

**Greater Louisville Region**  
**Coordinated Public Transit - Human Services**  
**Transportation Plan**

**Approved by the Regional Mobility Council:**

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## **Greater Louisville Region: Coordinated Public Transit - Human Services Transportation Plan**

### **Background**

The Greater Louisville region is located on the Ohio River in north-central Kentucky. With a population of just over one million, the Greater Louisville region is treasured by its residents for having a high quality of life with less traffic congestion in the urbanized areas than larger cities, but plenty of big-city arts, culture, and entertainment. The economic engine of the region is Louisville; but surrounding counties in both Kentucky and southern Indiana have seen higher growth rates in both the residential and employment sectors in the past decade. Based on 1990 and 2000 U. S. Census data, the population in the adjacent counties, such as Oldham and Bullitt in Kentucky and Floyd and Clark in Indiana, increased 10 percent during the 1990s while the former City of Louisville lost 4.8 percent. Currently, nearly 39 percent of Louisville Metro’s workforce lives outside the Louisville Metro boundaries. Employers have located away from the central business district as well. Figure 1 shows the nine-county planning region, which includes Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky and Clark and Floyd counties in Indiana.

Figure 1 Louisville Area KIPDA Region



According to the 2000 U. S. Census, Jefferson County is the largest of these counties with an estimated population of 693,604. Jefferson County covers a total of 385 square miles. Overall, the nine-county Greater Louisville metropolitan region has a total population of approximately 1,036,601 and encompasses an area of about 2,404 square miles. The Greater Louisville metropolitan region population, geographic area, and population density by county is shown in Figure 2.

Figure 2 Louisville Area KIPDA Region population & density

County	Population	Population Estimates July 1, 2007	Square Miles	Density*
<b>Kentucky:</b>				
Bullitt	61,236	73,931	299	204.8
Henry	15,060	15,711	289	52.0
Jefferson	693,604	709,264	385	1,801.6
Oldham	46,178	55,935	189	244.2
Shelby	33,337	40,458	384	86.8
Spencer	11,766	16,837	186	63.3
Trimble	8,125	8,983	149	54.6
<b>Indiana:</b>				
Clark	96,472	105,035	375	257.3
Floyd	70,823	73,064	148	478.3
<b>Total</b>	<b>1,036,601</b>		<b>2,404</b>	<b>431.2</b>

- Density figured as population per square miles, from 2000 U. S. Census
- Annual Estimates of the Population for Counties of Kentucky: April 1, 2000 to July 1, 2007 (CO-EST2007-01-21) AND Annual Estimates of the Population for Counties of Indiana: April 1, 2000 to July 1, 2007 (CO-EST2007-01-18) Source: Population Division, U.S. Census Bureau: Release Date: March 20, 2008

A burgeoning logistics/transportation industry is centered at the Louisville International Airport. The region also has a high level of tourism, with the Kentucky Derby held each year in May. Humana, a Fortune 100 health insurance company, and Yum, the parent company for five fast food restaurants, are also headquartered in Louisville. In 2002, city and county governments in Louisville and Jefferson County merged to form Louisville Metro government. Since then, there has been a much stronger focus on regionalism as business and community leaders have realized that projects that are beneficial to one county, or one side of the river, are beneficial to the entire region. One such example is the proposed Ohio River Bridges Project, which is planned to include two new bridges across the Ohio River and the re-design of a major highway interchange.

### Transportation Issues

While the economic growth in the region and the planned transportation projects are a positive influence, the pattern of growth has posed challenges for residents and transportation providers. As homes and jobs have spread out and dispersed, many workers have chosen or tolerated, longer commutes, which often dictate automobile ownership. Employers, seeking larger campuses, lower development costs, or free parking, have located in areas where there is easy access by car and virtually no public transportation service. From a general population standpoint, these location decisions

often go unquestioned until gas prices increase or until employers have a difficult time hiring because prospective employees cannot afford a vehicle.

From the perspective of older adults, people with disabilities and/or people who depend on or choose public transit, these location decisions are frustrating, and often create significant impediments to daily living. According to data from the U.S. Census in 2000, in the Greater Louisville region’s largest county, Jefferson, 13.5% of the total population is adults who are age 65 or older. This is higher than the 12.4% of the United States population in the same category. In Jefferson County, 20.4% of the population are persons with disabilities, compared 19.3% of the United States total population. Similar demographic statistics, from the U.S. Census 2000, are illustrated for all nine counties in figure 3.

Figure 3 Louisville Area KIPDA Region Demographic Highlights

County	Population	Age 65 +	%	Disability status (age 5+)	%	Individuals Below Poverty Level	%
<b>Kentucky:</b>							
Bullitt	61,236	4,792	7.8	11,299	20.0	4,806	7.9
Henry	15,060	1,854	12.3	3,423	24.5	2,041	13.7
Jefferson	693,604	93,982	13.5	130,576	20.4	84,143	12.4
Oldham	46,178	3,247	7.0	5,106	13.0	1,717	4.1
Shelby	33,337	3,590	10.8	5,204	17.4	3,198	9.9
Spencer	11,766	1,073	9.1	2,192	20.3	1,015	8.8
Trimble	8,125	926	11.4	1,767	23.5	1,092	13.6
<b>Indiana:</b>							
Clark	96,472	11,877	12.3	18,269	20.6	7,683	8.1
Floyd	70,823	8,736	12.3	11,710	17.9	6,096	8.7

\* from U.S. Census Bureau/American FactFinder/Census 2000 Demographic Profile Highlights

Another statistical outlook comes from the Kentucky Data Center, which provides projected population data. It is projected that the KIPDA 60+ population is now 156,198. KIPDA’s 60+ population has increased by 8.92% since 2000 Census. It is projected to increase by 34.28% by 2015.

Approximately 17% of persons living in the KIPDA Region are 60 years old and above and 21.2 % of all persons in Kentucky who are 60 and above live in the KIPDA Region. And, yet another perspective is that 17% of all persons in Kentucky who are 60 and above live in Jefferson County. For the region itself, 19% of persons 60 and older live in the rural counties and 81% live in Jefferson County. Approximately, 18% of older persons in the region are low income and 19% of low-income seniors are minorities. Minority seniors represent 19.5% of the total senior population in the KIPDA region.

