



Public Transportation Study

APPENDICES



Radcliff/Elizabethtown
Metropolitan Planning Organization



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APPENDIX A

Appendix A – Project Introduction

The Radcliff/Elizabethtown Metropolitan Planning Organization (REMPO) works to meet the transportation needs in Hardin and Meade Counties. The region is diversifying and growing, which provides both a unique challenge and opportunity for REMPO to create an adaptive and inclusive plan for their future transportation needs.

The consultant, Michael Baker International, developed this REMPO Public Transportation Study to meet the region's demands in the urban areas. The purpose of this study is to analyze the need for and feasibility of implementing a fixed-route public transportation system within the Radcliff/Elizabethtown MPO urbanized area (Elizabethtown, Fort Knox, Glendale, Radcliff, & Vine Grove) including:

Identifying possible locations for new bus routes and bus stops

Calculating potential capital and operating costs necessary for a public transportation system

Preparing funding scenarios to meet the local match requirement for federal funding.

Within this assessment, the cooperative team conducted data collection, existing conditions assessment, public outreach, needs assessment, a financial plan, and final findings/recommendations. As part of the REMPO public transportation needs assessment, stakeholders and community leaders from Hardin and Meade County, along with representatives from Blue Oval, Nucor, Chamber of Commerce, Elizabethtown Community and Technical College (ECTC), Fort Knox, and Industrial Boards in both counties were invited to provide input into the development of the plan. The consulting team remained cognizant and inclusive towards public feedback, focus group contribution, and the opinions of all stakeholders throughout the process.

Figure A-1: Map of Incorporated Cities in Study Area



APPENDIX B

Appendix B – REMPO Regional Public Transportation Goals

This Public Transportation Study will be guided by the MPO's nine transportation goals for the region, developed in 2019:

- Enhance Transit, Cycling, and Pedestrian Travel by incorporating bicycle/pedestrian facilities into projects, implementing a public transportation system, and coordinating between the MPO and airport board.
- Promote Transportation Safety by reducing the number and severity of traffic accidents through improved roadway design, education, and emergency services.
- Preserve Existing Transportation Facilities & Systems by managing costs and benefits, maintaining, or reconstructing roadways, and improving traffic flow/safety.
- Provide an Efficient Transportation System by reducing traffic congestion, improving travel times, and implementing cost-effective management procedures.
- Enhance Connections Between Transportation Systems with frequent and convenient modal transfers, new highway access points, and improved intermodal transportation facilities.
- Support Community Development & Economic Growth with transportation service expansion, maintenance, and revitalization.
- Provide a Balance Between Development & Quality of Life by recognizing the need for environmentally, socially, and culturally conscious planning.
- Increase Access & Mobility for the Movement of Freight by providing new or improved transportation options and/or connections for economic centers that depend on freight.
- Promote the Security of the Transportation System by utilizing Intelligent Transportation Systems (ITS), supporting TRIMARC's Notify Every Truck program along the Interstate 65 corridor, and coordinating MPO planning efforts with the Kentucky Transportation Cabinet's District 4 Incident Management Team.

In particular, the study advances five of the nine goals through efforts to build a larger network of public transportation:

Figure B-1: REMPO Related Goals

Enhance Transit, Cycling, and Pedestrian Travel
<ul style="list-style-type: none"> • Evaluate feasibility of a regional public transportation network • Recommend next steps to construct a public transportation network
Provide an Efficient Transportation System
<ul style="list-style-type: none"> • Reduce traffic congestion by providing alternatives to car travel • Introduce publicly funded transportation options
Enhance Connections Between Transportation Systems
<ul style="list-style-type: none"> • Introduce a bus mode to increase the range of bicycle and pedestrian travel • Evaluate park-and-ride options
Support Community Development & Economic Growth
<ul style="list-style-type: none"> • Enhance public transportation options for commuters, shoppers, and tourists
Provide a Balance Between Development & Quality of Life
<ul style="list-style-type: none"> • Improve air quality through reduced vehicle emissions • Provide accessible transportation options for more residents

APPENDIX C

Appendix C – Existing Conditions

Population & Demographics

The region covered by the Radcliff/Elizabethtown Metropolitan Planning Organization, the subject of this study, consists of two counties and a federal military installation: Hardin County, Meade County, and the Fort Knox Army Installation (classified by the U.S. Census Bureau as a Census Designated Place).

It is worth noting that, while the larger Fort Knox Army Installation spreads across Hardin, Meade, and Bullitt Counties, all the base housing and facilities lie within Meade County. Additionally, several significant changes have occurred at the base between the 2010 and 2020 Census: the U.S. Army Armor Center and School moved to Fort Moore, GA, in 2011, and the U.S. Army Cadet Command relocated to Fort Knox in 2014.

The study area also includes nine incorporated cities, ranging in size from Elizabethtown (pop. 31,066) to Ekron (pop. 262). See Table C-1.

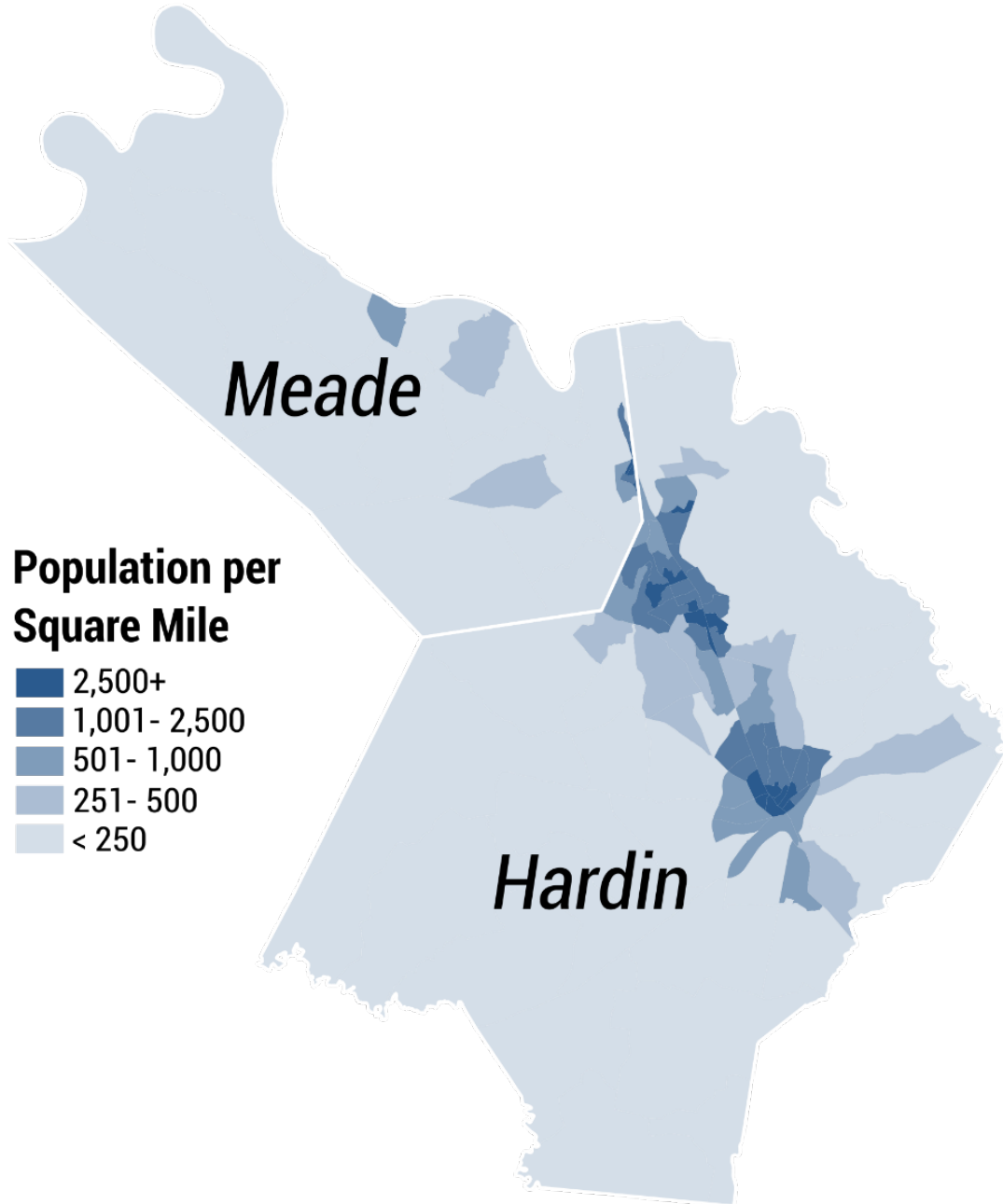
Table C-1: Population and Demographics

	Total Population	Population per Square Mile	Percent Racial Minority	Percent Hispanic	Percent Population 65+	Percent Households Below Poverty	Percent Households without a Car
Hardin County	111,607	179.1	15.7%	6.1%	15.2%	13.3%	9.6%
Elizabethtown	31,066	1,129.7	16.5%	4.0%	13.5%	12.1%	7.5%
Radcliff	22,839	1,709.5	35.4%	8.9%	12.9%	5.7%	9.9%
Vine Grove	6,397	931.2	11.7%	2.7%	10.0%	11.9%	4.7%
West Point	1,071	401.1	6.9%	4.6%	14.0%	34.8%	10.8%
Upton	521	383.1	5.2%	0.0%	16.7%	7.9%	9.8%
Sonora	904	664.7	0.7%	0.4%	6.2%	8.9%	0.9%
Meade County	29,735	97.5	5.4%	3.9%	15.3%	13.25%	7.7%
Brandenburg	2,857	698.5	16.9%	4.1%	17.7%	18.4%	12.3%
Muldraugh	1,131	2,175.0	2.6%	5.0%	12.8%	13.2%	18.1%
Ekron	262	1637.5	0.0%	1.2%	17.2%	35.2%	9.2%
Fort Knox CDP	8,888	428.8	39.3%	27.6%	1.3%	3.9%	21.4%

Source: United States Census Bureau, American Community Survey 2022 5-Year Estimates

Population density is a critical consideration in the planning of an effective public transportation system. Areas with higher population density tend to have higher transit use because more people are concentrated in a smaller area, making public transportation a more viable and efficient option for getting around.

