-duplicative.
- The project identifies one or more local funding sources and substantiates that the source(s) are committed to providing the necessary local match for the project.
- The project addresses at least one of the strategies identified in the Coordinated Plan.

ELIGIBLE ACTIVITIES

Section 5310 funds are available for capital and operating expenses in order for transportation services to better meet the special needs of seniors and individuals with disabilities.

Section 5310(b) requires that of the amounts apportioned to states and designated recipients, not less than 55% shall be available for Section 5310 Traditional projects, those public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. Notably, this 55% is a floor. Recipients may use more than 55% of their apportionment for traditional projects.

Only an eligible sub-recipient can carry out these project. Eligible sub-recipients include private non-profit organizations; or a state or local government authority that 1) receives approval from a state to coordinate services for seniors and individuals with disabilities; or 2) confirms that the area does not have any non-profit organizations who provide the service.

ELIGIBLE CAPITAL EXPENSES THAT MEET THE 55% APPORTIONMENT REQUIREMENT:

- Rolling stock and related activities for Section 5310-funded vehicles
- Acquisition of expansion or replacement buses and vans, and related

- Vehicle rehabilitation or overhaul;
- Preventative maintenance;
- Radios and communication equipment; and
- Vehicle wheelchair lifts, ramps, and securement devices
- Support facilities and equipment for Section 5310-funded vehicles
 - Extended warranties that do not exceed the industry standard;
 - Computer hardware and software;
 - Transit-related intelligent transportation systems (ITS);
 - Dispatch systems; and
 - Fare collection systems
- Passenger facilities related to Section 5310-funded vehicles
 - Purchase and installation of benches, shelters, and other passenger amenities.
 - Extended warranties that do not exceed the industry standard;
 - Computer hardware and software;
 - Transit-related intelligent systems (ITS);
 - Dispatch systems; and
 - Fare collection systems
- Lease of equipment when lease is more cost effective than purchase
- Acquisition of transportation services under a contract, lease, or other arrangement. This may include acquisition of ADA-complementary paratransit services. Both capital and operating costs associated with contracted services are eligible capital expenses.
- Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management activities may include:
 - The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
 - Support for short-term management activities to plan and implement coordinated services;
 - The support of state and local coordination policy bodies and councils;
 - The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
 - The provision of coordination services, including employer-oriented transportation management organizations' and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangement for customers among supporting programs; and
 - Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).
 - Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service may qualify toward the 55% requirement, so long as the service is provided by an eligible recipient/sub-recipient.

OTHER ELIGIBLE CAPITAL AND OPERATING EXPENSES AND SUB-RECIPIENTS

(UP TO 45% OF APPORTIONMENT):

- Public transportation projects (capital only) planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable
- Public transportation projects (capital and operating) that exceed the requirements of the ADA. The following activities are examples of eligible projects meeting the definition of public transportation service that is beyond the ADA.
- Enhancing paratransit beyond minimum requirements of the ADA. ADA-complementary paratransit services can be eligible under the Section 5310 program in several ways:
 - Expansion of paratransit parameters beyond the three-fourths mile required by the ADA;
 - Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route service;
 - The incremental cost of providing same day service;
 - The incremental cost (if any) of making door-to-door service available to all eligible ADA paratransit riders, but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system;
 - Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations, 49 CFR part 38 (i.e., larger than 30" X 48" and/or weighing more than 600 pounds), and labor costs of aides to help drivers assist passengers with oversized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with 600-pound design load, and the acquisition of heavier duty vehicles for paratransit and/or demand response service in order to accommodate lifts with a heavier design load; and
- Installation of additional securement locations in public buses beyond what is required by the ADA.
- Feeder services. Accessible "feeder" service (transit service, that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- Public transportation projects (capital and operating) that improve accessibility. The following activities are examples of eligible projects that improve accessibility to the fixed-route system.
- Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:
 - Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;
 - Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;

- Improving signage or wayfinding technology;or
 - Implementation of other technology improvements that enhance accessibility for people with disabilities.
- Travel training. Training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.
- Public transportation alternatives (capital and operating) that assist seniors and individuals with disabilities with transportation. The following activities are examples of projects that are eligible public transportation alternatives.
 - Purchasing vehicles to support accessible taxi, ride-sharing, and/or vanpooling programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provides that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to part 38 to remain in his/her personal mobility device inside the vehicle.
 - Supporting the administration and expenses related to voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a

human service agency. Providers of transportation can submit the voucher reimbursement to the recipient for payment based on predetermined rates and contractual agreements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (federal/local) match.

- Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support costs associated with the administration, management or driver recruitment, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.
- Limits on operating assistance. Given the 55% requirement for Section 5310 traditional capital projects, a recipient may allocate up to 45% of its apportionment for operating assistance. However, this funding is limited to eligible project as described in 49. U.S.C. 5310(b)(1)(B-D) and described in this section (b, c, and d) above. Operating assistance for required ADA complementary paratransit service is not an eligible expense.

TARC SELECTION CRITERIA

TARC allocates Section 5310 funding for the Louisville, Kentucky Urbanized Area (UZA), which includes parts of Bullitt, Jefferson, and Oldham counties in Kentucky and parts of Clark and Floyd counties in Indiana. An announcement of funding availability and call for applications is typically made in the summer, with project selections announced in the autumn. TARC's application for Section 5310 funding includes the following weighted criteria:

PROJECT INTENT - 35%

- Description of proposed project, including list of primary beneficiaries, counties served, and estimated timeline
- Description of how proposed project meets Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program
- Description of how proposed project is in alignment with the goals of the Coordinated Plan
- Description of how the proposed project addresses service gaps affecting the targeted population(s)
- Estimate of how many people in targeted population(s) will be impacted annually by the proposed project
- Description of benefits of proposed project to the community
- Description of vehicle(s), facilities, and/or equipment or repairs/maintenance that is to be purchased for vehicle(s), facilities, and/or equipment (if requesting capital funds)
- Description of planned use of vehicle(s), facilities, and/or equipment to be purchased or repaired/maintained
- **PROJECT BUDGET - 20%**
- Description of how the requested funds will be used
- Breakdown of budget