Another growing demographic is the number of grandparents raising grandchildren. Although this number is increasing nationally, on a regional level 7,213 grandparents are currently responsible for their grandchildren either permanently or temporarily. The

older adult population in the region is very diverse and represents a wide range of demographics, needs and interests.

According to the Kentucky State Data Center 17.95%, or 159,567 of the regions population over 5 years of age has at least one disability.

Whereas residences and jobs have dispersed towards the outer counties, many medical and human services remain centralized. A significant concentration of medical services is located on the eastern edge of Louisville's central business district. Over seven hospitals and numerous other doctors' offices are located within a few blocks of each other. From the transportation provider standpoint, origins in either rural or suburban areas and destinations in the central business district, often lead to lengthy, low productivity trips. For people using public or subsidized transportation services for medical trips, it often leads to long trip times.

Commercial establishments, or other places for social activity, have typically followed residential growth patterns. While there is some resurgence in downtown retail outlets, for the most part, retail stores are located along arterial roadways throughout the region. Churches have moved from close-in or downtown neighborhoods to outlying areas. In some cases, the relocations have stemmed from a need to be closer to a customer-base, but many times the locations may not include suitable (or any) pedestrian facilities. These location decisions are often made without regard to the availability of public transportation, either demand-response or fixed route, making it a less desirable option or precluding the use of public transportation altogether.

In an effort to meet the needs of the traveling public, either to provide access to jobs, to provide transportation for medical services, or to simply take care of daily needs— many transportation providers have stretched their available resources to the limit. One analogy is a rubber band being stretched out over a map: As transportation providers stretch to serve far suburban areas and adjoining counties, at some point the rubber band will snap. Customers who are using these transportation services also pay a price with longer commutes, difficulty obtaining services, or spotty customer service. Although there is no comprehensive, formal transportation coordination system in the region, there are some examples of efforts towards coordination.

## **Coordinated Planning**

A transportation summit was convened in March 2005 to explore how Louisville can make the best use of the community's resources to provide optimal transportation service for persons in need. The summit was convened on the heels of an Executive Order from President Bush calling for greater coordination of the transportation services provided by more than 62 disparate federal agencies. About 30 representatives of community agencies and organizations attended the summit. A steering committee was appointed to continue exploration and planning for a coordinated approach to human services transportation delivery and to begin work on a coordinated public transit-human services transportation plan.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA–LU), was enacted. SAFETEA–LU requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

A second summit was held in 2006 to validate the Steering Committee’s mission and vision as follows:

### **Mission and Vision**

*Mission:* To optimize and coordinate transportation resources for the greater Louisville community through a mobility council representing diverse perspectives.

*Vision:* There will be a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will meet unmet needs and serve every person, especially people with disabilities and older adults, who use any form of transportation besides a personal car.

### **Accomplishments**

The Transportation Steering Committee expanded to become the Regional Mobility Council effective September 2006, with the inclusion of additional representatives of human service agencies, transportation providers, public officials and consumers.

A Mobility Manager was hired by the Transit Authority of River City (TARC), effective September 18, 2006.

A Travel Training program was developed in partnership by TARC, AARP, and Kentuckiana Regional Planning and Development Agency (KIPDA) the MPO and Area Agency on Aging.

The Louisville Region’s first Coordinated Public Transit - Human Service Transportation Plan was developed and adopted, November 2006. Updates have been and will continue to be made on an as needed and on-going basis.

Transportation Summits have been held at least annually since the first one in 2005.

TARC has been named Designated Recipient for the Louisville Urbanized Area's Job Access and Reverse Commute (JARC) and New Freedom funds, by the Governors of Kentucky and Indiana.

Louisville was one of eight sites to be awarded a United We Ride/Mobility Services for All Americans (MSAA) Transportation Management Coordination Center (TMCC) Phase-1 design grant from the US Department of Transportation.

A demonstration model to coordinate Title III Non-emergency Medical Transportation (NEMT) for people aged 60+ with ADA Complementary Paratransit was initiated in FY'08.

## **Assessment of Available Transportation Services**

### **Transportation Services**

A strong majority of trips in the region are made using single occupant vehicles, with nearly 92.7% of all trips made using a private automobile. Public transportation accounts for .7% of trips based on the Commute to Work findings in the 2000 U. S. Census. The Transit Authority of River City (TARC) provides the majority of the region's public transportation service. Additionally, LOCAL Transit provides fixed route public transit service in Oldham County. The Commonwealth of Kentucky has set up a brokerage system for provision of non-emergency medical transportation for Medicaid eligible persons. As of June 2007, there were 21 agencies/providers reporting provision of Medicaid trips in Jefferson County with an approximate total of 270 vehicles in use. In Oldham County as of June 2007, there were seven providers of Medicaid non-emergency medical transportation and 24 vehicles, and in Bullitt County there were 13 providers and 30 vehicles in use. Some of the transportation providers operate in more than one county. There are a number of providers in Jefferson and the surrounding counties that provide additional types of human services transportation. There are also a number of non-profit agencies, senior centers, assisted living facilities, and faith based organizations that provide transportation for their clients or community.

### **Transportation Survey**

To improve the existing inventory of transportation systems and functions in the Greater Louisville region, the Regional Mobility Council conducted a survey of stakeholders in June 2007. Survey responders included representatives from transportation providers, human service agencies, government agencies, and advocacy organizations. The survey was developed as a web-based survey tool and was sent via email (or hard copy if requested) to over 85 individuals or agencies. The questions were broken up into four sections: the provision, operation, or contracting of transportation services; technology in use; purpose and reason for providing transportation; and ways that customers or clients get information. There was a 37% response rate on the survey, with 32 responses.

The first question was one of the key data pieces and asked respondents to self identify the manner in which they supported transportation services. The first question was ‘do you provide, operate, or contract for any public or provide transportation services?’ If respondents answered ‘no,’ the survey automatically took them to the next section. When ‘yes’ was answered, the respondents were asked a series of questions intended to clarify the manner in which they supported transportation. The purpose of the question was to analyze the types of human services and public transportation that are currently being offered.