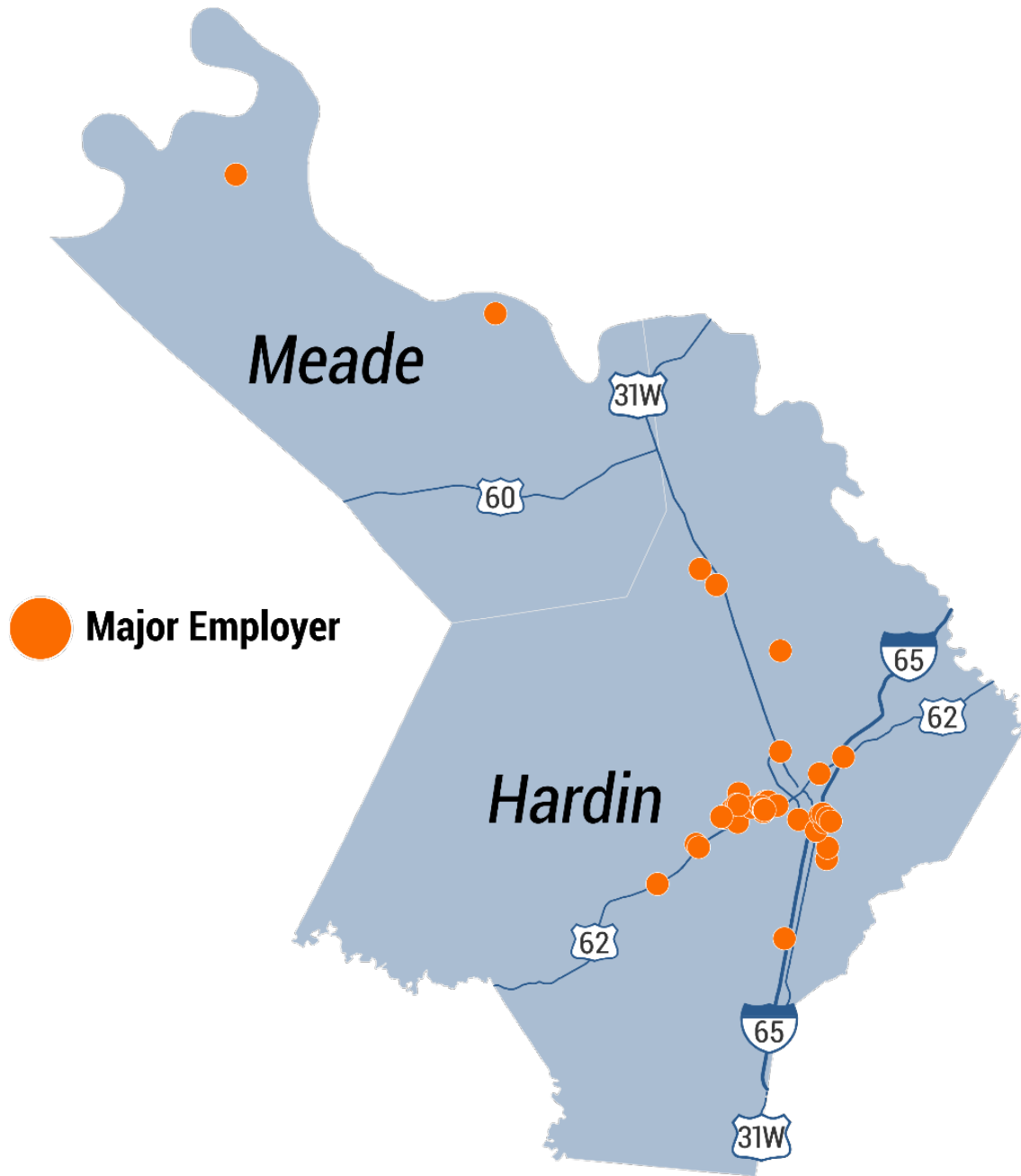
Figure C-1: Population Density in Study Area



Source: United States Census Bureau, American Community Survey 2022 5-Year Estimates

Both residents and employers in the region are centered around the City of Elizabethtown, the City of Radcliff, and Fort Knox Army Post, with other major employers located in the City of Brandenburg and the City of Glendale. Transit systems play a crucial role in facilitating job matching by connecting employers to employees, therefore an understanding of major employment locations aids in creating an efficient public transportation system.

Figure C-2: Major Employment Centers in the Study Area



APPENDIX D



Appendix D – Existing Public Transportation

Transit Authority of Central Kentucky

The Transit Authority of Central Kentucky (TACK) is the primary provider of public transportation services in Hardin and Meade Counties. Founded in 2012 to address the lack of public transportation in the Elizabethtown-Fort Knox region, TACK provides on-demand, shared ride services only. Despite being classified as a large urban transit agency; it does not operate any fixed-route service. Residents of Meade and Hardin Counties can book door-to-door trips to anywhere within and outside the region. The authority offers non-emergency transportation for Medicaid recipients who do not have transportation that can fit their needs.

Services

To utilize Public Services, users must call and reserve a ride before noon the day before their trip. Service hours are Monday through Friday, 5:00 am to 7:00 pm (6:00 pm for longer-distance trips). Payment for a ride must be given in advance, so riders must provide their credit card information when they reserve a trip; users who wish to pay in cash must visit the TACK facility in Elizabethtown.

Public Service riders are charged on a per-mile basis; \$1.50 per mile, with a \$9 minimum. Return trips are an additional \$1.50 per mile, with a \$9 minimum. Any trip over 70 miles falls into a different fare structure, \$3 per mile and the return trip mileage is charged even if a return trip is not needed. TACK also offers special flat rates for Seniors for trips up to 70 miles, and special rate for veterans needing transportation to a VA Center with 70 miles.

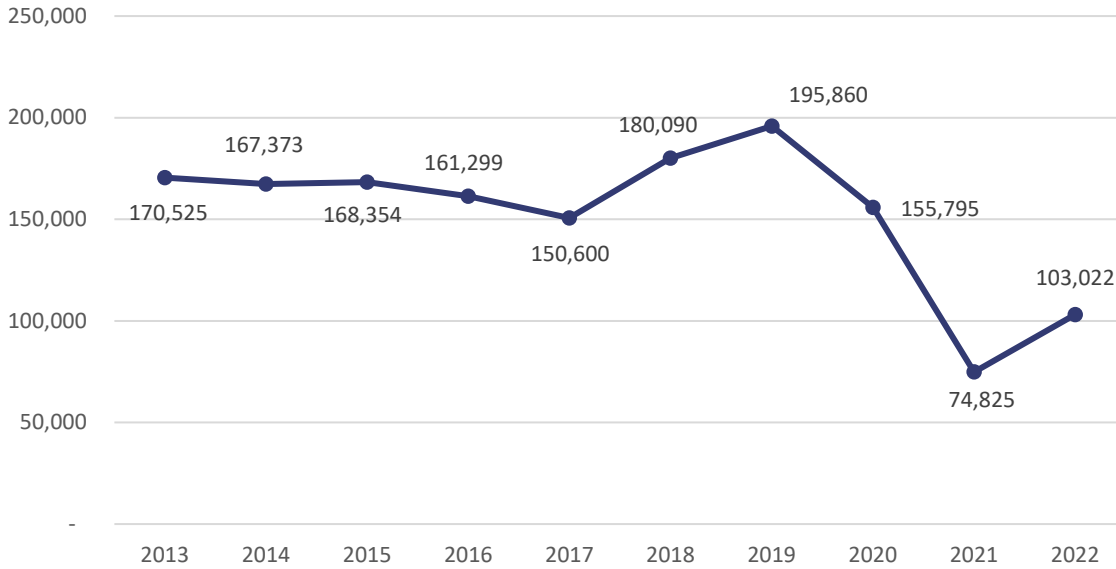
TACK also provides service specifically for employees of the Fort Knox Army Installation. It provides 13-seat vans to transport “Van Pool Groups” from any pre-set location in Hardin or Meade Counties. Interested riders can contact TACK to join an existing group or start a new one.

