



# TARC's Mission

To provide sustainable transportation that enhances the social, economic and environmental well being of our region.



# Public Meeting:

**Proposed Service Changes: Phases A, B & C**  
presented to better align services with actual ridership and create  
efficiencies amid a challenging budget climate.



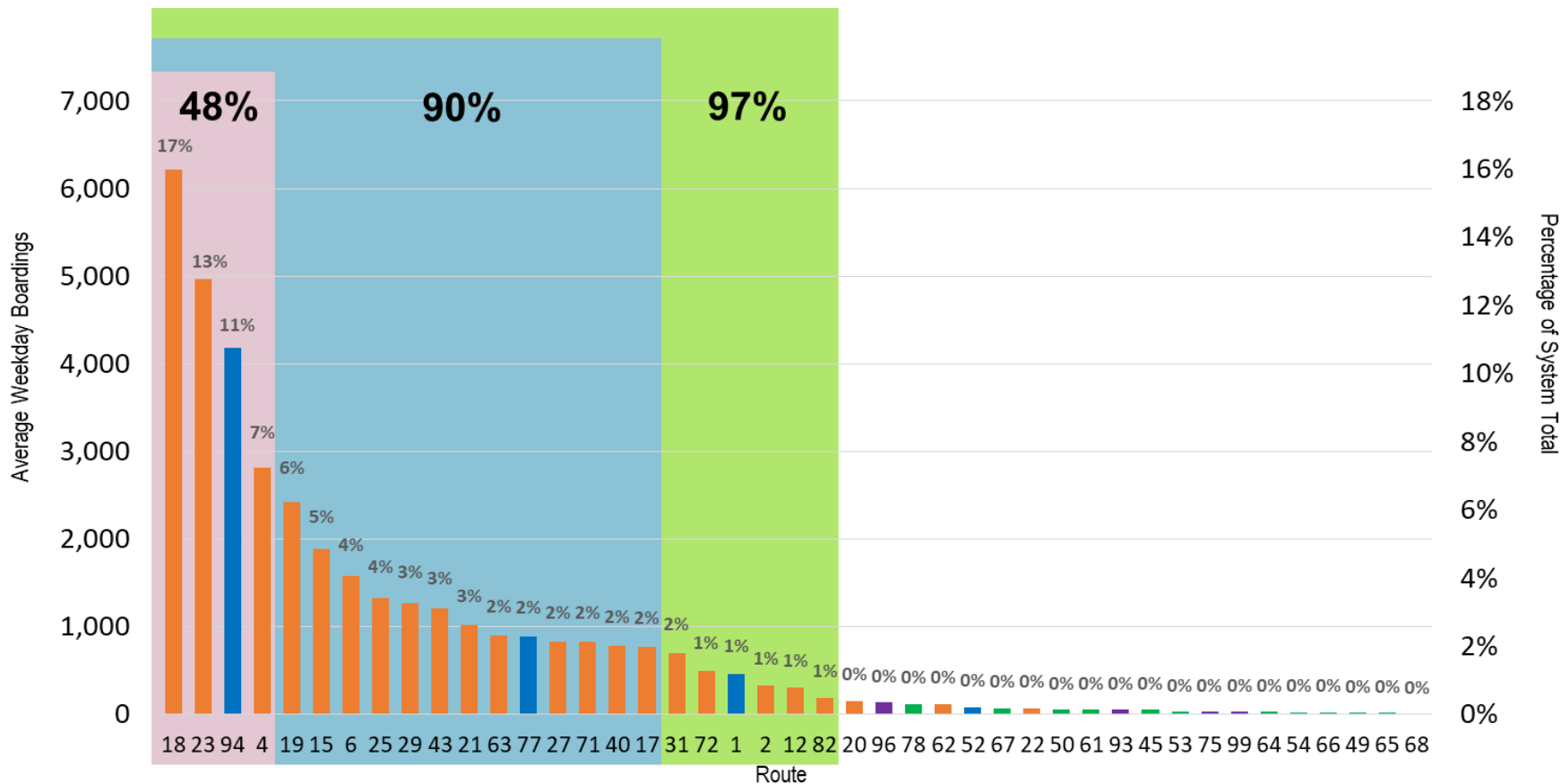
# "We Move the City"