There are a number of ways that the service of providing transportation could be undertaken. While a typical understanding of public transportation is large buses operating throughout a city, there are a multiple of ways that transportation is provided. It may be through direct operation, contracted services, subsidization or payment of fares, or provision of information. Of the survey responders, 53% provide, operate or contract transportation service; 47% do not. Of the 53% that do provide, operate, or contract transportation, nearly half of those do so by helping to arrange or assist for transportation services.

While the survey does not provide a comprehensive inventory of all the available services in the region, the results indicate that there are existing coordination efforts and resource sharing, although these existing efforts may not be fully developed. It also indicates that there are multiple sources where customers or clients get information about transportation services.

### **Inventory of Available Transportation Services**

The inventory of available transportation services is based on the Regional Mobility Council’s June 2007 survey, data gathered for the Louisville - Jefferson County Metro 2006 *Services Guide for Aging and Disabled Citizens*, from the *Getting Around in the KIPDA Region* directory of transportation providers, updated in February 2006, and from information gathered by members of the Regional Mobility Council.

The inventory included in this plan (Appendix A) is not exhaustive, but is based on available data and will continue to be updated on a regular basis with each new coordinated plan.

### **Assessment of Transportation Needs**

Transportation service gaps/needs are assessed on an ongoing basis by a variety of methodologies. Previous means of assessment have included:

Lifespan Resources, Inc., a private non-profit social service agency that provides a comprehensive network of services to persons age 60 and older, and persons of all ages with disabilities and is designated as one of 16 Area Agencies On Aging in the State of Indiana Clark, Floyd, Harrison and Scott counties, shared results from the Area Plan Needs Assessment Survey which they conducted in 2006. The assessment was used to

identify service gaps, including transportation, for elderly and disabled citizens within the four county area. Lifespan Resources, Inc. participates as a member of the Southern Indiana Transportation Advisory Group (SITAG).

TARC Elderly & Disabled Council (TARC E & D Council), an advisory committee of consumers and advocates met with the TARC Paratrasit and Customer Service Director, who is a member of the Regional Mobility Council, on October 2, 2006. Prior to the meeting Council members received some basic information about the coordinated planning process and the Regional Mobility Council and were asked to think about transportation improvements that are needed for elderly and disabled citizens. During the meeting the group discussed gaps in service and strategies for filling the gaps. The results were provided to the Regional Mobility Council, as were the suggestions obtained from the TARC E & D Council Fixed Route Committee.

Louisville Coalition of Neighborhoods (LCON), a countywide grassroots organization of neighborhoods within Jefferson County, Kentucky, strives to promote and ensure the physical, social, cultural, environmental and economic development of Metro Louisville/Jefferson County neighborhoods. This group represents all segments of the community including elderly, low-income and disabled citizens. The TARC Mobility Manager, who is a member of the Regional Mobility Council, attended a LCON meeting on October 10, 2006 where she shared information about the coordinated planning efforts taking place in the region and requested completion of a questionnaire regarding transportation service gaps.

Senior Day Out, an annual one-day event that provides service and health information, lunch and entertainment for seniors and disabled citizens, provided an avenue for conducting an assessment survey on October 10, 2006. The Kentuckiana Regional Planning and Development Agency (KIPDA) on behalf of the Regional Mobility Council developed the survey. KIPDA is the Metropolitan Planning Organization (MPO) for this area as well as the Area Agency on Aging for this region of Kentucky. KIPDA representatives distributed 500 of these surveys at Senior Day Out and received 292 responses. Summary of results can be found in Appendix – B.

The Regional Mobility Council, an advisory group comprised of transportation providers, human service providers, consumers and advocates, regional public officials and planning agencies, through their collective professional and personal expertise and experience as well as through consultation with their constituent groups, provided additional assessment of transportation service gaps. October and November 2006

The most current needs assessment information utilized in the development of this Coordinated Plan was gathered by the Project Team for the Mobility Services for All Americans (MSAA) Transportation Management Coordination Center (TMCC) Phase-1 design grant. The grant award was announced to community stakeholders at the April 2007 Transportation Summit, convened by the Regional Mobility Council. The Transportation Summit focused mainly on regional transportation services and the 2007 Coordinated Transportation Plan, but also functioned as an initial needs assessment

opportunity for the TMCC project. Outreach to stakeholders was a focus of the project team throughout the grant process. The TMCC project team convened three focus groups during August 2007, one of each with the following: transportation customers, human service agencies, and transportation providers, with the purpose of identifying specific needs and shortcomings of current transportation systems. Further efforts for outreach and feedback during the design process included one-on-one interviews of key leaders in the community, and meetings with smaller working groups of stakeholders as well as outreach during larger ‘town-hall’ style Transportation Summits held in December 2007 and June 2008.

Findings from the TMCC needs assessment process are included in Appendix – C.

## **Goals/Priorities**

In order to properly address and mitigate the transportation related service needs/gaps in the Greater Louisville Region the Regional Mobility Council has established six overarching goals/priorities for the implementation of transportation coordination projects in the region. They are:

1. Improve Access
2. Improve Efficiency
3. Expand Transportation Services/Capacity
4. Improve Transit Related Coordination Activities
5. Enhance Quality Assurance
6. Improve Education/Marketing

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005. SAFETEA-LU requires that projects funded with Section 5310 Elderly Individuals and Individuals with Disabilities, Section 5317 New Freedom and Section 5316 JARC funds must be derived from priorities set forth in a Coordinated Human Services Public Transportation Plan. Projects funded with New Freedom and JARC funds must also be competitively selected.

## **Section 5317 - New Freedom and Section 5316 - JARC**

**New Freedom** – According to FTA C 9045.1, New Freedom Program funds are for capital and operating expenses that support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that assist persons with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, “new” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.

Related to each of the six goals/priorities are examples of strategies for implementation of New Freedom projects that would progress efforts in the region towards meeting identified transportation needs. The strategies listed are offered as an illustration, not as an exhaustive list, of eligible activities that can be pursued under the New Freedom program.