TACK previously provided limited fixed-route service to Fort Knox, from the Elizabethtown Christian Academy in Elizabethtown; however, this service has been discontinued.

Ridership

As seen in the graph on the next page, ridership on all TACK services peaked in 2019 at 195,860 annual trips. Ridership declined significantly from 2019-2021 during the COVID-19 pandemic, reaching a low of 74,825 trips in 2021. Ridership has since seen a 52.6% recovery in 2022, with 103,022 trips.

Figure D-1: Annual Ridership

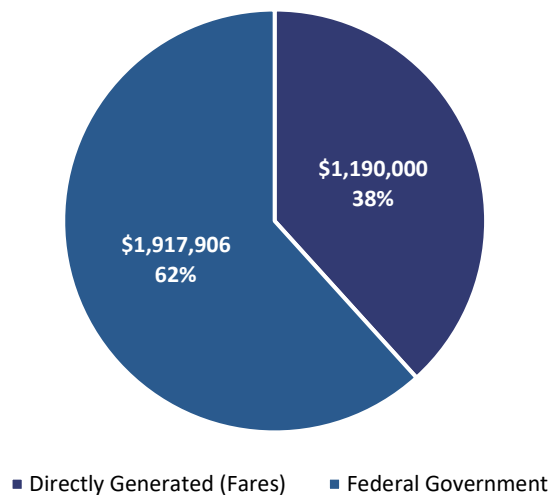


Source: National Transit Database

Funding

In 2022, TACK met 38% of its operating budget through directly generated funding (i.e. collecting fares and advertising). The remaining 62% was funded by Federal Government subsidies; the agency receives no funding from state or local sources. This is shown in Figure D-2 below.

Figure D-2: TACK Operating Funding Sources, 2022



Source: National Transit Database

This stands in contrast to other transit agencies in Kentucky serving large urban areas, which received significant portions of their operating budgets from local funding in 2022. For example, the Transit Authority of River City (TARC) received 58.0% of its operating budget from local sources and the Transit Authority of Northern Kentucky (TANK) received 57.8%.

TARC and TANK also obtained funding from state sources which, while making up a small percentage of their overall operational budgets, were still substantial amounts of public funds. TARC, for example, utilized a total of \$4,611,907 from state funding, or 5.1%, of its 2022 budget. Lexington Transit Authority (Lextran) also received \$830,201 in state operating funds in 2022.

Other Agencies

The tables on the following pages include service data for 13 other fixed-route providers in Kentucky:

- Ashland Bus System
- Bowling Green (GoBG)
- Frankfort Public Transit System
- Georgetown (Bluegrass Community Action Agency)
- Glasgow Transit System
- Henderson Area Rapid Transit
- KY River Foothills Development Council, Inc
- La Grange dba Oldham's Public Bus
- Lexington Transit Authority (Lextran)
- Maysville Transit System
- Murray/Calloway Transit Authority
- Owensboro Transit System
- Scottsville Transit

Table D-1: Other Transit Agencies in Kentucky

Agency	Agency Location	Counties Served	Services	Fare Collection Type	Primary Urbanized Area	Square Miles	Population
Ashland Bus System	Ashland	3	Fixed Route; Paratansit	cash and prepaid pass	Huntington, WV-KY-OH	17	23,540
Bowling Green (GoBG)	Bowling Green	1	Fixed Route	cash and digital pass	Bowling Green, KY	15	72,294
Frankfort Public Transit System	Frankfort	1	Deviated Fixed Route; Demand Response	Cash	Frankfort, KY	15	28,391
Georgetown (Bluegrass Community Action Agency)	Frankfort	9	Fixed Route; Intercity	free in Georgetown; fare in others;	Georgetown, KY	17	38,780
Glasgow Transit System	Glasgow	1	Fixed Route	free	Glasgow, KY	16	15,282
Henderson Area Rapid Transit	Henderson	1	Fixed Route; Paratansit; JARC; New Freedom	cash	Kentucky, Non-UZA	16	28,900
KY River Foothills Development Council, Inc.	Richmond	4	Deviated Fixed Route	cash	Richmond, KY	20	36,129
La Grange (Oldham's Public Bus)	La Grange	1	Deviated Fixed Route	cash	Kentucky, Non-UZA	7	10,463
Lexington Transit Authority (Lextran)	Lexington	1	Fixed Route	cash	Lexington-Fayette, KY	284	315,631
Maysville Transit System	Maysville	1	Fixed Route; Specialized mini-bus service	cash	Maysville, KY	19	8,742
Murray/Calloway Transit Authority	Murray	1	Demand Response; Fixed Route & Deviated Fixed Route	cash	Murray, KY	12	17,522
Owensboro Transit System	Owensboro	1	Fixed Route	cash	Owensboro, KY	21	60,011
Paducah Area Transit System (PATS)	Paducah	4	Fixed Route; NEMT; Paratransit	cash	Paducah, KY	20	28,834
Scottsville Transit	Scottsville	1	Deviated Fixed Route	free	Scottsville, KY	6	4,443

Table D-2: Service Supplied by Other Transit Agencies in Kentucky (All Modes)

Agency	Annual Unlinked Passenger Trips (UPT)	Annual Vehicle Revenue Miles (VRM)	Annual Vehicle Revenue Hours (VRH)	Vehicles Operated in Maximum Service (VOMS)
Ashland Bus System	59,777	205,238	19,200	12
Bowling Green (GoBG)	62,040	212,813	17,741	16
Frankfort Public Transit System	76,321	322,282	23,816	25
Georgetown (Bluegrass Community Action Agency)	110,910	1,658,170	114,387	112
Glasgow Transit System	4,906	27,330	2,323	2
Henderson Area Rapid Transit	58,319	169,109	13.47	5
KY River Foothills Development Council, Inc.	100,976	701,490	56,895	29
La Grange (Oldham's Public Bus)	11,099	33,046	3,008	1
Lexington Transit Authority (Lextran)	2,971,187	3,134,633	284,444	95
Maysville Transit System	16,294	68,353	3,744	6
Murray/Calloway Transit Authority	53,079	508,363	44,012	30
Owensboro Transit System	214,013	386,908	29,194	9
Paducah Area Transit System (PATS)	164,554	863,232	52,326	60
Scottsville Transit	3,162	27,873	2,204	2

Table D-3: Fixed-Route Service Supplied by Other Transit Agencies in Kentucky

Agency	Directly Operated VOMS	Purchased Transportation VOMS	Annual UPT	Annual VRM	Annual VRH	Trips per VRM	Trips per VRH	Operating Expense per Trip
Ashland Bus System	6	0	52,495	157,199	12,852	0.3	4.1	\$15.13
Bowling Green (GoBG)	0	10	54,157	175,435	14,595	0.3	3.7	\$21.72
Frankfort Public Transit System	5	0	68,637	218,063	12,637	0.3	5.4	\$15.00
Georgetown (Bluegrass Community Action Agency)	4	0	13,228	89,272	9,604	0.1	1.4	\$20.82
Glasgow Transit System	2	0	4,906	27,330	2,323	0.2	2.1	\$28.66
Henderson Area Rapid Transit	3	0	49,870	128,063	8,932	0.4	5.6	19.14
KY River Foothills Development Council, Inc.	9	0	49,483	161,070	17,105	0.3	2.9	\$14.97
La Grange (Oldham's Public Bus)	1	0	11,099	33,046	3,008	0.3	3.7	\$12.43
Lexington Transit Authority (Lextran)	49	0	2,783,914	1,803,824	189,493	1.5	14.7	\$7.64
Maysville Transit System	6	0	16,294	68,353	3,744	0.2	4.4	\$20.14
Murray/Calloway Transit Authority	3	0	22,919	72,551	4,535	0.3	501	\$6.04
Owensboro Transit System	9	0	214,013	386,908	29,194	0.6	7.3	\$14.86
Paducah Area Transit System (PATS)	14	0	108,159	193,146	14,971	0.6	7.2	\$10.36
Scottsville Transit	2	0	3,162	27,873	2,204	0.1	1.4	\$53.69

Table D-4: Demand-Response Service Supplied by Other Transit Agencies in Kentucky

Agency	Directly Operated VOMS	Purchased Transportation VOMS	Annual UPT	Annual VRM	Annual VRH	Trips per VRM	Trips per VRH	Operating Expense per Trip
Ashland Bus System	6	0	7,282	48,039	6,348	0.2	1.1	\$69.74
Bowling Green (GoBG)	0	6	7,883	37,378	3,146	0.2	2.5	\$44.84
Frankfort Public Transit System	20	0	7,684	104,219	11,179	0.1	0,7	\$49.18
Georgetown (Bluegrass Community Action Agency)	108	0	97,682	1,568,898	104,783	0.1	0.9	\$79.89
Glasgow Transit System	-	-	-	-	-	-	-	-
Henderson Area Rapid Transit	2	0	8,449	41,046	4,538	0.2	1.9	\$33.11
KY River Foothills Development Council, Inc.	20	0	51,493	540,420	39,790	0.1	1.3	\$34.77
La Grange (Oldham's Public Bus)	-	-	-	-	-	-	-	-
Lexington Transit Authority (Lextran)	0	38	174,412	1,206,504	92,139	0.1	1.9	\$29.10
Maysville Transit System	-	-	-	-	-	-	-	-
Murray/Calloway Transit Authority	27	0	30,160	435,812	39,477	0.1	0.8	\$43.78
Owensboro Transit System	-	-	-	-	-	-	-	-
Paducah Area Transit System (PATS)	46	0	56,395	670,086	37,355	0.1	1.5	\$41.06
Scottsville Transit	-	-	-	-	-	-	-	-