DEMONSTRATED ABILITY - 15%

- Description of evidence of technical capacity to administer and manage the proposed project
- Description of evidence of necessary resources to carry out proposed project
- Documentation of project sponsor's authority to operate (if applicable)

COORDINATION EFFORTS - 15%

- Explanation of how your agency coordinates, collaborates, and/or partners with other agencies to maximize transportation resources and reduce duplication of services

SUSTAINABILITY OF PROJECT - 15%

- Description of evidence that the project can be sustained after the requested funds have been exhausted

KYTC OFFICE OF TRANSPORTATION DELIVERY

Outside the Louisville Urbanized Area but within the KIPDA region in Kentucky, Section 5310 funding is awarded through the Kentucky Transportation Cabinet's [Office of Transportation Delivery](#).

INDIANA DEPARTMENT OF TRANSPORTATION

Outside the Louisville Urbanized Area but within the KIPDA region in Indiana, Section 5310 funding is awarded through the Indiana Department of Transportation via the INDOT [Office of Transit](#).

APPENDICES & ADDENDUMS

A - Verified Providers

B - Transportation Provider
Survey Questions

C - TARC Resolutions

APPENDIX A: VERIFIED PROVIDERS

The following is a list of providers that participated in the survey and wanted to be included on the provider list as well as other verified providers.

Provider	Hours	Areas Served	Handicap Accessible	Phone	Website
Able Care, Inc.	Mon-Fri 6 AM-6 PM, Sat 6 AM - 1 PM	Bullitt, Jefferson, Shelby, Spencer	Yes	502-267-1911	https://www.ablecaretransport.com/
Blue River Services	Mon-Fri 6 AM-6 PM	Floyd	Yes	812-972-5581	www.brsinc.org
Every Commute Counts	N/A	Bullitt, Clark (IN), Floyd (IN), Henry, Jefferson, Oldham, Shelby, Spencer, & Trimble	No	502-267-5400	www.everycommutecounts.org
Five Star Transportation	Mon-Sun 5:45 AM-8PM	Bullitt, Hardin, & Jefferson	Yes	502-370-3041	www.5startr.com
Highland Community Ministries	Mon-Fri 9:30 AM-5 PM (Clients Only)	Jefferson	Yes	502-459-0132	www.hcmlouisville.org
Homewatch	24/7	Jefferson & Oldham	Yes	502-306-0258	www.hwcg.com/louisville
Jewish Family & Career Services	Mon-Fri 9 AM- 5 PM	Jefferson & Oldham	Yes	502-452-6341	www.jfclsouthern.org
LifeSpan Resources Inc. & Area Agency on Aging	Mon-Fri 5 AM-1PM	Clark, Floyd, & Scott (IN)	Yes	812-948-9701	www.lsr14.org/transportation.html
Louisville Wheels Transportation	Mon-Fri 4:30 AM- 7 PM	Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, Trimble	Yes	502-561-3690	N/A
Lyft	24/7	N/A	No	N/A	www.lyft.com
Mercy Works	24/7	Jefferson	No	502-882-3049	www.mercyworkslouisville.com
Pillar	24/7	Jefferson & Oldham	Yes	502-267-1911	www.pillarsupport.org

Provider	Hours	Areas Served	Handicap Accessible	Phone	Website
Rainbow Medical Transport	5:30 AM-6:30 PM	Bullitt, Jefferson, Shelby, Spencer	Yes	502-389-6250	N/A
Rauch	24/7	Calrk & Floyd (IN)	No	812-945-4063	www.rauchinc.org
Right at Home	24/7	Bullitt, Clark (IN), Floyd (IN), Henry, Jefferson, Oldham, Shelby, & Spencer	No	502-587-0580	www.rightathome.net
Shelby Christian Cab	Mon-Fri 6 AM-6 PM	Shelby	No	502-2130892	www.facebook.com/Ministerashby1
Southwest Center	Mon-Fri 8 AM 4 PM	Bullitt & Jefferson	Yes	502-935-1848	www.swcky.org
TARC	Check Schedule	Bullitt, Clark (IN), Floyd (IN), Jefferson, & Oldham	Yes	502-585-1234	www.ridetarc.org
TARC3	6 AM-10:30 PM	Bullitt, Clark (IN), Floyd (IN), Jefferson, & Oldham	Yes	502-213-3217	www.ridetarc.org/services/tarc3/
Tri-County Community Action Agency	Mon-Fri 8:30 AM-4:30 PM	Henry, Oldham, & Trimble	Yes	502-222-1349	https://www.tccaaky.org/
Uber	N/A	N/A	No	N/A	www.uber.com
Wheelchair Transport	24/7	Jefferson & Shelby	Yes	502-893-4598	www.wheelchairtransport4lky.com
Zoom Group	5 AM- 7 PM	Jefferson	Yes	502-581-0658	zoomgroup.org
zTrip	24/7	N/A	Yes	502-777-7777	www.ztrip.com/louisville

APPENDIX B: TRANSPORTATION PROVIDER SURVEY QUESTIONS

The following contains the questions that were included in the 2024 Coordinated Plan Provider Survey. Questions are displayed in black, and response options are displayed in blue.