1. Improve Access
  - a. Modification to physical environment: curb cuts, sidewalks, pads
  - b. Detectable warnings at busy intersections
  - c. Bus shelters
2. Improve Efficiency
  - a. Operational improvements that reduce costs
  - b. Systems to increase efficiency of transportation services
  - c. Connecting customers to existing fixed route services
  - d. Lightrail/Streetcar/BRT
3. Expand Transportation Services/Capacity
  - a. Expand/improve services where gaps exist
  - b. Expand/improve on-time performance
  - c. Increase call center hours
  - d. Same day medical transportation
  - e. Hand to hand escorted service
  - f. Door-to-door service
4. Improve Transit Related Coordination
  - a. Systems to increase coordination of transportation services: one call center
  - b. Vehicle lending library
5. Enhance Quality Assurance
  - a. Driver education
  - b. Mystery riders on fixed route service to assess ADA compliance
  - c. Customer input software
6. Improve Education/Marketing
  - a. Travel training and coaching
  - b. Informational and promotional materials/media
  - c. Data collection/analysis on unmet transit needs

**Job Access and Reverse Commute (JARC)** – The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, the Federal Transit Administration provides funds from the JARC Program for capital, planning, and operating expenses that support those activities.

Related to each of the six goals/priorities are examples of strategies for implementation of JARC projects that would progress efforts in the region towards meeting identified transportation needs. The strategies listed are offered as an illustration, not as an exhaustive list, of eligible activities that can be pursued under the JARC program.

1. Improve Access
  - a. Projects that overcome transportation barriers to employment
  - b. Fare subsidy program
  - c. Shuttles from existing fixed route transit to employment locations
2. Improve Efficiency
  - a. Ride/car sharing programs
  - b. Lightrail/Streetcar/BRT
3. Expand Transportation Services/Capacity
  - a. Expand/improve services where gaps exist
  - b. Transportation services that connect job applicants with prospective employers
  - c. Suburban/Urban Employment Connector Routes (reverse commute)
4. Improve Transit Related Coordination
  - a. Systems to increase coordination of transportation services
5. Enhance Quality Assurance
  - a. Customer input software
  - b. Driver education
6. Improve Education/Marketing
  - a. Informational and promotional materials/media
  - b. Employer outreach programs

## **Section 5310 – Elderly Individuals and Individuals with Disabilities**

The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of Federal resources.

Specifically, Federal Section 5310 provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each State's share of population for these groups of people. This program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. FTA (then the Urban Mass Transportation Administration [UMTA]) apportioned the funds among the States by formula for distribution to local agencies, a practice made a statutory requirement by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

In the early years of the program, many of the subrecipient non-profit agencies used the vehicles primarily for transportation of their own clients. ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance encouraged

and required coordination of the program with other Federal human service transportation programs. In lieu of purchasing vehicles, acquisition of service in order to promote use of private sector providers and coordination with other human service agencies and public transit providers was made an eligible expense under ISTEA.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) enacted in 1998, reauthorized the Section 5310 program. TEA-21 increased the funding levels for the Section 5310 program but made no significant program changes. In 2005, Congress enacted SAFETEA-LU. SAFETEA-LU introduced the requirement that projects funded with 5310 funds be derived from a locally developed, coordinated public transit-human services transportation plan.

The State ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate, and that the program provides for as much coordination of Federally assisted transportation services as possible. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

The Indiana Department of Transportation requires applicants of Federal Section 5310 funding to participate in the local Transit Advisory Committee (TAC) in order to be eligible for funds if there is more than one applicant in a given geographic area in order to promote coordination and avoid duplication of services. For Clark and Floyd counties in Indiana, this group is known as the Southern Indiana Transit Advisory Group (SITAG), which meets on a quarterly basis.

The Kentucky Transportation Cabinet has appointed a lead agency for Federal Section 5310 funds for geographic areas within Kentucky. The lead agency's responsibilities include coordinating Federal Section 5310 applications on an annual basis. For the Bullitt, Henry, Jefferson, Shelby, Spencer, and Trimble counties, the lead agency is currently Louisville WHEELS Transportation, Inc. (WHEELS). For Oldham County the lead agency is currently LOCAL Transit.

SITAG, WHEELS and LOCAL Transit participated in the development of the Coordinated Public Transit - Human Services Transportation Plan. They also continue to actively participate, by their membership in the Regional Mobility Council, in the continued oversight and implementation of the *Coordinated Public Transit - Human Services Transportation Plan* (approved 2006, revised 2007, 2008 and 2010).

### **Federal Section 5310 Application Process**

On an annual basis, both the Indiana Department of Transportation and the Kentucky Transportation Cabinet issue a call for projects for the Federal Section 5310 funding program.

## **Indiana**

In Indiana, the Indiana Department of Transportation issues a call for projects in late October/early November, and informs the Metropolitan Planning Area for each area. In the KIPDA Metropolitan Planning Area, KIPDA Transportation staff sends out the notification to eligible project sponsors and coordinates the application process. SITAG meets to determine the priority of applications submitted, which is then forwarded on to the Metropolitan Planning Organization (KIPDA) for prioritization, and then a coordinated application is submitted to the state in March. The Human Services Coordinated Transit Plan is a requirement for the application. After review of all applications received statewide, INDOT makes an announcement of awards, generally three to six months after application submittal.

## **Kentucky**

The Kentucky process differs in that the coordination of applications is handled by the lead agencies and then submitted to the Kentucky Transportation Cabinet. The lead agencies are notified about the call for projects and then inform eligible sponsors in late January/early February. County/Judge Executives, the Executive Director of KIPDA, and operators are informed of any project proposals and asked to submit comments to the lead agencies for inclusion in the coordinated application. The coordinated application is then submitted to the Kentucky Transportation Cabinet in March/April. Awards are announced two to four months following application submittal.

At this time, due to limited Federal, state, and local resources, the vast majority of projects submitted for Federal Section 5310 funding in the KIPDA Metropolitan Planning Area (Clark and Floyd counties in Indiana; Bullitt, Jefferson, and Oldham counties in Kentucky), are for replacement vehicles. On occasion, requests are submitted for new vehicles to expand geographic coverage or vehicle availability. Both WHEELS and SITAG members regularly provide service outside the  $\frac{3}{4}$  mile service area required by the Americans with Disabilities Act (ADA); this is consistent with general intent of the Federal Section 5310 program as well as the goals/priorities of this coordinated transportation plan.