Table D-5: Sources of Funding for Other Transit Agencies in Kentucky

Agency	Sources of Operating Funds					Sources of Capital Funds				
	Directly Generated	Federal Govt.	Local Govt.	State Govt.	Total Operating Funds	Directly Generated	Federal Govt.	Local Govt.	State Govt.	Total Capital Funds
Ashland Bus System	\$26,640	\$1,020,825	\$230,306	\$24,310	\$1,302,081	\$0	\$0	\$0	\$0	\$0
Bowling Green (GoBG)	\$13,835	\$1,397,506	\$118,317	\$0	\$1,429,658	\$1,913	\$185,096	\$8,873	\$16,413	\$212,295
Frankfort Public Transit System	\$22,426	\$1,183,013	\$202,259	\$0	\$1,407,698	\$0	\$0	\$0	\$0	\$0
Georgetown (Bluegrass Community Action Agency)	\$112,977	\$2,957,999	\$5,008.07	\$0	\$8,079,047	\$0	\$225,241	\$0	\$0	\$225,241
Glasgow Transit System	\$0	\$140,581	\$7	\$0	\$140,588	\$0	\$0	\$0	\$0	\$0
Henderson Area Rapid Transit	\$17,874	\$936,830	\$253,958	\$25,632	\$1,234,294	\$0	\$44,014	\$6,863	\$0	\$50.88
KY River Foothills Development Council, Inc.	\$47,556	\$1,608,931	\$874,592	\$0	\$2,531,079	\$0	\$159,503	\$0	\$0	\$159,503
La Grange (Oldham's Public Bus)	\$5,142	\$127,907	\$4,865	\$0	\$137,914	\$0	\$922	\$230	\$0	\$1,152
Lexington Transit Authority (Lextran)	\$20,348,513	\$5,505,343	\$180,075	\$830,201	\$26,864,132	\$175,017	\$2,233,937	\$0	\$383,467	\$2,792,421
Maysville Transit System	\$1,345	\$326,794	\$6	\$0	\$328,145	\$0	\$0	\$0	\$0	\$0
Murray/Calloway Transit Authority	\$36,565	\$640,405	\$781,726	\$0	\$1,458,696	\$0	\$245,501	\$0	\$0	\$245,501
Owensboro Transit System	\$284,668	\$1,829,950	\$1,051,870	\$14,188	\$3,180,676	\$0	\$2,665,723	\$82,508	\$125,845	\$2,874,076
Paducah Area Transit System (PATS)	\$192,675	\$1,201,122	\$2,041,637	\$0	\$3,435,434	\$0	\$0	\$0	\$0	\$0
Scottsville Transit	\$0	\$169,773	\$0	\$0	\$169,773	\$0	\$70,203	\$0	\$0	\$70,203

Title VI and Public Participation Plan Compliance

While it does not have an “in-house” plan, TACK is party to a Title VI Implementation Plan adopted by the Lincoln Trail Area Development District (LTADD) in 2021 to comply with Title VI of the Civil Rights Act of 1964. The LTADD Implementation Plan fulfills the “...requirement of the Kentucky Department of Transportation and the U.S. Department of Transportation, that agencies receiving federal financial assistance adopt a Title VI Plan...” and serves as the governing document for coordinating Title VI program development with the Metropolitan Planning Organization (MPO) and other Local Public Agencies (LPAs).

The LTADD Title VI Implementation Plan requires that party agencies collect and maintain socioeconomic data (such as race, color, national origin, sex, age, or disability) on populations that could be impacted by services offered by the organization. This information is used to “determine the benefits and burdens to the population, including minority and low-income populations.”

Examples of information required by this plan include:

- Socioeconomic Assessments to evaluate a project’s potential impact on the human environment.
- A summary of transportation needs for all persons within the boundaries of plans or projects.
- Strategies to address impacts on underrepresented or historically disenfranchised communities.
- Data on how services are or will be provided, and whether any persons are or will be denied those services based on discrimination.

New public transportation services are also subject to the guidelines of the Public Participation Plan (PPP) that REMPO adopted in April of 2021 to establish effective public engagement processes for transportation planning projects. According to the PPP, TACK is required to prepare a Program of Projects (POP) on an annual basis to solicit public input for all projects that received federal funding from the FTA. REMPO, TACK, and the Kentucky Transportation Cabinet (KYTC) have agreed that the public outreach procedure outlined in the Participation Plan for TIP Amendments and Administrative Modifications satisfy the public engagement requirement for the POP. They are as follows:

- 15-day comment period.
- Public meetings are optional.
- Public notice is given on websites and social media.
- MPO committees and designated TIP recipients are notified of administrative modifications.
- Comment periods and public meetings are not required for administrative modifications.
- MPO Policy/TAC meetings are open for public comments.

Fort Knox Transit Services

There are no public transit services that operate within the Fort Knox Military installation. However, there are multiple programs available to base personnel that assist with accessing local transit services.

Mass Transportation Benefits Program

The Mass Transportation Benefits Program (MTBP) provides partial reimbursement for transit commuting costs, with the purpose of reducing “Federal employees’ contribution to traffic congestion and air pollution and to expand their commuting alternatives.” (Executive Order 13150, April 2000). The MTBP is available for all Army employees within the territory of the United States. The program is a non-taxable personnel benefit which cannot be transferred to another individual.

Program participants must submit an electronic application, which typically takes approximately 30 workdays to process. The application must include a description of their commute utilizing public transportation (described in greater detail below), and information identifying the vanpool service they are using. Once approved a rider will receive a debit card that will be automatically loaded with funds to pay for transit service. The program conducts an annual fee review, so the maximum monthly fund is subject to change; as of January 1, 2024, the limit is \$315 a month. Riders must utilize funds from the program on “Qualified Means of Transportation,” which includes modes such as commuter bus, commuter train, subway, light rail, van pools, and ferries. Modes such as Personally Owned Vehicles (POV), carpools, motorcycles, airplanes, bicycles, walking, or ferries used only to transport POVs are not considered qualified under this program.

Every Commuter Counts

Fort Knox personnel can also take advantage of services offered by Every Commute Counts (ECC), a program administered by the Kentuckiana Regional Planning and Development Agency (KIPDA). The ECC is a commuter benefits and assistance program for the greater Louisville Metro area which works to connect riders with commuting options that do not involve a single-occupancy personal vehicle. The program directly supports bikepooling, carpooling, and vanpooling in the nine-county region managed by KIPDA.

ECC’s vanpooling service can be utilized by anyone who live in Jefferson, Oldham, Bullitt, Spencer, Henry, Trimble, and Shelby counties in Kentucky or Clark and Floyd counties in Indiana. It also provides vanpool services from other areas to employment sites within the KIPDA region. Federal Employees, including Fort Knox personnel, can use the Mass Transit Benefit Program funds (described above) to cover up to \$300 of their monthly vanpool fare. The service began in 2003 and is funded by Surface Transportation Block Grants with a 20% match requirement; collected fares are used as the match. Vanpools riders must either live or work in one of the counties covered by KIPDA but can travel to almost any destination within or outside the region; some vanpools travel as far as Cincinnati.

Commuters can join vanpool groups of up to 15 people, who utilize passenger vans provided by the Transit Authority of River City (TARC) as part of a partnership with ECC. Program participants are charged a monthly fare, which is calculated by creating a total monthly operating cost (from a combination of maintenance fees, insurance fees, and fuel expenses) and dividing it by the number of riders in each pool. Therefore, the

individual costs decrease as more people join a pool. Additionally, one member of the vanpool must volunteer to serve as the driver; their monthly fee is waived as compensation.

At the time of this writing, there are 11 daily ECC vanpools that stop at different locations inside the Fort Knox Military Installation.

It should also be noted that the ECC also offers an Emergency Ride Home program. Riders who are registered with ECC's bikepooling, carpooling, or vanpooling programs, or are a TARC rider, can be reimbursed 100% for costs incurred by taking a taxi, Uber, Lyft, or other forms of transportation in response to an emergency. Examples includes a personal illness, child illness, family crisis, or unplanned work schedule changes that require you to stay late. The program covers all costs of a ride, including tip, up to 100 miles.



APPENDIX E



Appendix E – Public Involvement Plan & Social Media

Public Involvement Plan

A Public Involvement Plan was developed that detailed the stakeholders and public engagement efforts associated with REMPO’s need for a fixed-route public transportation system. The PIP included a plan and timeline for each public engagement activity and clearly identified the roles and responsibilities of the consulting team and the roles of the MPO staff members. It is included on the following pages.