- 41,000 customers each day (pre-Covid-19)
- 63% of all trips are to work, 20% are to school
- 43 routes (5 counties across 2 states) over 12 million miles per year
- \$221 million economic impact to the region
- 227 buses, 15 all-electric



# Service Performance

## Ridership by Route - Average Weekday - COA Data





# Service Changes Decision-making

## Strategic Goals

- Aligning service decisions with strategic directions of TARC
- Restructure the system to provide sustainable and robust multimodal transportation network
- Develop a platform for short and long-term system improvements and the COA and LRP implementation

## Operating Goals

- Discontinue low performing service – historically low ridership and high cost per boarding

## Operating Goals, continued

- Decisions based on the Comprehensive Operations Analysis and Routes Performance Report
- Balancing TARC budget - reducing the operating cost of service
- Maintain the core network of the system
- Preserve service on routes with high ridership
- Minimize, avoid, or mitigate impact on customers
- Discontinue routes with low ridership and high cost per boarding

## Consideration

- Impact on customers, other routes or transfers available to passengers
- Impact on low income, minorities and TARC 3 customers
- Impact on TARC partnerships – UofL, Humana, Metro, UPS
- Balanced decisions – reductions only as necessary

## Public Involvement Process

- Community and stakeholders engagement - present all proposed changes, but implement only as needed
- Restore service when ridership improves, based on demand



# Proposed Service Changes

## Phased Approach, Contingency Plan

### Phase A

- As part of long-term strategy, discontinue low-performing express service, high-cost circulators and some low-performing local routes

### Phase B and C

- Implement Phase B and C only if necessary for balancing TARC's budget
- Phase B and C would not be permanent changes.
- Service will be gradually restored in order of priority.
- These interim steps are planned to ensure TARC's financial health and stability, and are not part of TARC's long-term strategy
- Recommendations are based on the extensive COA technical analysis and performance evaluation





# Service Changes Impact

## **Evaluate Impact on TARC Passengers**

- Potential direct or indirect impact on TARC passengers: no service available, less frequency/trips per day, longer waits, longer walk to the stops
- Options/solutions: other TARC routes or transfers available in the area within walkable distance, other modes (bike share, vanpool, etc.)

## **Focus on low income and minorities populations**

- Minimize, eliminate or mitigate any potential disparate impact or disproportionate burden
- Perform demographic analysis of impacted areas system wide. Provide report.

## **Evaluate impact on paratransit, passengers with mobility issues**

- TARC 3 service area boundaries and access to stops



# Service Changes Impact

## Potential Impact on the Community

- Access to employment areas, schools, universities, other destinations
- Explore other commute alternatives: vanpool/park & ride, on-demand service, micro transit, TNC (Transit Network Companies), MaaS (Mobility as a Service)

## Policies and Regulations

- FTA Title VI Program, TARC's Title VI and Major Service Change Policies
- TARC's commitment to its passengers and the community goes above and beyond policies and regulations
- Balancing decisions between community needs and available resources
- Restructure or restore service based on demand, as soon as possible