Any request for Federal Section 5310 funding for replacement and/or new vehicles that supports the goals/priorities found in the Greater Louisville Region Coordinated Public Transit – Human Services Transportation Plan shall be considered by the Regional Mobility Council to be in agreement with that plan until the Regional Mobility Council deems otherwise.

## **Evidence of Coordinated Effort in Support of Requests for Replacement Vehicles**

Representatives from KIPDA, SITAG, WHEELS and LOCAL Transit are active participants on the Regional Mobility Council of the Louisville Urbanized Area and are

integrally involved in the development of the area's Coordinated Public Transit – Human Services Transportation Plan.

## **Indiana**

New Hope Services and LifeSpan Resources have an *Agreement to Participate*, signed by both agencies in February 2000. This *Agreement to Participate* states that either agency will provide emergency transportation aid to the other by the temporary loan of vehicles.

LifeSpring and LifeSpan Resources have an *Interagency Memorandum of Understanding*, signed by both agencies in February 2000, which states that both agencies will coordinate transportation services, respect the other's client base, and share information quarterly to better coordinate transportation services.

In addition, LifeSpan Resources has provided transportation for clients of Futures Unlimited (a sheltered workshop for the developmentally disabled); contracted with Mainstream Transportation Services for transportation to LifeSpan Resources Adult Day Care Services when their current fleet was unable to handle the number of clients due to a vehicle being out of working order and a driver was on extended leave; referred potential clients to TARC and TARC paratransit services; agreed to provide transportation for St. Elizabeth's Home (a maternity home for young homeless pregnant women); lent a vehicle to Autumn Woods Assisted Living Center; contracted with Scott County Partnership/Family Resource Center to provide transportation to their clients; transports 21 Rauch clients on a daily basis to and from a structured workshop Monday through Friday; coordinates with Jeffersonville Housing Authority to provide transportation services to low-income seniors; coordinates with Haven House to provide transportation services to the homeless to medical and social service appointments; and, provided transportation to victims of Hurricane Katrina through an agreement with American Red Cross.

All four agencies have been active participants in the Southern Indiana Transportation Advisory Group (SITAG) for the past 15 years. One of the main interests of SITAG is the promotion and implementation of coordinated human services transportation.

A list of the applicants as well as detailed information about the funds being requested for each fiscal year can be found in Appendix-D to this document as well as funds awarded in prior years.

## **Kentucky**

WHEELS has a *Transportation Service Agreement* with United Crescent Hill Ministries, signed by both agencies in July 2007. This *Transportation Service Agreement* states that WHEELS will make available a vehicle on Tuesdays and Thursdays, or as needed while WHEELS reserves the right to use the vehicle for other purposes if not in use by United Crescent Hill Ministries. The vehicle will be used to transport clients funded under the Title II-B or Title III-C of the Older Americans Act.

WHEELS also has a *Transportation Service Agreement* with Bridgehaven, signed by both agencies in July 2007. This *Transportation Service Agreement* states that WHEELS will make available a vehicle to Bridgehaven, or as needed, while WHEELS reserves the right to use the vehicle for other purposes if not in use by Bridgehaven. The vehicle will be used to transport Bridgehaven clients at the rate of \$1.40 per mile.

These are but two examples of the service agreements that WHEELS has in place.

LOCAL Transit, as the lead agency for Section 5310 funds in Oldham County, ensures that any agency in that county has access to vehicle requests funded by this program. LOCAL Transit hosts public hearings regarding the coordinated plan for Oldham County. In addition, they participate on the Regional Mobility Council and its' related activities.

A list of applicants for Section 5310 funds and detailed information about the funds requested and awarded each fiscal year for the processes led by SITAG and WHEELS can be found in Appendix-D to this document.

## **APPENDIX – A**

### **Inventory of Available Transportation Services**

#### **For Elderly and/or Disabled Citizens**

##### **Able Care, Inc.**

Wheelchair transportation for the elderly and disabled. Door-to-Door service for medical appointments, social events, errands, etc. within Jefferson County.

##### **Catholic Charities**

Medical transportation for people aged 60 and over who have physical difficulties inhibiting the use of fixed route service.

##### **Elderserve**

Transportation to the senior center and to adult day care services for Elderserve clients who are at least 60 years of age.

##### **Federated Transportation Services of the Bluegrass (FTSB)**

Centralized point for Passport or Medicaid recipients to schedule medical appointments.

##### **Greater Harvest Medical Transportation**

Ambulatory and wheelchair accessible medical transportation within Jefferson County.

##### **GUL Medical Transportation**

Ambulatory medical transportation within Jefferson County.

##### **Highland Community Ministries**

##### **Outreach Program for Older Persons**

Medical trips, shopping and essential trips for persons age 60 and older who live in the service area.

##### **Home Instead Senior Care**

One on one escort service for medical appointments, shopping, social events etc, for ambulatory elderly in Jefferson and surrounding counties

##### **Jewish Community Center**

Transportation to Center activities and shopping trips for persons age 60 and over who live in the service area.

##### **Kentuckiana Regional Planning and Development Agency (KIPDA)**

Non-emergency medical transportation for persons age 60 and over.

##### **Koby Karp Doctors Eye Institute**

Transportation to and from the eye clinic for their elderly and post-op clients

**Life First Inc.**

Ambulatory transportation service within Jefferson, Bullitt, Spencer and Shelby Counties in Kentucky.

**LifeSpan Transportation**

Non-emergency medical transportation and essential trips for persons age 60 and older who live in Clark, Floyd, Harrison, and Scott counties in Indiana

**Local Oldham County Access Line (LOCAL Transit)**

Fixed route transit services in Oldham County, KY

**Louisville Care**

Ambulatory and wheelchair transportation within Jefferson County.

**Louisville WHEELS Transportation, Inc.**

Medical Transportation for persons age 60 and over and for persons with disabilities if Medicaid –eligible.

**Mainstream Transportation**

Non-emergency wheelchair and ambulatory medical transportation for the general public and disabled within Jefferson County.

**Medi-Cab of Kentucky**

Non-emergency transportation to Medicaid recipients and persons in nursing homes that contract with Medi-Cab service area is outside of Jefferson County in Kentucky.