- | | | | |
|--|---|---|--------------------------------|
| <p>1. Organization name</p> <p>2. Contact name</p> <p>3. Email</p> <p>4. Phone</p> <p>5. Website</p> <p>6. Can we include your organization's contact information, area(s) served, and populations served on our transportation provider list?</p> <p>7. Are your services handicap accessible? (Yes) (No)</p> <p>8. Who are the primary groups your organization serves? (check all that apply)</p> <p>(Persons with disabilities) (Older adults) (People with low incomes) (General public) (Youth) (Veterans) (Persons with limited English proficiency) (Other)</p> <p>9. What counties are included in your service area? (check all that apply)</p> <p>(Clark County, IN) (Floyd County, IN) (Bullitt County, KY) (Henry County, KY) (Jefferson County, KY) (Oldham County, KY) (Shelby County, KY) (Trimble County, KY) (Other)</p> | <p>10. Operating Hours</p> <p>11. What type of transportation service do you provide? (check all that apply)</p> <p>(Fixed route service: fixed path, predetermined schedule, and stops) (Deviated route service: fixed path and schedule, but vehicle may serve requests for pickup or drop-off within specified area) (Demand Response Service: non-fixed route, flexible transportation service within a defined area includes taxi services)</p> <p>12. What level of service do you provide? Please check all that apply.</p> <p>(Door-through-door) (Door-to-door) (curb-to-curb) (transit stops) (other)</p> <p>13. Who are the primary groups your organization services? Please check all that apply.</p> <p>(Persons with disabilities) (Older adults: Age 65+) (People with low income) (Veterans) (Youth: under 18) (Agency clients only) (Persons with limited English) (General public) (other)</p> | <p>14. Do you have volunteers or paid drivers?</p> <p>(Only volunteers) (Only paid drivers) (Both volunteers and paid drivers)</p> <p>15. What challenges does your agency face in providing services? Please check all that apply.</p> <p>(Lack of funding) (Singular funding source) (Funding source tied to one purpose/population) (Recruiting drivers) (Service area size) (Passenger demand/volume) (Advertising) (Fleet size) (other)</p> <p>16. What are some potential solutions to improving transportation in the region? Please check all that apply.</p> <p>(Expand public transportation coverage area) (Expand public transportation service frequency) (Education on how to use public transportation) (Coordination from regional government) (Better access to available resources online) (Increased coordination between providers) (other)</p> | <p>17. Additional comments</p> |
|--|---|---|--------------------------------|



SOUTHERN CALIFORNIA
GAS & ELECTRIC COMPANY
100% RENEWABLE ENERGY
100% RENEWABLE ENERGY



APPENDIX C: TARC RESOLUTIONS



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: September 27, 2022

Re: Resolution 2022-25 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

TARC in its role as the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds undertakes a process to award these federal formula funds to subrecipients. TARC has undertaken a competitive selection and award process for the past eight years for these funds. This federal fiscal year there are \$1,279,884 from the Federal Fiscal Year (FFY) 2022 apportionment and there are \$154,062 from the FFY 2021 American Rescue Plan (ARP) Act of 2021 for a total of \$1,433,946 (see details in the Appendix).

TARC has consistently followed a competitive selection process to solicit project applications and award the funds ensuring that the process is fair and allows for full and open competition. The deadline for applications for this funding was July 21, 2022. Eleven applicants applied for funds. The applications were evaluated on August 9, 2022 by an independent, impartial Selection Review Committee comprised of five community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of ten applicants were awarded funding. Regarding the projects that qualified in the Section 5310 "Traditional" category, the Selection Review Committee recommended fully funding six of the projects and partially funding two of the projects, resulting in an award of \$782,152 or 55 percent of the total, which meets the federal requirement that at least 55 percent of Section 5310 funds must be awarded in the "Traditional" category. Regarding the projects that qualified in the Section 5310 "Other" category, the Selection Review Committee recommended partially funding two of the projects, resulting in an award of \$651,794 in "Other" funds.

The ten successful applicants will become subrecipients of the federal funds. The subrecipients provide local matching funds. For the FFY 2022 funds, capital purchases will have a 20% local match, and operating expenses will have a 50% local match. For the FFY 2021 ARP funds, no local match is required. A total of \$1,433,946 of federal Section 5310 funds is recommended for award at this time. The attached resolution seeks authority for the Executive Director to award the Section 5310 funds to the successful applicants and enter into a subrecipient agreement as outlined in the resolution and detailed in the Appendix.

Please call me at 502-561-5100 with any questions.



RESOLUTION 2022-25

Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds

A resolution approving the award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program funds as set out below, and authorizing the Executive Director to enter into grant subrecipient agreements with the recommended subrecipients of these funds.

WHEREAS, TARC has been named the Designated Recipient of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds for the Louisville Urbanized Area by the Governors of the States of Kentucky and Indiana, and;

WHEREAS, in its role as Designated Recipient, TARC has conducted a competitive selection process, and;

WHEREAS, each project recommended for funding was derived from priorities set forth in the Coordinated Human Services Transportation Plan for the KIPDA Region, and;

WHEREAS, each project was selected for funding through a process that ensured open competition, and;

WHEREAS, an impartial Selection Review Committee scored all eligible applications using evaluation criteria established by TARC in conjunction with the Regional Mobility Council;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that the federal funds from the Federal Fiscal Year 2022 apportionment for Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310, and from the Federal Fiscal Year 2021 ARP apportionment for Section 5310, which were allocated to the Louisville Urbanized Area in the total amount of \$1,433,946, be distributed as follows:

- \$68,494 to Blue River Services, Inc. for the Floyd County Urbanized Area Transportation Project
- \$62,400 to Christian Care Communities for the Old Louisville Area Seniors Transportation Project
- \$2,400 to Dayspring for the Wheelchair Van Maintenance Project
- \$109,600 to Dreams with Wings for the Dreams with Wings Transportation Project
- \$215,178 to Harbor House of Louisville, Inc. for the Improve Mobility for Seniors and Individuals with Disabilities Project
- \$85,280 to Lifespring Health Systems for the Individuals with Disabilities Transportation Project
- \$103,600 to Rauch, Inc. for the Accessible Vehicle Project
- \$135,200 to Zoom Group Inc. for the Zoom Group Transportation Project
- \$408,594 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project
- \$243,200 to Ztrip (WHC SAF, LLC, dba Ztrip) the Wheelchair Van Project



The Executive Director/CEO is hereby authorized to enter into agreements with Blue River Services, Inc., Christian Care Communities, Dayspring, Dreams with Wings; Harbor House of Louisville, Inc.; Lifespring Health Systems; Rauch, Inc.; Zoom Group Inc., and Ztrip for the work outlined in their project applications.