PUBLIC INVOLVEMENT PLAN

OVERVIEW

Purpose

The purpose of this study is to analyze the need for and feasibility of implementing a fixed-route public transportation system within the REMPO urbanized area (Elizabethtown, Fort Knox, Glendale, Radcliff, & Vine Grove). The study will determine how a public transportation system might be established within the area and should include, but not be limited to:

- Determine potential routes for the transit system
- Determine locations for stops along the routes
- Determine the cost for shelters at the stops
- Determine the capital and operating costs for the system
- Determine the match required for each local government

The study will also analyze improvement options for public transportation in Meade County, including connections with growing and expanding industry in the area, Fort Knox, and to the potential fixed route system in the REMPO urbanized area.

The REMPO Public Involvement Plan (PIP) outlines the stakeholders and public engagement efforts associated with the MPO’s need for a fixed-route public transportation system within the feasibility study area. The PIP will include:

- Framework for the creation of and interaction with the TAC/Steering Committee
- Timeline for each public engagement activity
- Clearly identify the roles and responsibilities of the consulting team the role of the MPO Staff members

Project Team

Project Team

The Project Team is led by the Radcliff/Elizabethtown MPO with support from a professional consultant team comprised of Michael Baker International (MBI) as Lead Consultant and TSW Design Group as Sub-Consultant.

Team Members	Organization
Mike Skaggs, MPO Project Manager	REMPO
TBD	REMPO
Patty Dunaway, Project Manager	MBI
Karen Mohammadi	MBI
DeRon Jordan	MBI
Aarion Franklin	MBI
Emily Webb	MBI



Team Members	Organization
Annie Butkiewicz	MBI
Gina Boaz	MBI
Erick Hirsch	MBI
Jeff Moore	MBI
Nicholas Corbo	MBI
Kathy Wyrosdick	MBI
Porter Stevens	MBI
Stephen Golebiewski	MBI
Amy Williams	TSW Design Group

Steering Committee

The Steering Committee will be comprised of the MPO Transportation Advisory Committee (REMPO TAC) and the two project managers.

Project Team Meetings

To ensure successful project delivery, MBI will hold bi-weekly conference calls with the MPO Project Manager (PM), and others as appropriate, to review the status of the project, provide regular updates, identify challenges, and mitigate any issues that arise during the planning process.

In addition, MBI will focus on maintaining open lines of communication and fostering coordination between the project team, MPO staff, and identified local stakeholders.

The Michael Baker team will:

- 1. Conduct an initial project team kick-off meeting with MPO staff and the TAC/Steering Committee will be held to discuss project goals and objectives.** It is anticipated to include a review of the available data, a discussion of regional trends and characteristics, and a facilitated discussion of project expectations, goals, and objectives building on the goals outlined by the MPO TAC/Steering Committee.
- 2. Coordinate project activities with the TAC/Steering Committee.** Following the formal project team kick-off meeting, we will ensure that the TAC/Steering Committee members are kept up to date and engaged. Five TAC/Steering Committee meetings and two Policy Committee will be held. Michael Baker is prepared to conduct these meeting virtually or in person, as desired by the MPO. The primary purpose of each TAC/Steering Committee meeting is:
 - Meeting 1: Provide an overview of the study
 - Meeting 2: Review data collected/available and existing conditions
 - Meeting 3: Review needs assessment, goals, and strategies
 - Meeting 4: Review funding assessment
 - Meeting 5: Review draft plan



Public Outreach/Engagement

Public engagement will be a key element in the success of this plan and MBI will provide the following services to reach all interested parties.

Tasks Description	Responsible Party(ies)	Anticipated Completion Date
Project Social Media	MBI & REMPO	December 2023
Create StoryMap & Study Logo	MBI	December 2023
Develop Draft Needs Survey using Survey Monkey in English & Spanish (desktop & mobile applications) Printed versions will also be available for hard-to-reach areas and populations.	MBI & TSW Design Group	December 2023
Survey Out for Comments	TSW Design Group	February 2024
Conduct Stakeholders Interviews via phone or Microsoft Teams (7) <ul style="list-style-type: none"> • Blue Oval • Nucor • Chambers of Commerce • Hardin & Meade County Industrial Boards • ECTC • Fort Knox 	MBI	February 2024
Conduct Community Leaders Interviews via phone or Microsoft Teams (7) <ul style="list-style-type: none"> • City Mayors • County Judge/Executives 	MBI	February 2024
Draft Survey Results	MBI	March 2024
Final Survey Results & Final Poster	MBI	April 2024

Project Media/Social Media

Outreach efforts via media reports and social media included facilitating use of REMPO's existing social media sites, news articles in the News-Enterprise, and other social media platforms. These are shown in the images below.

https://www.thenewsenterprise.com/news/local/transportation-study-seeks-public-input/article_420a68b3-fe24-536d-826b-7090a16a8541.html

Transportation study seeks public input

By GINA CLEAR THE NEWS-ENTERPRISE
Mar 9, 2024

A new transportation study is underway and local officials are looking for feedback from the public.

Identified as a "key barrier to workforce," the survey is being conducted by the Radcliff/Elizabethtown Metropolitan Planning Organization, an arm of the Lincoln Trail Area Development District and the public is being asked to participate, LTADD Executive Director Daniel London said.

"It's important because the public input with the elected officials who make up the Lincoln Trail Area Development District have communicated that they want to see public transportation options," London said. "As a result of that, we want to make sure we capture the public's intent. First and foremost, it is a requirement, but we're doing this study because of public input and public urging."



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The study and survey will help officials better understand needs, London said.

The MPO has been in existence for about a decade, London said, and is focused on transportation issues.

The survey commenced in September and will conclude in the same month this year, London said. The cost is \$160,000, paid for with federal money.

"There were no local dollars required to be put up as a result of the study," London said.

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The survey was conducted twice before in 2005 and 2013, to no avail on establishing a transportation system in Hardin County, London said, mostly because of cost and sustainability factors.

London said the expectation this time is different based on the immense amount of economic development throughout the region.

"What I expect to be different this time is there are more available dollars, potentially, for sustainability and, obviously, our economic development picture has changed dramatically since the other two studies as well," London said.

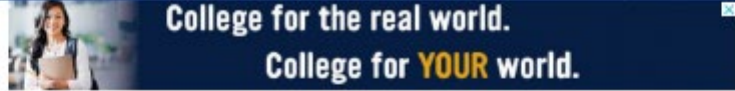
The study will look at transportation routes, fixed and otherwise, London said.

"Everything is on the table as it relates to better transportation in Hardin County and Meade County, and particularly in between Glendale, Fort Knox, Elizabethtown, Radcliff and Brandenburg," London said.

The survey is open through April 5. It can be found at bit.ly/4anxKPF.

"We certainly encourage the public to participate, and there will be other input options as we move forward with this," London said. "This is just one phase of the study."





Transportation study requests your input

By DANIEL LONDON Lincoln Trail ADD Mar 27, 2024 0



Daniel London
Lincoln Trail ADD

f X Email Print Share

The Radcliff/Elizabethtown MPO has contracted with Michael Baker International to conduct a Public Transportation Study of the area.

As outlined in a March 9 article in *The News-Enterprise*, the study is evaluating a potential fixed-route public transportation system in the Radcliff/Elizabethtown urbanized area with possible connections to the BlueOvalSK development in Glendale and also transit improvements in the Brandenburg/Meade County area.

As part of the study, a public survey is currently open and is an excellent opportunity for citizens of our area to provide input into the need for public transportation improvements and ultimately the recommendations that will come from the study.

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May 1 - June 30
Shop now

The survey has been open for a couple of weeks and nearly 1,200 responses have been received so far. We are certainly appreciative of those who have taken time to provide their feedback, but we also want to encourage others to complete the survey.

Public participation and input are key components of this study and we want to hear from as many area citizens as possible. The following link will take you directly to the MPO website where you will find a link to the public transportation survey: <https://radcliff-elizabethtown-mpo.org>



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Reliable transportation is identified as "a key barrier to workforce." We also know that not having adequate transportation can be a barrier to many aspects of life and can directly affect a person's quality of life. Identifying and addressing these barriers are key to the success of this study.

The study ultimately will identify possible locations for new public transportation routes and stops along those routes, calculate potential capital and operating costs necessary for a public transportation system and prepare funding scenarios to meet the local match requirement for federal funding.

The survey closes on Friday, April 5. Please take the time to complete the survey and provide your input into this very important study.

The full study is expected to be complete by the end of September and all results and recommendations will be posted on the MPO website.

Daniel London is executive director of the Lincoln Trail Area Development District. He can be reached at daniel@ltsadd.org.



0 comments

Latest News

- Heart of Kentucky Chorus delivers an eclectic show for good cause
- BBQ and Bikes brings bikers together to support veterans, other causes
- Local restaurants come together to support clean water initiative
- 1 dead, 2 injured after Lincoln Parkway crash
- New collision service opens in Radcliff
- Charges filed after fatal crash in Green County
- Get Ready! Camp mixes fun with learning for families
- Elizabethtown cancels summer meal program for now



JUN 02, 2024

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HOME LOCAL GOVERNMENT RESIDENT INFORMATION WELCOME VISITORS BUSINESS RESOURCES

15 PUBLIC NOTICE - MEADE & HARDIN COUNTY - PUBLIC TRANSPORTATION SURVEY
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 **Radcliff/Elizabethtown Metropolitan Planning Organization**
372 followers • 11 following

Message Follow Search

The Radcliff/Elizabethtown Metropolitan Planning Organization has launched a website to study public transportation for Hardin and Meade Counties with a user survey. The survey is available through the REMPO homepage at www.radcliff-elizabethtown-mpo.org or use the following QR code:



"Between now and midnight on Friday, April 5, 2024, their consultant team will be collecting the responses from the public survey (available in both English and Spanish). The input will be summarized and used as the team outlines the need and feasibility of implementing a fixed-route system within the Radcliff/Elizabethtown MPO urbanized area (Elizabethtown, Fort Knox, Glendale, Radcliff, and Vine Grove) and the improvement options for public transportation in Meade County to address the area's industrial growth.