**Mercy Ambulance Service**

Wheelchair and ambulatory transportation for the elderly and persons with disabilities within Jefferson County, Kentucky.

**Multi-Purpose Community Action Agency**

Accessible non-emergency transportation for people aged 60 and over to doctor's appointments, congregate meals, senior center activities, etc. within Bullitt, Spencer, and Shelby Counties.

**Oak and Acorn Intergenerational Center**

Transportation to and from the center.

**Park DuValle Community Health Center**

Transportation for health center patient to and from Center.

**Provide –A-Ride**

Ambulatory and wheelchair transportation within Jefferson County

**Retired Senior Volunteer Program (RSVP) of Southern Indiana**

Transportation to volunteer sites for senior volunteers and additional transportation to doctor's appointments. Must be an RSVP volunteer.

**SeniorCare Experts  
(Formerly Senior Citizens East)**

Shopping and essential trips, also medical trips for persons 60 and over who live in the service area.

**Senior Mobility**

Ambulatory transportation within Jefferson and Bullitt Counties in Kentucky.

**South Louisville Community Ministries Adult Day Center**

Transportation to and from the South Louisville Community Adult Center for program participants

**Starling Medical Transportation**

Ambulatory medical transportation within Jefferson County.

**Suburban Transportation**

Ambulatory and wheelchair transportation within Jefferson and Bullitt Counties in Kentucky.

**Transit Authority of River City**

**Fixed Route Service**

Persons age 65 + and disabled citizens discounted fare of 50 cents. All coaches are wheelchair accessible. Must obtain TARC I.D. card for discounted fare.

**Transit Authority of River City**

**TARC3 Program**

Door-to-door public transportation service for people who are certified as ADA paratransit eligible. Applications must be obtained and certified from TARC.

**Traveler's Transport**

Transportation for the general public as well as people requiring accessible transport. Private pay at taxi rate.

**Tri-County Community Action Agency**

Non-emergency transportation for people aged 60 and over to doctor's appointments, congregate meals, senior center activities, etc. within Henry, Oldham and Trimble Counties.

**Valley Medical Transportation**

Ambulatory and wheelchair transportation for elderly and disabled persons.

**Wilkerson Transportation**

Ambulatory and wheelchair transportation for elderly and disabled persons within Jefferson County. Accepts Medicaid and Passport or private pay.

**Yellow Enterprise Systems, Inc.**

Wheelchair and ambulatory non-emergency transportation for the elderly and persons with disabilities within Clark County in Indiana and Jefferson County in Kentucky.

**YMCA Adult Day Health Center**

Transportation to and from the YMCA Adult Day Health Center and doctor's appointments for program participants

**For Low Income Employment Related Transportation Services****TARC 3 Work Trips**

Paratransit service, providing work trips, for Jefferson County residents who would be eligible to use TARC 3 ADA complementary paratransit except they do not live within the three-fourths of a mile from a bus route required by American with Disabilities Act (ADA).

**Route and Child Care Map**

Transportation is not the only barrier to employment. To help people locate and retain a job, TARC staff publishes a map that details locations of licensed childcare facilities in relationship to TARC fixed route services.

**Job Hunter Bus**

TARC's Job Hunter Bus provides transportation service from pre-planned sites to pre-planned recruitment sites, for people seeking employment, in the greater Louisville area.

**Ticket to Ride**

A ridesharing program offered by the Kentuckiana Regional Planning and Development Agency (KIPDA).

**United Parcel – Metroversity Service**

TARC and United Parcel Service in conjunction with the Metroversity at University of Louisville have a partnership to provide access for students and workers to UPS' Worldwide Hub, the commonwealth's largest employer.

## APPENDIX – B

### **Transportation Survey: Senior Day Out**

KIPDA conducted a transportation needs survey during the Senior Day Out event October 10, 2006. This survey was designed to facilitate gathering information about transportation needs for older adults in the KIPDA region for the Regional Mobility Council. The audience for this survey does not represent the overall population served in the region (i.e. homebound). The following is an analysis of the information obtained from this survey.

- A total of 500 surveys were distributed at Senior Day Out – Almost 60% (58.4%-292) of all surveys were returned.
- 56.7% of those surveyed are 60-75 years old. 31.1% are 76+. 13.3% of all persons returning surveys are under 60. Less than 10% of persons returning the survey reported being disabled (8.6%). 55.5% of persons surveyed reported that they are licensed to drive and drive regularly. Only 2.4% of all responders reported having little or no access to transportation.
- 74.3% of all persons returning surveys own their own vehicle. Less than 20% (19.9%) report public transportation as their primary mode of transportation.
- The majority of all persons returning a survey reported that they have not experienced a delay or cancellation in an appointment as a result of not having transportation. Only 12.6% indicated a delay or cancellation of appointments resulting from lack of access to transportation.
- 80.14% of responders indicated that public transportation is available in their community.
- 44.6% of responders have used available public transportation.
- 60.1% of responders would use public transportation if available in their community.
- 12.7% of responders indicated difficulty in accessing transportation.

## APPENDIX – C

### **Greater Louisville Region’s Needs Analysis:**

During the Louisville Region’s outreach for the USDOT Mobility Services for All Americans TMCC Phase I design grant, summits, meetings, surveys, focus groups, and one-on-one interviews, took place in order for stakeholders to identify the transportation needs and shortcomings within the region. The following is a summary of the findings.