The Executive Director/CEO is authorized to file and execute a grant application on behalf of the Transit Authority of River City with the U.S. Department of Transportation to fund the projects listed above.

ADOPTED THIS 27TH DAY OF SEPTEMBER 2022



John Launius
Chair of the Board of Directors



APPENDIX

Section 5310 “Traditional” funds

Eligible subrecipients for Section 5310 “Traditional” funds include private nonprofit organizations; or state or local governmental authorities that are approved by a state to coordinate services for seniors and individuals with disabilities, when it is certified that there are no nonprofit organizations readily available in the area to provide the service. TARC is not eligible for an award of Section 5310 “Traditional” funds, since many nonprofit organizations that provide service are available in our urbanized area. However, TARC is eligible for funds in the Section 5310 “Other” category.

Federal law requires that at least 55% of the normal Section 5310 funds awarded must go to Section 5310 “Traditional” projects. “Traditional” projects are capital transportation projects (including but not limited to vehicle replacement, fleet expansion, and capital maintenance) that are designed and planned to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

Exception:

In 2021, the Federal Fiscal Year 2021 ARP (American Rescue Plan Act of 2021) created a special apportionment of Section 5310 funds that are exempt from the requirement that at least 55% of the funds awarded must go to Section 5310 “Traditional” projects. The FTA prefers that all of these ARP Section 5310 funds be used for Operating Assistance in the “Other” category.

Section 5310 “Other” funds

Eligible subrecipients for Section 5310 “Other” funds include: state or local governmental authorities; private nonprofit organizations; and for-profit operators of public transportation.

Up to 45% of the Section 5310 funds that are awarded may be awarded in the “Other” category (including capital expenses and operating expenses) for public transportation projects designed and planned to meet the specific needs of seniors and individuals with disabilities. These projects must: (1) exceed the ADA minimum requirements; or (2) improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or (3) provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation when public transportation is insufficient, inappropriate, or unavailable.

Exception:

In 2021, the Federal Fiscal Year 2021 ARP (American Rescue Plan Act of 2021) created a special apportionment of Section 5310 funds that are exempt from the requirement that at least 55% of the funds awarded must go to Section 5310 “Traditional” projects. The FTA prefers that all of these ARP Section 5310 funds be used for Operating Assistance in the “Other” category. Therefore, all of those funds may be awarded in the “Other” category.



Funds available

The amount of NORMAL federal Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds available for award through TARC's current competitive selection process is \$1,279,884 from the Federal Fiscal Year 2022 apportionment. There were no funds remaining from the normal Section 5310 apportionment from Federal Fiscal Year 2021.

The total \$1,279,884 is available for award for projects in the Section 5310 "Traditional" category.

The amount of NORMAL Section 5310 funds available for award for projects in the Section 5310 "Other" category cannot exceed 45% of the total amount NORMAL Section 5310 funds actually awarded for all projects.

In addition, there are extra Section 5310 formula funds available for award this year in the amount of \$154,062 from the Federal Fiscal Year 2021 ARP (American Rescue Plan Act of 2021) apportionment. The FTA prefers that all of those ARP Section 5310 funds be used for Operating Assistance in the "Other" category. One hundred percent of those funds may be awarded in the "Other" category.

The total of all Section 5310 funds (NORMAL plus ARP) available for award this year is \$1,433,946.

All subrecipients of NORMAL Section 5310 federal funds are providing local matching funds. (Capital purchases have a 20% local match and Operating expenses have a 50% local match.) However, Federal legislation for COVID relief stipulates that no local match is required for the ARP Section 5310 funds.

Funds awarded

The total amount of NORMAL "Traditional" Section 5310 funds that were available for award this year was \$1,279,884. The total amount of "Traditional" funds requests received was \$904,149. The total amount of "Traditional" funds that the Selection Review Committee recommended for award is \$782,152, which is 55 percent of the of the total NORMAL Section 5310 funds ("Traditional" plus "Other") that were awarded this time. That meets the federal requirement that at least 55 percent of the NORMAL funds must be awarded in the "Traditional" category.

The total amount of all Section 5310 "Other" funds that were available for award was \$497,732. The total amount of "Other" funds requests received was \$1,125,470. The total amount of Section 5310 "Other" funds that the Selection Review Committee recommended for award is \$497,732. That is 45 percent of the total NORMAL Section 5310 funds ("Traditional" plus "Other") that were awarded this time. That meets the federal requirement that no more than 45 percent of the NORMAL funds can be awarded in the "Other" category.

The total amount of ARP Section 5310 funds available for award this year was \$154,062. The FTA preferred that 100 percent of those ARP funds be awarded for Operating Assistance in the "Other" category. The amount of ARP Section 5310 funds that the Selection Review Committee recommended for award for Operating Assistance in the "Other" category is \$154,062, which is all of the total ARP Section 5310 funds that were available this time. The ARP funds were awarded at 100 federal share with zero local match.



The total amount of Section 5310 funds (NORMAL plus ARP) recommended for award this time is \$1,433,946 of the \$1,433,946 available. This uses up all of the federal Section 5310 funds available for award at this time. There will be no leftover Section 5310 funds to be carried over to next year.