Please take a few minutes to complete the study and forward this email to ask others to do the same (email distribution lists, coworkers, agency members, constituents, family, and friends). Also, please post and/or ask others to post the attached flyer in prominent locations that will provide the opportunity to members of the public who will benefit most from the availability of additional public transportation in our area.

Also attached are printable copies of the survey in both English and Spanish. Please use at your convenience and mail completed surveys to REMPO, 750 S. Provident Way, Elizabethtown, KY 42701.

REMPPO-Public-Transportation-Survey-Flyer [Download](#)

REMPPO-Public-Transportation-Survey_English [Download](#)

REMPPO-Public-Transportation-Survey_Spanish [Download](#)

On behalf of the Radcliff/Elizabethtown Metropolitan Planning Organization and Mike Skaggs, Project Manager, thank you in advance for your participation! Your input is very important to us."

Sincerely,
Patty Dunaway

Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com

DO YOU TRAVEL IN HARDIN OR MEADE COUNTY? OR DO YOU NEED HELP WITH TRANSPORTATION?

Then please fill out this Survey!

The Radcliff/Elizabethtown Metropolitan Planning Organization (REMP) is seeking information to support their Public Transportation Study. Your responses will help determine what the public transportation need is for the area.



How to participate:

Scan the code with your phone or go to www.radcliff-elizabethtown-mpo.org and complete the survey.

Please complete by **April 5th at Midnight.**
Paper Copies Are Available - when completed send to:
REMP | 750 S. Provident Way | Elizabethtown, KY 42701

REMP
PUBLIC TRANSPORTATION STUDY

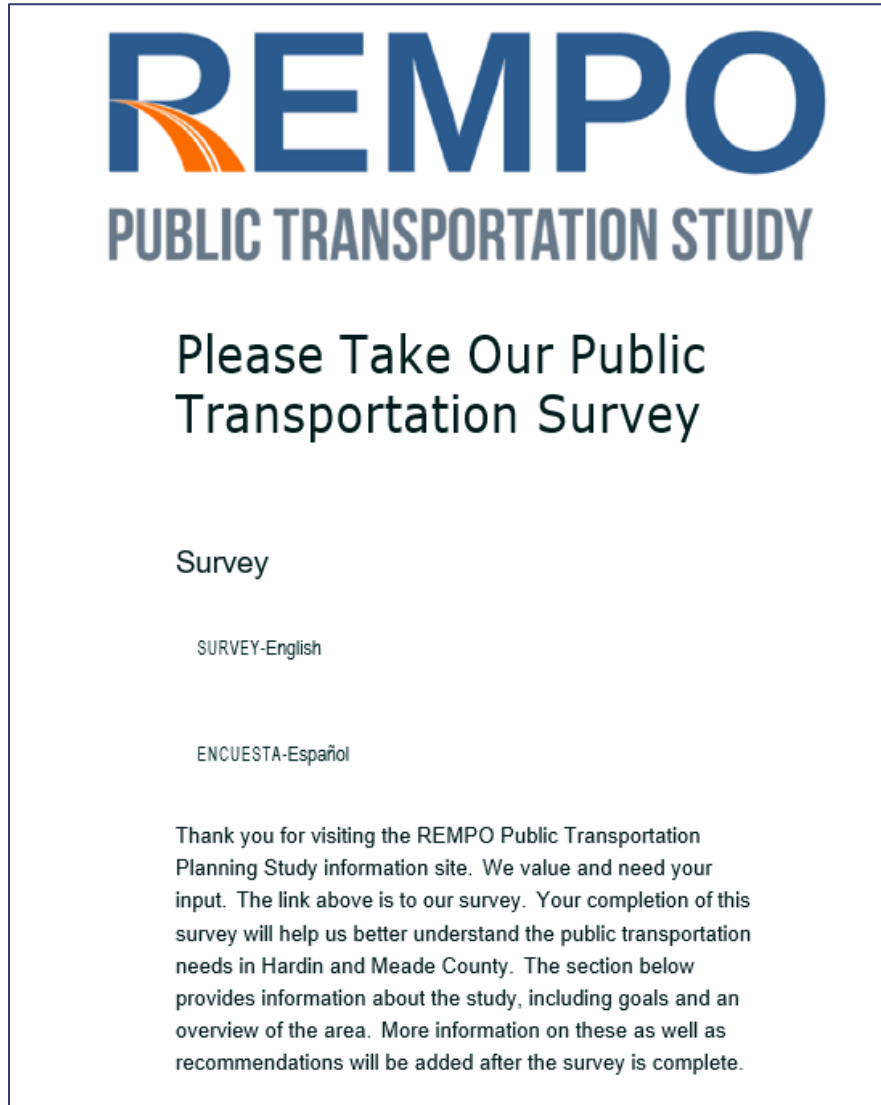
Trackback from your site.

APPENDIX F



Appendix F – Story Map

Outreach efforts also included the creation of an accessible, web-based “Story Map” that was housed on the REMPO website and served as an interactive summary of the study and was updated periodically during the study. A screenshot of the Story Map announcing the survey is shown below.



APPENDIX G



Appendix G – Public Survey

Public Survey

A public needs survey was conducted to collect input on the needs, perceptions, and the future of public transportation from residents throughout the REMPO region. The MPO and stakeholders provided advantageous feedback during the development of both the English and Spanish versions of the needs survey. The survey was created using Survey Monkey and was open to the public from March 1, 2024, to April 5, 2024. They survey received over 1400 responses.

The purposes of the survey included:

- To understand the community patterns of the public.
- To gather the community's preferences on how they may use public transportation if available.
- To understand the community's values and preferences associated with public transportation service.

The survey was designed to work with both desktop and mobile devices along with printed versions of the survey made available for hard to reach or disadvantaged portions of the population. Nearly 150 printed copies of the survey were completed. Results of the survey are included on the following pages.

Figure G-1: Public Survey Poster



The poster features a light blue background with a white rounded rectangle containing the survey details. The main headline is in large, bold, blue and orange letters. Below it, a call to action is in blue, followed by a paragraph in black explaining the survey's purpose. A QR code is on the right. Below the QR code, participation instructions are in blue and black. At the bottom, a deadline and contact information are in black, and the REMPO logo is on the right.

**DO YOU TRAVEL
IN HARDIN OR
MEADE COUNTY?
OR DO YOU NEED HELP
WITH TRANSPORTATION?**

Then please fill out this Survey!

The Radcliff/Elizabethtown Metropolitan Planning Organization (REMPO) is seeking information to support their Public Transportation Study. Your responses will help determine what the public transportation need is for the area.

How to participate:
Scan the code with your phone or go to www.radcliff-elizabethtown-mpo.org and complete the survey.

Please complete by **April 5th at Midnight.**
Paper Copies Are Available - when completed send to:
REMPO | 750 S. Provident Way | Elizabethtown, KY 42701

REMPO
PUBLIC TRANSPORTATION STUDY



Public Transportation Survey

The Radcliff/Elizabethtown Metropolitan Planning Organization conducted a public survey to collect supporting information for the Public Transportation Study that would help determine what the public transportation need was for Hardin and Meade Counties. The survey was open from March 1, 2024 to April 5, 2024 and was advertised on social media and through local channels. The following is a summary of the results.

Issues & Concerns

Do you currently own or have access to a personal vehicle?

- Yes - 82.40%
- No - 17.60%

How many days per week do you currently travel?

- 0-1 - 4.42%
- 2-3 - 11.03%
- 4-5 - 27.53%
- 6-7 - 57.02%

What time do you usually arrive at work/school?

- 7 AM – 8 AM - 42.46%
- 8 AM – 9 AM - 20.18%
- 9 AM – 10 AM - 8.73%
- Other - 28.63%

What time do you usually leave work/school?

- 3 PM – 4 PM - 22.32%
- 4 PM – 5 PM - 27.75%
- 5 PM – 6 PM - 22.39%
- Other - 27.54%

How do you usually get around? (Check all that apply.)

- Walking - 14.73%
- Bicycling - 3.16%
- Personal Vehicle - 54.95%
- Carpool/Ride with Friend or Relative - 16.55%
- Demand/Response Service (TACK) - 3.63%
- Vanpool - 1.24%
- Taxi, Uber, Lyft, etc. - 5.64%
- Every Commuter Counts Service (MBTA) - 0.10%

REMPO
PUBLIC TRANSPORTATION STUDY

Do you use any of the following public transportation services?