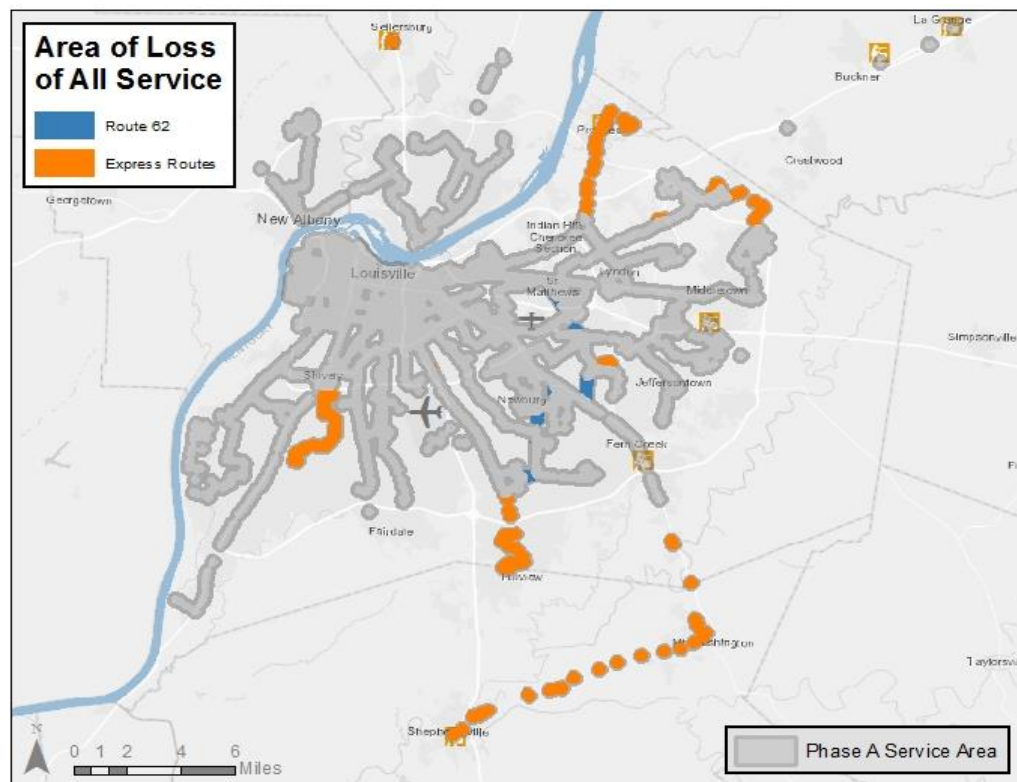
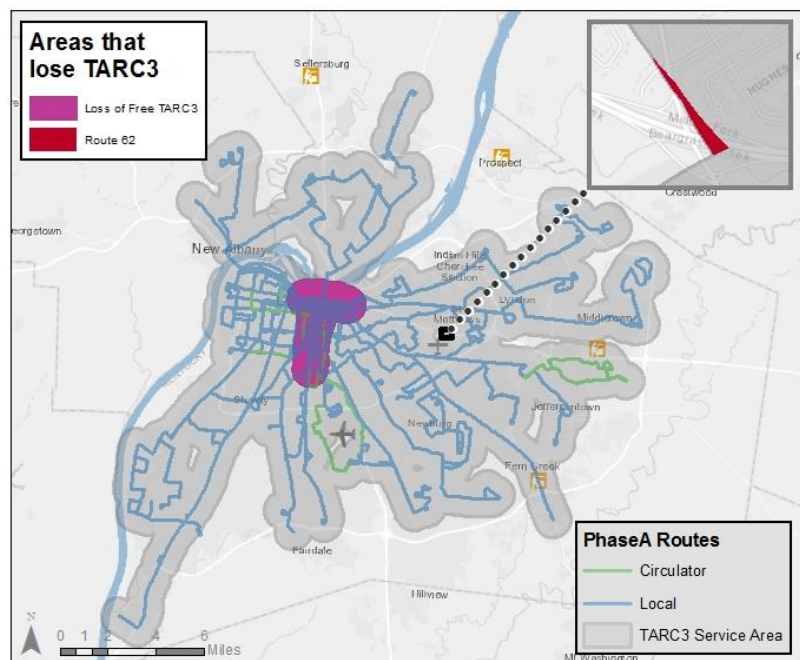