Funding recommendations for Section 5310 “Traditional” projects:

\$68,494 to Blue River Services, Inc. for the Floyd County Urbanized Area Transportation Project to purchase one (1) ADA-Accessible Full Size van with Enhanced HVAC and All-Wheel-Drive. The project will provide transportation for seniors and individuals with disabilities in the urbanized area of Floyd County, Indiana.

(Federal funds = \$68,494 Local match = \$17,124 Total project value = \$85,618)

\$62,400 to Christian Care Communities for the Old Louisville Area Seniors Transportation Project to purchase one (1) ADA-Accessible Full Size van with Enhanced HVAC. The project will provide transportation for seniors in the Old Louisville area of Louisville, Kentucky.

(Federal funds = \$62,400 Local match = \$15,600 Total project value = \$78,000)

\$2,400 to Dayspring for the Wheelchair Van Maintenance Project to purchase Preventive Maintenance for its wheelchair-accessible van. The project will enable Dayspring to provide for individuals with disabilities in the Louisville Urbanized Area.

(Federal funds = \$2,400 Local match = \$600 Total project value = \$3,000)

\$109,600 to Dreams with Wings for the Dreams with Wings Transportation project to purchase one (1) ADA-Accessible Full Size van with Enhanced HVAC and Extended Warranty; and one (1) non-ADA-accessible Standard 12-passenger Van with Extended Warranty. The project will provide fixed route and on-demand transportation service in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.

(Federal funds = \$109,600 Local match = \$27,400 Total project value = \$137,000)

\$215,178 to Harbor House of Louisville, Inc. for the Improve Mobility for Seniors and Individuals with Disabilities project to purchase: two (2) ADA-Accessible Full-Size vans with Enhanced HVAC; (1) non-ADA-accessible Standard Minivan; six (6) vehicle wrap graphics; six (6) in-vehicle cameras; and six (6) dispatch radios. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.

(Federal funds = \$215,178 Local match = \$53,795 Total project value = \$268,973)

\$85,280 to Lifespring Health Systems for the Individuals with Disabilities Transportation Project to purchase: two (2) non-ADA-accessible Standard Minivans. The project will provide transportation for individuals with disabilities to appointments, shopping trips, activities of daily living, and group outings.

(Federal funds = \$85,280 Local match = \$21,320 Total project value = \$106,600)

\$103,600 to Rauch, Inc. for the Accessible Vehicle Project to purchase: one (1) ADA-accessible Minivan; and one (1) non-ADA-accessible Standard Minivan with All-Wheel-Drive. The project will



transport individuals with disabilities to work, doctor appointments, shopping, community activities, entertainment, dining, and volunteer opportunities.

(Federal funds = \$103,600 Local match = \$25,900 Total project value = \$129,500)

\$135,200 to Zoom Group, Inc. for the Zoom Group Transportation Project to purchase: one (1) ADA-accessible Full-Size vans with Enhanced HVAC; and one (1) ADA-accessible Full-Size vans with Enhanced HVAC and All-Wheel Drive; two (2) GPS Lockbox (Wayfinder) systems; and four (4) signage graphics. The project will provide transportation for seniors and individuals with disabilities to jobs, job training, job interviews, classes, and medical and mental health appointments. The project will serve approximately 250 physically and developmentally disabled adults, many of whom would be otherwise unable to acquire and maintain employment and access the community.

(Federal funds = \$135,200 Local match = \$33,800 Total project value = \$169,000)

Funding recommendations for Section 5310 “Other” projects:

\$408,594 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project for Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.

(Federal funds = \$408,594 Local match = \$254,532 Total project value = \$663,126)

\$243,200 to Ztrip (WHC SAF, LLC, dba Ztrip) for the Wheelchair Van Project to purchase four (4) ADA-accessible Minivans to provide shared ride service as part of the existing TARC3 program.

(Federal funds = \$243,200 Local match = \$60,800 Total project value = \$304,000)

(See summary in tables below.)



Summary of recommendations for funding:

Section 5310 “Traditional” Funds (dollars) FFY 22				
Agency	Project	Federal Share	Local Match	Total
Blue River Services, Inc.	Floyd County Urbanized Area Transportation	68,494	17,124	85,618
Christian Care Communities	Old Louisville Area Seniors Transportation	62,400	15,600	78,000
Dayspring	Wheelchair Van Maintenance	2,400	600	3,000
Dreams with Wings	Dreams with Wings Transportation	109,600	27,400	137,000
Harbor House of Louisville, Inc.	Improve Mobility for Seniors and Individuals with Disabilities	215,178	53,795	268,973
Lifespring Health Systems	Individuals with Disabilities Transportation	85,280	21,320	106,600
Rauch, Inc.	Accessible Vehicle	103,600	25,900	129,500
Zoom Group, Inc.	Zoom Group Transportation	135,200	33,800	169,000

Section 5310 “Other” Funds (dollars) FFY 22 (& ARP FFY 21)				
Agency	Project	Federal Share	Local Match	Total
Transit Authority of River City	Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area	408,594	254,532	663,126
Ztrip (WHC SAF, LLC, dba Ztrip)	Wheelchair Van	243,200	60,800	304,000



MEMORANDUM

To: John Launius, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: October 26, 2021

Re: Resolution 2021-46 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

Section 5310 federal formula funds for Enhanced Mobility of Seniors and Individuals with Disabilities are available for award in the amount of: \$894,041 from the Federal Fiscal Year 2021 apportionment plus \$100,067 remaining from the Federal Fiscal Year 2020 apportionment.

In addition, there are extra Section 5310 formula funds available for award this year in the amount of \$154,060 from the Federal Fiscal Year 2021 CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) apportionment.

The total of all of these Section 5310 funds available for award this year is \$1,148,168. (See details in the Appendix.)