#### **Areas of Needs/Shortcomings/Institutional issues:**

##### Scheduling/Dispatch

- Need for same day scheduling
- Reduce long wait times for rides
- Reduce long travel times
- Increase call center hours/days/ reduce hold time
- Capacity at peak periods
- Insufficient use of vehicles
- Inefficient scheduling

##### Funding

- Cost of fuel
- Cost of vehicle maintenance
- Funding stream limitations
- Need for more funding
- Limited resources (drivers/vehicles)
- Vehicle age/maintenance
- Protecting consumer cost

##### Service

- Service needs beyond public transit routes
- Trips for social activities
- Consistent, quality transportation
- Accessibility extended to rural areas
- Improved employment transportation
- Consistent driver courtesy, training, accountability
- Consistent vehicle accessibility
- Variable passenger assistance
- Need model for all transportation, not just human service transportation
- Rider ability to choose provider
- Infrastructure improvements
- Shuttles from fixed route services

##### Eligibility

- Improve eligibility processes
- Improve eligibility screening

##### Communication

- Community education
- Change perception that providers do not coordinate anything now
- Travel Training
- Improve system for customer feedback
- Access for various languages
- Real-time information for providers and consumers

##### Regulations

- Rules and regulations (federal, state and local) – overcome barriers
- Liability concerns
- Process for handling variable fares
- Funding source rules and regulations
- Turf control – provider profitability

##### Technology Concerns

- Many different technologies currently being used
- Use of separate technologies for variety of functions
- Lack of ITS infrastructure across providers
- Lack of technical guidance and information
- Lack of integration with coordinated provider systems, surrounding areas
- Need standardization of data for reporting requirements

## APPENDIX – D

### Federal Section 5310 Applicants & Awards by Federal Fiscal Year

*Please note: additional Federal Fiscal Year information will be added as it becomes available.*

#### **-Federal Fiscal Year 2007-**

#### **Indiana Applicants**

1. LifeSpan Resources, Inc.  
Contact Person: Dick Joslin  
317 E. Fifth Street  
New Albany, IN 47150  
Ph: 812-948-9701

**Applied for:** One (1) Type “C” lift-equipped modified 15-passenger van as a replacement for an existing vehicle and one (1) low floor minivan to expand services in Harrison County, Indiana

**Awarded:** One (1) Type “C” lift-equipped modified 15-passenger van as a replacement for an existing vehicle and one (1) low floor minivan

2. New Hope Services, Inc.  
Contact Person: John Watkins  
725 Wall Street  
Jeffersonville, IN 47130  
Ph. 812-288-8248

**Applied for:** One (1) Type “C” lift-equipped modified 15-passenger van to replace an existing vehicle

**Awarded:** One (1) Type “C” lift-equipped modified 15-passenger van

3. LifeSpring, Inc.  
Contact Person: Marshall Lowery  
460 Spring Street  
Jeffersonville, IN 47130  
Ph. 812-206-1232

**Applied for:** Two (2) Type “A” standard vans to replace existing vehicles

**Awarded:** Two (2) Type “A” standard vans to replace existing vehicles

## **Kentucky Applicants**

### American Red Cross Section 5310 Grant Process for Fiscal Year 2007

- A. Sent out notice to about (45) agencies on Monday February 13, 2006.
- B. Coordination meeting was held on February 23, 2006, at the American Red Cross Transportation Center
- C. Advertised in Statewide Courier Journal for Public Hearing to be held on Friday, March 17, 2006 at 8:30 a.m. at the American Red Cross Transportation Center.
- D. Public Hearing was held on Friday March 17, 2006 at the American Red Cross Transportation Center
- E. Sent notice to County official in all (7) counties, Jack Scriber KIPDA, Mayor Jerry Abramson, Metro Louisville, and to all rural county judges except Oldham, soliciting comments on any proposed projects.
- F. Sent letters to non-profit agencies by certified mail soliciting proposed project on Tuesday, February 14, 2006.
- G. Sent letters to Private operators by certified mail on Tuesday February 14, 2006 soliciting comments from them and whether they had objections or not to our application.
- H. Red Cross places all request into grant application and submits to State Transportation Cabinet.
- I. Grant due to Frankfort by April 1, 2006 by 4:00 p.m.
- J. July 2, 2006, State Awards (5) raised roof w/c vans to Louisville Red Cross.

State asked us to notify the following agencies and let them know that their request(s) could not be funded for Fiscal Year 2007:

- Jeffersontown Senior Center – (1) 7 passenger mini van
- Jefferson County Nutrition Program – (3) 16 passenger mini buses
- Jewish Community Federation – (1) 16 passenger mini bus
- Jewish Community Center – (1) 16 passenger mini bus
- Four Courts Nursing Home – (1) 15 passenger van
- HBD Services – Local Transit – (2) 10 passenger wheelchair buses
- Elder Serve – (1) 10 passenger wheelchair bus
- Multi-Purpose Senior Citizen Program – (2) 10 passenger wheelchair mini buses
- Option Unlimited – (1) 16 passenger mini bus
- Tri-County Council for Senior Citizens – (2) 16 passenger mini buses
- United Crescent Hill Ministries – (1) 15 passenger van

21 Total Vehicles applied for

## **-Federal Fiscal Year 2008-**

### **Indiana Applicants**

1. LifeSpan Resources, Inc.  
Contact Person: Dick Joslin  
317 E. Fifth Street  
New Albany, IN 47150  
Ph: 812-948-9701

**Applied for:** Two (2) Type "C" lift-equipped modified 15-passenger vans as replacements for existing vehicles.

**Awarded:** One (1) Type "C" lift-equipped modified 15 passenger van and one (1) low floor mini-van to replace existing vehicles

2. New Hope Services, Inc.  
Contact Person: John Watkins  
725 Wall Street  
Jeffersonville, IN 47130  
Ph. 812-288-8248

**Applied for:** One (1) unmodified minivan to replace an existing vehicle

**Awarded:** No award was made to New Hope Services for Federal Fiscal Year 2007.

### **Kentucky Applicants**

1. Jeffersontown Senior Center  
10631 Watterson Trail  
Louisville, Kentucky 40299  
Ph. 502-267-8434

**Applied for:** Two (2) Seven-Passenger Minivans

**Awarded:** No award was made to the Jeffersontown Senior Center for Federal Fiscal Year 2008.

2. Jewish Community Federation  
3630 Dutchmans Lane  
Louisville KY 40205  
Ph. 502-451-8840

**Applied for:** Two (1) 16-passenger buses

**Awarded:** No award was made to the Jewish Community Federation for Federal Fiscal Year 2008.

3. Multi-Purpose Senior Citizen Program

207 Washington St., Box 305  
Shelbyville, Kentucky 40065-0305  
Ph. (502) 633-2218

**Applied for:** Two (2) Wheelchair-equipped buses

**Awarded:** No award was made to the Multi-Purpose Senior Citizen Program for Federal Fiscal Year 2008.

4. Tri-County Council for Senior Citizens  
Tri-County Community Action Agency  
Oldham County Senior Center  
313 South 1st Street  
LaGrange, Kentucky 40031  
(502) 241-6858