# Service Changes Evaluation

## Potential Impact – Phase A Service Plan – Title VI Evaluation

- No findings of **Phase A** significant impact on low income & minority populations
- Exception: potential impact on rt. 62 access within ½ mile of stops. .6% of stops without access within ½ mile or 10 min walkable distance. Loss of crosstown connection.
- Routes No. **1 & 77-Lou Lift, 62 & 96** - Other TARC routes are available in the area. Access to TARC services for fixed routes users - within ¼ or ½ mile of the stops (rt. 62)
- **TARC3 access** is not impacted (TARC 3 service area reduced by .004 SqM/0.002% only)
- **TARC3 passengers – potential fare impact** due to Lou Lift free service elimination
- **Express Routes - 45, 49, 53, 54, 64** – Potential impact on commuters; no direct express service. Alternative local routes available in the area.
- **Express Routes - 65, 66, 68** – Potential impact on commuters; no direct express service. Leaving some areas without service within a walkable distance. Service available through Park & Ride lots.
- **Mitigation measures** – KIPDA/TARC vanpool program, MaaS (Mobility as a Service) options
- **Circulator 96** – Medical Campus – UofL Medical Center - support for patients mobility or parking prioritizations

## Phase A Service Area Illustration of the Analysis



Ridership						Costs		Operations	
Avg WKD Boarding	% of System WKD Boardings	Yearly Boardings	% of System Yearly Boardings	WKD Rider per WKD Rev Hour	WKD Rider Per WKD Rev Mile	Cost per WKD Rider	% of Systems Cost per Year	WKD Hours	WKD Miles
	Excludes rt. 96				Excludes rt. 96				
1,672	5.07%	535,025	5.3%	89	14	\$35.78	6.68%	152	2,078



# Service Changes Evaluation

## Potential Impact – Phase B Service Plan Title VI Evaluation

- Statistically no potential impact on low income and minority populations
- **Route # 82** – Loss of crosstown connection in Southern Indiana. A number of stops without any service within a walkable distance (78%).
- **TARC 3 access** impact - Route 82 TARC3 service area reduced by 49%. Relatively small number of TARC3 passengers registered in the area (about 30).



# Service Changes Evaluation

## Potential Impact – Phase B Service Plan – Title VI Evaluation

- **Express Routes No. 61, 67 & 78** – Impact on commuters.
- **67 X** - Leaving Oldham Co. area without public transit access to Louisville.
- **Mitigation measures** – KIPDA/TARC vanpool program, access to Park & TARC lots, MaaS (Mobility as a Service) options
- **Route 52 – Medical Circulator** – supports access to Medical Center from low income and minority areas. Access to other downtown routes is available within a ¼ mile walkable distance. No impact on TARC3 service area.
- **Route 75 – Bluegrass Industrial Area Circulator** – Access to jobs impact. Significant reduction of TARC3 route service area (66% reduction, or 3% of the total TARC3 area ). Statistically no significant impact on low income and minorities population.

## Phase C – BRT – Contingency Plan

- **Route 10 - BRT Dixie Hwy** – minor potential impact on passengers.
- **Frequency reductions only** – less than 25% cumulative reduction of routes service hours and miles. Does not constitute a major service change policy.
- Weekend service frequency would be impacted.
- **Mitigation measures** – Local Rt. #18 is available along Dixie Corridor to supplement.
- **TARC3** - No impact on TARC3 service area.

**TARC Commitment** – Monitor and evaluate any impact of the proposed changes and implement mitigation measures if needed. No changes will be implemented unless any potential impact on low income and minority populations is addressed.



# Thank you

## Public Meeting

Proposed Service Changes: Phases A, B & C  
to better align services with actual ridership and create  
efficiencies amid a challenging budget climate.

Submit your comment

Zoom: Now during this Public Meeting

Email: [publiccomment@ridetarc.org](mailto:publiccomment@ridetarc.org)

Phone (TARC Customer Service): 502.585.1234