As the designated recipient of these funds for the Louisville Urbanized Area, it is TARC's responsibility to oversee their distribution to subrecipients. TARC has distributed Section 5310 funds seven times previously. TARC uses a competitive selection process to solicit project applications. The selection process is fair and ensures full and open competition. The deadline for applications for this funding was August 19, 2021. Seven applicants applied for funds.

The applications were evaluated on September 7, 2021 by an independent, impartial Selection Review Committee comprised of four community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of seven applicants were awarded funding. The Selection Review Committee recommended fully funding one of the projects and partially funding four of the projects that qualified in the Section 5310 "Traditional" category, for a total of \$616,008 in "Traditional" funds. The Committee also recommended fully funding one of the projects and partially funding three of the projects that qualified for funding in the Section 5310 "Other" category, for a total of \$532,160 in "Other" funds.

The seven successful applicants will become subrecipients of the federal funds. Normally, the subrecipients provide local matching funds. (Capital purchases normally require a 20% local match and Operating expenses normally require a 50% local match.)

However, Federal legislation for COVID relief (CRRSAA) stipulates that no local match is required for Section 5310 funding this year. Therefore, all the funds described above will be awarded at 100% federal share with zero local match.



A total of \$1,148,168 of federal Section 5310 funds is recommended for award at this time, which shall exhaust all of the federal Section 5310 funds available with no monies to be carried over to next year.

Attached to this memo is a Resolution requesting authority for the Executive Director to enter into grant subrecipient agreements with the 7 entities set forth in the Resolution totaling \$1,148,168 and an Appendix attached thereto, which lists in detail the 5310 subrecipients and their respective projects and funding awarded. Please call me at (502) 561-5100 if you have any questions. Thank you.



RESOLUTION 2021-46

Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds

A resolution approving the award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program funds as set out below, and authorizing the Executive Director to enter into grant subrecipient agreements with the recommended subrecipients of these funds.

WHEREAS, TARC has been named the Designated Recipient of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds for the Louisville Urbanized Area by the Governors of the States of Kentucky and Indiana, and;

WHEREAS, in its role as Designated Recipient, TARC has conducted a competitive selection process, and;

WHEREAS, each project recommended for funding was derived from priorities set forth in the Coordinated Human Services Transportation Plan for the KIPDA Region, and;

WHEREAS, each project was selected for funding through a process that ensured open competition, and;

WHEREAS, an impartial Selection Review Committee scored all eligible applications using evaluation criteria established by TARC in conjunction with the Regional Mobility Council, and;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that the federal funds from the Federal Fiscal Year 2020 and Federal Fiscal year 2021 apportionments for Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310, and from the Federal Fiscal Year 2021 CRRSAA apportionment for 5310, which were allocated to the Louisville Urbanized Area in the total amount of \$1,148,168, be distributed as follows: (See the Appendix for details about of each of these awards.)

\$66,000 to Dreams with Wings for the Dreams with Wings Transportation project, and

\$197,783 to Harbor House of Louisville, Inc. for the Improve Mobility for Seniors and Individuals with Disabilities project, and

\$4,269 to Jewish Community of Louisville, Inc. (JCL) for the Senior Adult Transportation Assistance project, and

\$191,095 to LifeSpan Resources, Inc. for the LifeSpan Resources Transportation project, and

\$50,000 to New Hope Services, Inc. for the New Hope Services Transportation project, and

\$454,060 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area project, and



\$184,961 to Zoom Group Inc. for the Zoom Group Transportation project.

The Executive Director/CEO is hereby authorized to enter into agreements with Dreams with Wings; Harbor House of Louisville, Inc.; Jewish Community of Louisville, Inc.; LifeSpan Resources, Inc.; New Hope Services, Inc.; and Zoom Group Inc. for the work outlined in their project applications.

The Executive Director/CEO is authorized to file and execute a grant application on behalf of the Transit Authority of River City with the U.S. Department of Transportation to fund the projects listed above.

ADOPTED THIS 26TH DAY OF OCTOBER 2021

A blue ink signature of John Launius is written over a horizontal line. The signature is cursive and stylized.

John Launius, Chair of the Board of Directors



APPENDIX

Section 5310 “Traditional” funds

Eligible subrecipients for Section 5310 “Traditional” funds include private nonprofit organizations; or state or local governmental authorities that are approved by a state to coordinate services for seniors and individuals with disabilities, when it is certified that there are no nonprofit organizations readily available in the area to provide the service. TARC is not eligible for an award of Section 5310 “Traditional” funds, since many nonprofit organizations that provide service are available in our urbanized area. However, TARC is eligible for funds in the Section 5310 “Other” category.

Federal law requires that at least 55% of the normal Section 5310 funds awarded must go to Section 5310 “Traditional” projects. “Traditional” projects are capital transportation projects (including but not limited to vehicle replacement, fleet expansion, and capital maintenance) that are designed and planned to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

Exception:

In 2021, the Federal Fiscal Year 2021 CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) created a special apportionment of Section 5310 funds that are exempt from the requirement that at least 55% of the funds awarded must go to Section 5310 “Traditional” projects. The FTA prefers that these CRRSAA Section 5310 funds be used for Operating Assistance in the “Other” category.

Section 5310 “Other” funds

Eligible subrecipients for Section 5310 “Other” funds include: state or local governmental authorities; private nonprofit organizations; and for-profit operators of public transportation.

Up to 45% of the Section 5310 funds that are awarded may be awarded in the “Other” category (including capital expenses and operating expenses) for public transportation projects designed and planned to meet the specific needs of seniors and individuals with disabilities. These projects must: (1) exceed the ADA minimum requirements; or (2) improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or (3) provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation when public transportation is insufficient, inappropriate, or unavailable.