- Demand/Response Service (TACK) - 9.77%
- Taxi, Uber, Lyft, etc. - 20.60%
- Every Commuter Counts Service (MBTA) 0.13%
- Vanpool - 2.47%
- I do not use any public transportation services - 67.02%

How many days per week do you currently use public transportation?

- 0-1 - 87.66%
- 2-3 - 4.75%
- 4-5 - 3.69%
- 6-7 - 3.90%

What do you consider the top benefits of using public transportation services? (Check all that apply.)

- Reliable alternative if other transportation is unavailable - 37.17%
- Wheelchair accessible / paratransit needs - 13.60%
- Spending time working/resting/ reading/socializing rather than driving - 11.16%
- Cheaper than owning a car or paying for ride-hailing service - 19.26%
- Reduces vehicle emissions and improves air quality - 18.82%

What type of trips would you consider making if public transportation were more readily available? (Check all that apply.)

- Commuting to work - 22.70%
- Commuting to school - 7.72%
- Medical Appointments - 22.31%
- Recreational / Social Trips Shopping or personal errands - 26.76%
- Workday business meetings or professional gathering - 10.60%
- I would not consider using public transportation services - 9.91%

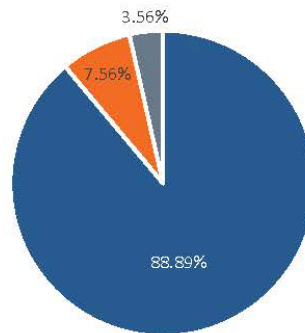
REMPO
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Demographics

To help the project team gain a better understanding of the transit users and potential users in the counties, the following demographic questions were asked.

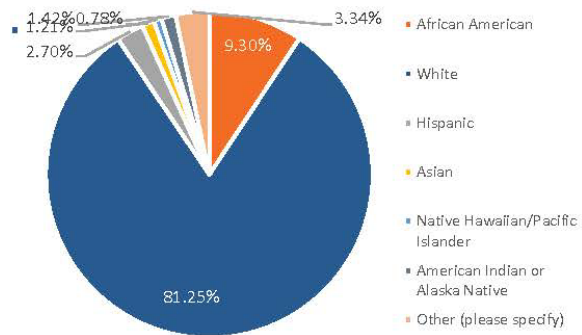
In what County do you live in?

- Hardin - 1200
- Meade - 102
- Other - 48



I identify as: (Check all that apply.)

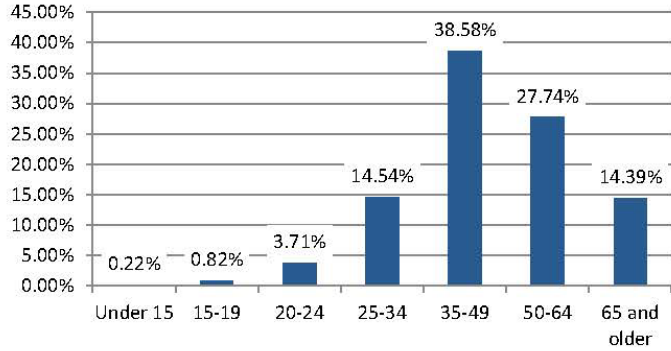
- African American - 131
- White - 1144
- Hispanic - 38
- Asian - 17
- Native Hawaiian/Pacific Islander - 11
- American Indian or Alaska Native - 20
- Other - 47



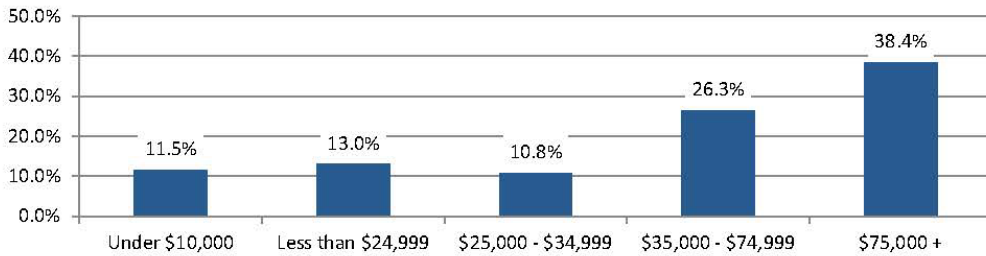
REMPO
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My age is:

- Under 15 - 3
- 15-19 - 11
- 20-24 - 50
- 25-34 - 196
- 35-49 - 520
- 50-64 - 374
- 65 and older - 194



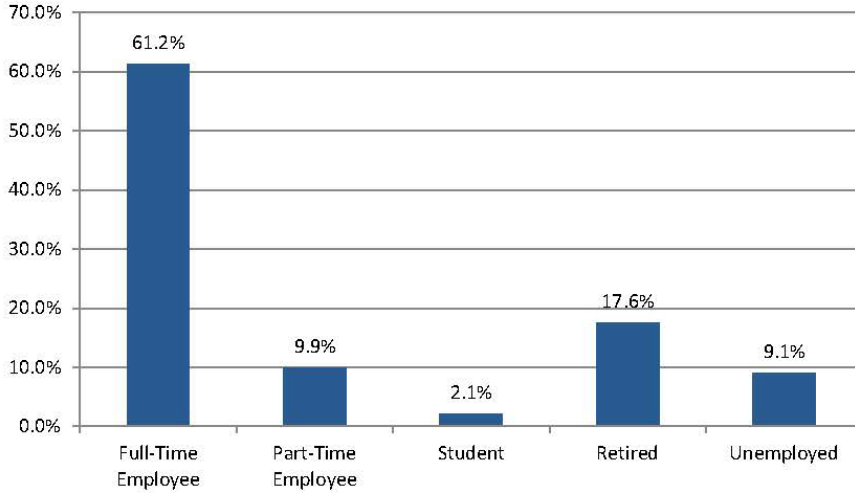
What is your total household income?



- Under \$10,000 - 152
- Less than \$24,999 - 171
- \$25,000 - \$34,999 - 142
- \$35,000 - \$74,999 - 347
- \$75,000 + - 506

REMP
PUBLIC TRANSPORTATION STUDY

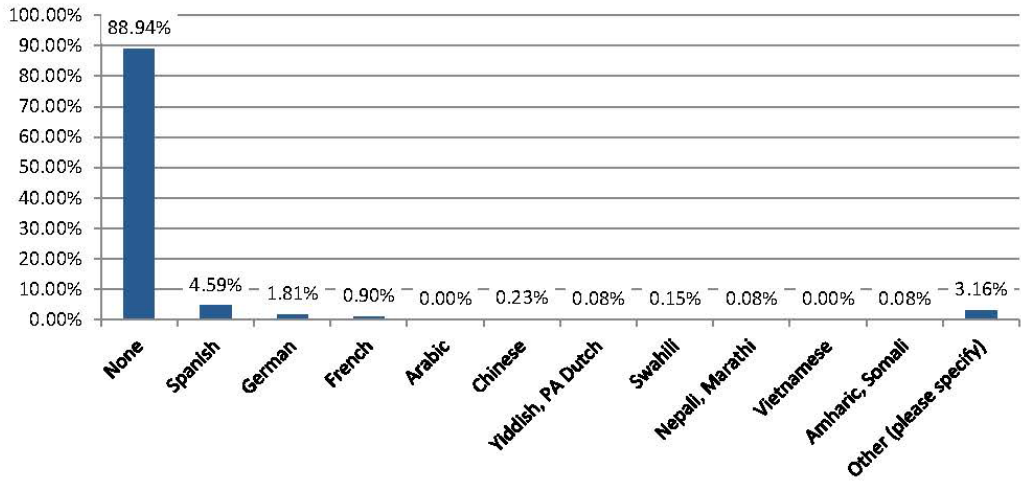
Which of the following best describes your employment status? (Check all that apply.)



- Full-Time Employee - 826
- Part-Time Employee - 134
- Student - 29
- Retired - 237
- Unemployed - 123

REMPPO
PUBLIC TRANSPORTATION STUDY

What other languages are spoken within your household?



- None - 1,182
- Spanish - 61
- German - 24
- French - 12
- Arabic - 0
- Chinese - 3
- Yiddish, PA Dutch - 1
- Swahili - 2
- Nepali, Marathi - 1
- Vietnamese - 0
- Amharic, Somali - 1
- Other - 42

APPENDIX H

Appendix H – Stakeholder Interviews

Stakeholder Interviewed

Stakeholder input for the REMPO Public Transportation Study was gathered through 15 interviews from February 6, 2024, to February 15, 2024. The MPO invited a variety of stakeholders from major employers, transportation providers, and community leaders in Hardin and Meade Counties to participate in either virtual or in-person interviews. The meetings were transcribed to ensure feedback was accurately captured. Information gained from these interviews informed *Appendix I: Transportation Needs & Service Gaps* section. Those interviewed included:

- Baptist Health Hardin Hospital
- BlueOval SK
- City of Brandenburg
- City of Elizabethtown
- City of Radcliff
- City of Vine Grove
- Elizabethtown Community and Technical College
- Elizabethtown/Hardin County Industrial Foundation
- Family Scholar House Fort Knox
- Hardin County Chamber of Commerce
- Hardin County
- Meade County Economic Development
- Meade County
- Nucor Steel
- Transit Authority of Central Kentucky

Stakeholder Questions

The interview questions pertained to employee commuting patterns, transportation challenges, regional trends, and overall transportation goals. These are listed below.