**Applied for:** Two (2) Wheelchair-equipped buses

**Awarded:** No award was made to the Tri-County Council for Senior Citizens for Federal Fiscal Year 2008.

5. Highland Community Ministries  
2000 Douglass Boulevard  
Louisville, KY 40205  
Ph. (502) 459-4887

**Applied for:** One (1) 15-passenger van

**Awarded:** No award was made to Highland Community Ministries for Federal Fiscal Year 2008.

6. Kling Center  
219 W Ormsby Ave  
Louisville, KY 40203  
Ph. (502) 636-3424

**Applied for:** Two (2) Wheelchair-equipped buses

**Awarded:** No award was made to the Kling Center for Federal Fiscal Year 2008.

7. Red Cross WHEELS  
Contact Person: Beecher Hudson  
1134 S Preston Street  
Louisville KY 40203  
Ph. 502-561-3631  
beecher.hudson@louisville-redcross.org

**Applied for:** Five (5) Vehicles

**Awarded:** No award was made to the Red Cross WHEELS for Federal Fiscal Year 2008.

**-Federal Fiscal Year 2009-**

**Indiana Applicants**

1. LifeSpan Resources, Inc.  
Contact Person: Dick Joslin  
317 E. Fifth Street  
New Albany, IN 47150  
Ph: 812-948-9701

**Applied for:** One (1) small transit lift-equipped van and one (1) low floor minivan to replace existing vehicles

**Awarded:** Awarded One (1) small transit lift-equipped van and one (1) low-floor minivan to replace existing vehicles.

2. New Hope Services, Inc.  
Contact Person: John Watkins  
725 Wall Street  
Jeffersonville, IN 47130  
Ph. 812-288-8248

**Applied for:** One (1) Type "B" van and one (1) standard minivan to replace existing vehicles

**Awarded:** Awarded One (1) Type "B" van and one (1) standard minivan to replace existing vehicles.

3. LifeSpring, Inc.  
Contact Person: Marshall Lowery  
460 Spring Street  
Jeffersonville, IN 47130  
Ph. 812-206-1232

**Applied for:** Two (2) Type "B" standard vans to replace existing vehicles

**Awarded:** Awarded one (1) type "C" (lift-equipped) van to replace an existing vehicle.

4. Rauch, Inc.  
Contact Person: Bettye Dunham  
845 Park Place  
New Albany, IN 47150  
Ph. 812-945-4063

**Applied for:** One (1) Type "C" van and one (1) Type "B" van to replace existing vehicles

**Awarded:** Awarded one (1) small transit vehicle to replace an existing vehicle.

## **Kentucky Applicants**

### **Louisville WHEELS Transportation, Inc. Section 5310 Grant Process for fiscal Year 2009**

- A. Louisville WHEELS Transportation, Inc. sent out notices to thirty-two (32) agencies about the 5310 grant throughout the seven county area of Jefferson, Bullitt, Oldham Henry, Shelby, Spencer and Trimble counties. Letters were mailed on February 1, 2008.
- B. Louisville WHEELS Transportation, Inc. notified on February 1, 2008 fourteen (14) private (for profit) operators to solicit their response to our 5310 application.
- C. A coordination meeting notice was sent out to forty (40) agencies on January 21, 2008.
- D. The coordination meeting was held on Friday, February 8, 2008, at the WHEELS Transportation Center. The following agencies attended the meeting: HBD Service group, KIPDA, Seven Counties Services, and Genesis Family Support Services, Inc. Beecher Hudson Talked about the 5309 discretionary grant process, the 5311 grant process, and the 5310 grant process. There was discussion on how WHEELS coordinates with other agencies and about the Medicaid brokerage program here in Region '6'.
- E. Louisville WHEELS Transportation, Inc. sent notices to KIPDA and the six rural county judges soliciting their support and comments on our 5310 and 5311 grant applications on February 1, 2008.
- F. On Monday, February 10, 2008, a public hearing was held at the WHEELS Transportation Center.
- G. Louisville WHEELS Transportation, Inc. received the following request for vehicles from the following agencies:
  - (1) Jewish Community Federation – requesting a (16) passenger bus to expand their Senior Adult program;
  - (2) Genesis Family Support Services, Inc. – requesting two (2) vehicles to provide elderly and disabled transportation in Jefferson and Bullitt Counties for the Medicaid brokerage program in Region '6'. Their request is for one (16) passenger bus with a wheelchair lift and one (24) passenger bus without lift.
  - (3) The Spencer County Judge Executive wants to expand bus service in his county and he is requesting that WHEELS be given a (12) passenger bus with lift.
  - (4) The Henry County Judge Executive wants to expand bus service in his county and he is requesting that WHEELS be given a (16) passenger bus with lift.
  - (5) The Bullitt County Judge Executive wants to expand bus service in her county and she is requesting that WHEELS be given a (12) passenger bus with lift.

(6) Louisville WHEELS Transportation, Inc. is requesting that four (4) 1999 wheelchair buses with over 125,000 miles on each vehicle be replaced with four (12) passenger wheelchair buses.

We have a total request for (11) vehicles, seven (7) new vehicles and four (4) replacement vehicles.

- H. Louisville WHEELS Transportation, Inc. places all requests into the 5310 grant application and submits to State Transportation Cabinet.
- I. Grants are due to the State Transportation Cabinet by April 1, 2008 by 4:00 P.M.
- J. The state Transportation Cabinet normally makes awards the 1<sup>st</sup> of July. Once Louisville WHEELS Transportation, Inc. is notified of awards we will forward this on to the Regional Mobility Council.

Louisville WHEELS Transportation, Inc. was awarded for FY'09 (3) cutaway buses to replace (3) older buses. The (3) new buses will be placed in Oldham County, Shelby County and Jefferson County. The buses will seat 12 passengers along with 2 wheelchair positions.

These new buses will allow Title III Nutrition Center clients and Medicaid clients to be picked up as a group in the rural counties. This will cut down drastically on mileage and fuel consumption.

Letters were sent by Louisville WHEELS Transportation, Inc., to applicants who were denied in their vehicle request.