Exception:

In 2021, the Federal Fiscal Year 2021 CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) created a special apportionment of Section 5310 funds that are exempt from the requirement that at least 55% of the funds awarded must go to Section 5310 “Traditional” projects. The FTA prefers that these CRRSAA Section 5310 funds be used



for Operating Assistance in the “Other” category. One hundred percent of those funds may be awarded in the “Other” category.

Funds available

The amount of NORMAL federal Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds available for award through TARC’s current competitive selection process is \$894,041 from the Federal Fiscal Year 2021 apportionment, plus \$100,067 remaining from the Federal Fiscal Year 2020 apportionment, for a total of \$994,108 of NORMAL federal Section 5310 funds.

The total \$994,108 is available for award for projects in the Section 5310 “Traditional” category.

The amount of NORMAL Section 5310 funds available for award for projects in the Section 5310 “Other” category cannot exceed 45% of the total amount NORMAL Section 5310 funds actually awarded for all projects.

In addition, there are extra Section 5310 formula funds available for award this year in the amount of \$154,060 from the Federal Fiscal Year 2021 CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) apportionment. The FTA prefers that those CRRSAA Section 5310 funds be used for Operating Assistance in the “Other” category. One hundred percent of those funds may be awarded in the “Other” category.

The total of all (NORMAL plus CRRSAA) Section 5310 funds available for award this year is \$1,148,168.

Normally, all subrecipients of Section 5310 federal funds must provide local matching funds. (Capital purchases normally require a 20% local match and Operating expenses normally require a 50% local match.) However, Federal legislation for COVID relief (CRRSAA) stipulates that no local match is required for Section 5310 funding this year. Therefore, all the funds described above are to be awarded at 100% federal share with zero local match.

Funds awarded

The total amount of NORMAL “Traditional” Section 5310 funds that were available for award this year was \$994,108. The total amount of “Traditional” funds requests received was \$884,541. The total amount of “Traditional” funds that the Selection Review Committee recommended for award is \$616,008

The total amount of all Section 5310 “Other” funds that were available for award was \$532,160. The total amount of “Other” funds requests received was \$1,448,630. The total amount of all Section 5310 “Other” funds that the Selection Review Committee recommended for award is \$532,160.

The amount of NORMAL Section 5310 “Other” funds that the Selection Review Committee recommended for award is \$378,100, which is 44.17 percent of the total NORMAL Section 5310



funds ("Traditional" plus "Other") that were awarded this time. That is under the 45 percent maximum allowed for award by the FTA regulations governing NORMAL Section 5310 funds.

The total amount of CRRSAA Section 5310 funds available for award this year was \$154,060. The FTA preferred that 100 percent of those CRRSAA funds be awarded for Operating Assistance in the "Other" category. The amount of CRRSAA Section 5310 funds that the Selection Review Committee recommended for award for Operating Assistance in the "Other" category is \$154,060, which is 100 percent of the total CRRSAA Section 5310 funds that were available this time.

All funds (NORMAL and CRRSAA) were awarded at 100% federal share with zero local match required.

The total amount of Section 5310 funds (NORMAL plus CRRSAA) recommended for award this time is \$1,148,168 of the \$1,148,168 available. This uses up all of the federal Section 5310 funds available for award at this time. There will be no leftover Section 5310 funds to be carried over to next year.

Funding recommendations for Section 5310 "Traditional" projects:

\$66,000 to Dreams with Wings for the Dreams with Wings Transportation project to purchase two (2) non-ADA-accessible Standard Minivans (for fleet replacement). The project will provide fixed route and on-demand transportation service in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.
(Federal funds = \$66,000 Local match = \$0 Total project value = \$66,000)

\$167,047 to Harbor House of Louisville, Inc. for the Improve Mobility for Seniors and Individuals with Disabilities project to purchase: two (2) ADA-Accessible Full-Size vans (for fleet expansion); Fencing to provide security for Section 5310 vehicles; and In-Vehicle Cameras. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.
(Federal funds = \$167,047 Local match = \$0 Total project value = \$167,047)

\$148,000 to LifeSpan Resources, Inc. for the LifeSpan Resources Transportation project to purchase: two (2) ADA-Accessible Full-Size vans with Enhanced HVAC and All-Wheel-Drive. (for fleet expansion). The project will provide transportation for individuals with disabilities to and from day services and work programs. The vehicles will also provide deviated fixed-route and on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low income residents.
(Federal funds = \$148,000 Local match = \$0 Total project value = \$148,000)

\$50,000 to New Hope Services, Inc. for the New Hope Services Transportation project, to purchase: one (1) ADA-accessible Minivan (for fleet replacement). The project will transport seniors and individuals with disabilities to day programs, jobs, job training, medical appointments, grocery shopping, and everywhere in the community that they need to go, including activities that help build capacity and independence.



(Federal funds = \$50,000 Local match = \$0 Total project value = \$50,000)

\$184,961 to Zoom Group Inc. for the Zoom Group Transportation project to purchase: two (2) ADA-accessible Full-Size vans with Enhanced HVAC (for fleet expansion); Fencing to provide security for Section 5310 vehicles; Security Cameras; two (2) GPS Lockbox (Wayfinder) systems; and four (4) signage graphics. The project will provide transportation for seniors and individuals with disabilities to jobs, job training, job interviews, classes, and medical and mental health appointments. The project will serve approximately 250 physically and developmentally disabled adults, many of whom would be otherwise unable to acquire and maintain employment and access the community.

(Federal funds = \$184,961 Local match = \$0 Total project value = \$184,961)

Funding recommendations for Section 5310 “Other” projects:

\$30,736 to Harbor House of Louisville, Inc. for the Improve Mobility for Seniors and Individuals with Disabilities project for Operating Assistance for the Section 5310 vehicle fleet for the period from 01/01/2023 through 12/31/2023.

(Federal funds = \$30,736 Local match = \$0 Total project value = \$30,736)

\$4,269 to the Jewish Community of Louisville, Inc. (JCL) for the Senior Adult Transportation Assistance project for Operating Assistance for the Section 5310 vehicle fleet for the period from 01/01/2023 through 12/31/2023.

(Federal funds = \$4,269 Local match = \$0 Total project value = \$4,269)

\$43,095 to LifeSpan Resources, Inc. for the LifeSpan Resources Transportation project for Operating Assistance for the Section 5310 vehicle fleet for the period from 01/01/2023 through 12/31/2023.

(Federal funds = \$43,095 Local match = \$0 Total project value = \$43,095)

\$300,000 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area project for Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.

(Federal funds = \$300,000 Local match = \$0 Total project value = \$300,000)

(See summary in tables below.)



Summary of recommendations for funding:

Section 5310 “Traditional” Funds (dollars) FFY 20-21				
Agency	Project	Federal Share	Local Match	Total
Dreams with Wings	Dreams with Wings Transportation	66,000	0	66,000
Harbor House of Louisville, Inc.	Improve Mobility for Seniors and Individuals with Disabilities	167,047	0	167,047
LifeSpan Resources, Inc.	LifeSpan Resources Transportation	148,000	0	148,000
New Hope Services, Inc.	New Hope Services Transportation	50,000	0	50,000
Zoom Group, Inc.	Zoom Group Transportation	184,961	0	184,961

Section 5310 “Other” Funds (dollars) FFY 20-21				
Agency	Project	Federal Share	Local Match	Total
Harbor House of Louisville, Inc.	Improve mobility for Seniors and Individuals with Disabilities	30,736	0	30,736
Jewish Community of Louisville, Inc. (JCL)	Senior Adult Transportation Assistance	4,269	0	4,269
LifeSpan Resources, Inc.	LifeSpan Resources Transportation	43,095	0	43,095
Transit Authority of River City	Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area	300,000	0	300,000



MEMORANDUM

To: TARC Board of Directors

From: Carrie Butler, Executive Director

Date: September 26, 2023

Re: Resolution 2023 - 24 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

TARC, in its role as the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds, undertakes a process to award these federal formula funds to subrecipients. TARC has undertaken a competitive selection and award process for the past nine years for these funds. This year there are \$1,433,855 available from the Federal Fiscal Year (FFY) 2023 apportionment. There are no funds remaining from the Section 5310 apportionment from FFY 2022.

TARC has consistently followed a competitive selection process to solicit project applications and award the funds ensuring that the process is fair and allows for full and open competition. The deadline for applications for this funding was June 29, 2023. Nine applicants applied for funds. The applications were evaluated on July 11, 2023 by an independent, impartial Selection Review Committee comprised of five community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of nine applicants were awarded funding. Regarding the projects that qualified in the Section 5310 "Traditional" category, the Selection Review Committee recommended fully funding four of the projects and partially funding two of the projects, resulting in an award of \$790,166 or 55 percent of the total, which meets the federal requirement that at least 55 percent of Section 5310 funds must be awarded in the "Traditional" category. Regarding the projects that qualified in the Section 5310 "Other" category, the Selection Review Committee recommended partially funding three of the projects, resulting in an award of \$643,689 in "Other" funds.

The nine successful applicants will become subrecipients of the federal funds. The subrecipients provide local matching funds. Capital purchases will have a 20% local match, and operating expenses will have a 50% local match. A total of \$1,433,855 of federal Section 5310 funds is recommended for award at this time. The attached resolution seeks authority for the Executive Director to award the Section 5310 funds to the successful applicants and enter into a subrecipient agreement as outlined in the resolution and detailed in the Appendix.

Please call me at 502-561-5100 with any questions.

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 25, 2024

Re: Resolution 2024 - 31 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

TARC, in its role as the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds, undertakes a process to award these federal formula funds to subrecipients. TARC has undertaken a competitive selection and award process for the past ten years for these funds. This year, \$1,328,849 is available for distribution from the Federal Fiscal Year (FFY) 2024 apportionment. All funds from the FFY 2023 apportionment were awarded last year, so no FFY 2023 funds were carried forward to be awarded this year.

TARC has consistently followed a competitive selection process to solicit project applications and award the funds, ensuring that the process is fair and allows for full and open competition. The deadline for applications for this funding was June 27, 2024. Twelve applicants applied for funds. The applications were evaluated on July 23, 2024 by an independent, impartial Application Review Committee comprised of five community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of eleven applicants were awarded funding. For the projects that qualified in the Section 5310 "Traditional" category, the Application Review Committee recommended fully funding four projects and partially funding four projects, resulting in an award of \$1,031,145, which is 78 percent of the total amount awarded. This meets the federal requirement that at least 55 percent of Section 5310 funds must be awarded in the "Traditional" category. For the projects that qualified in the Section 5310 "Other" category, the Application Review Committee recommended fully funding two projects and partially funding two projects, resulting in an award of \$297,704 in "Other" funds. One applicant was awarded funding for both a "Traditional" project and an "Other" project.

Ten of the successful applicants will become subrecipients of the federal funds. The subrecipients provide local matching funds. Capital purchases will have a 20% local match, and operating expenses will have a 50% local match. A total of \$1,328,849 of federal Section 5310 funds is recommended for award at this time, which is the entire amount available for award this year. The attached resolution seeks authority for the Executive Director to award the Section 5310 funds to the successful applicants and enter into subrecipient agreements as outlined in the resolution and detailed in the Appendix.

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

*11520 Commonwealth Drive
Louisville, KY 40299*

*502.266.6144
502.266.5047 FAX
800.962.8408 IN TDD
800.648.6056 KY TDD*

*kipda.trans@kipda.org
www.kipda.org/Transportation
@KIPDA*



K I P D A
Kentuckiana Regional Planning
& Development Agency