Local Officials, Chamber of Commerce, & Community Leaders

- What do you see as the top destinations where workers, tourists, or others want to go within the region? (e.g. job centers, medical facilities, universities)
- What kind of feedback have you heard from your constituents about transportation barriers in Hardin and Meade Counties?
- Would your organization be willing to participate in creating stop locations, either through funding or direct labor? (e.g. benches, bus stop signs, local match funding)
- What would you want a public transportation system in the region to accomplish?
- Is there anything else you would like to discuss related to public transportation in the region?

Employer/Industrial Board Questions

- What are your days and hours of operation? (Weekends, night shifts, etc.)
- How do most of your employees currently get to work? (e.g. driving alone, carpooling, walking, or biking, taxi/Uber/Lyft)
- Does your organization offer any commuting or public transportation fringe benefits? (e.g. free bus passes, employee shuttle, tax-advantaged spending accounts, remote work/telecommuting, dedicated parking spaces for carpool vehicles)
- If not, would you consider providing such benefits?
- What would you want a public transportation system in the region to accomplish?
- Is there anything else you would like to discuss related to public transportation in the region?

Stakeholder Key Takeaways

Some key themes recurred across multiple stakeholder interviews, and the project team learned several lessons from stakeholders that will inform any potential service developments:

Interest in Carpooling

Many commuters and students are open to carpooling or vanpooling, and some employers already have programs to facilitate carpools. Carpooling and vanpooling can originate at either private residences or at regional park-and-ride locations.

Existing Transportation Options Leave Significant Gaps

Major destinations are decentralized across a wide area, making mileage-based fees prohibitive for many students, medical patients, and commuters.

A lack of transportation options is significantly impacting residents' abilities to seek or complete the kind of education and training that would help fill much-needed jobs in industrial and healthcare positions. These transportation barriers are also impacting potential tax revenues.

Longer service hours are needed for students, medical patients, and employees working second and third shifts.

Broad Support for Expanding Public Transportation

With new industries and large employers moving into the region, the time is right to invest in public transportation.

TACK is willing to partner with REMPO and stakeholders to take the next steps for expanding and enhancing public transportation services to Hardin and Meade Counties.

Local government officials are open to providing assistance with signage, benches, talking with business owners, coordinating with KYTC about park-and-ride facilities, and potentially addressing funding needs.

Stakeholder Interview Notes

BLUEOVAL SK – February 6, 2024

Attendee	Organization
Mike Skaggs	REMPO
Joel Propps	Ford/BlueOval SK
Lisa Flaherty	BlueOval SK
Jeff Mills	BlueOval SK
Patty Dunaway	MBI
Emily Webb	MBI
Karen Mohammadi	MBI
Porter Stevens	MBI
Amy Williams	TSW Design Group

Discussion

Patty began by conducting introductions and Mike went over the project background. She then inquired about the status of the first facility’s opening and what type of schedule the employees are likely to have. Joel indicated that they are continuing to hire in 2024, are installing equipment, and start of production in early 2025. They are looking at a 24/7 operating schedule with shift changes to be determined, but it is anticipated to be a 6:00 am start time.

They are still doing studies about optimizing and looking at different product lines, but they anticipate that 2,500 employees are likely how many they will be starting with at the first facility. They do not have a timeline for reinitiating the construction of the second facility or when it will become operational.

Patty inquired whether they had considered busing for the construction staff or for facility staff next year. Joel stated that Lisa and Jeff are from KY (he is from Detroit), and they know that the further out from the facility there will be more of a need. They have had different rideshare companies reaching out. Jeff indicated that he previously working for a company (Akebono in Elizabethtown) with up to 1,800 employees that pulled from surrounding counties. Most people drove, but then some would get dropped off, especially temporary employees. They had a temporary population of about 400, although some permanent folks would also get dropped off. They were running 3 shifts a day, and there would be double digits some days of cars waiting to pick people up. So, they need to account for having an area for those drop offs and pickups at BlueOval SK facility.

Patty inquired whether the need for a waiting area or turn radius for a bus was considered during construction. Joel stated that they were not the lead on construction, but he didn’t believe that those were considered. Next, he was asked about commuter benefits for employees. He stated that this was discussed for the BlueOval SK plant in TN, and that they would like to hear more about it including options. Emily explained how other companies have used pretax employee savings accounts to incentivize the use of public

transportation in other parts of the country. Also, branded buses are used that are funded by an employer through advertising, etc.

Lisa asked if the system that is being proposed would be for the general public or just their employees. Patty indicated that the study is looking at both and that REMPO will be promoting a survey for the public about their needs (shopping, healthcare, education), but getting transportation to employment centers is of big importance. Joel asked about the cost to use this service. Emily replied that for members of the public, it's many times cheaper than having to buy a car or using a taxi every day. And employer benefits can subsidize that or incentivize it some other way, as previously mentioned.

Lastly, Patty asked if the numbers from the HCCC impact study from last year still hold. Lisa stated that the employment numbers should still be the same, although she wasn't around for that study to know exactly. Finally, Patty asked what they would need from a public transportation system and Joel indicated that they would discuss and get back with the team.

HARDIN COUNTY CHAMBER OF COMMERCE – February 6, 2024

Attendee	Organization
Mike Skaggs	REMPO
Margy Poorman	Hardin Co Chamber of Commerce
Patty Dunaway	MBI
Emily Webb	MBI
Karen Mohammadi	MBI
Amy Williams	TSW Design Group

Discussion

Patty completed introductions, Mike discussed the plan for the study, then Patty asked what the top destinations in Hardin County are for workers and other people. Margy answered that it is key to get people to the industrial parks and employees to Fort Knox (especially civilian workers). Other obvious locations are ECTC, the hospital, recreation centers (the Etown Sports Park, Freeman Lake Park), and the career center on Ring Road (adjacent to the industrial development foundation). Patty asked if Fort Knox has indicated a push for civilian employees. Margy stated that Colonel Ritchie and Jim Bradford talk frequently about hiring civilian childcare professionals, teachers, and other on the base. They need workers, and they're having a hard time filling some of those starting salary jobs. She stated that in the summertime when there's a lot of tournaments at the Sports Parks and transit would help alleviate the traffic there. The hotels are booked on the weekends (primarily near Exit 94 off I-65). She suggested that Jana Clark could tell the team more about that need. Approximately 160,000 people visit the Sports Park each year. Patty asked who is responsible/oversees the Sports Park, as there may be an opportunity for the empty buses to be used for

hire on weekend. Margy stated that it is a combined effort between City and Tourism to fund the Sports Park. She said she could also picture some of those buses being EV and having a sponsor for them. Amy added that the amphitheater project could include trolleying people back and forth as well.

Patty asked what kind of feedback the Chamber may have received regarding barriers to transportation. Margy stated that sometimes, unfortunately, we're not going to the source of who is feeling that barrier. So much of what we talk about is from a place of privilege, but we really need to have a focus group to talk to people who are experiencing those barriers. Right now, it's peer-to-peer conversations. Patty added that we are developing a public survey in English and Spanish and asked if the Chamber could help disseminate it. Margy agreed and stated that a prime opportunity would be at job fairs, as that's an opportunity to have that conversation and/or disseminate a survey. The Chamber puts on a job fair in September in Hardin County. Patty asked if the Chamber had a record of attendees to those job fairs in that past that the team could send the survey, and Margy stated she would check on this.

Patty then mentioned that the area cities are very interested in helping with transit signs, benches, and funding to get public transportation off the ground. For example, Georgetown partners with local government to help alleviate the need for transit agency-owned infrastructure by using public parking for transit. She asked if Margy thought any businesses or industries that would be willing to partner with transit services. Margy replied that if she were to put something out in a newsletter, the first question will be, "What will this cost me?" So, she would need a cost figure (like how much for a bench per year, etc.) and would need to know what it would look like. She added that perhaps underused parking at the mall or in excess right-of-way could be used. Margy stated that in terms of transit, her main goal would be to connect workers to jobs. She thinks tourism plays a nice role, but the most important thing is to help supply employees to workplaces to help keep those businesses going strong. She added that she is excited for this potential public transportation. She was aware that there have been some starts and stops, but asked if not now, then when? This type of service will be very helpful to the area.

She then suggested that the team look at the BlueOval SK Economic Impact study that the Chamber completed at: <https://hardinchamber.com/energystate/>. The Chamber had quite a bit of buy-in from the private sector, but the public sector was also interested. And one of the interesting components of the deeper study looked at Reno, NV, and the number of people they bused out there. That facility is out in the middle of a desert, so they needed to get people out there. Then she added that Warm Blessings helps feed people, and she thinks that getting people transportation to a job could really help people. So, going deeper than just asking the professionals could really help.

ECTC AND FAMILY SCHOLAR HOUSE – February 7, 2024

Attendee	Organization
Mike Skaggs	REMPO
Breanna Phillips	ECTC Trio Student Support
Lynette Kennedy	Family Scholar House
Patty Dunaway	MBI
Karen Mohammadi	MBI
Porter Stevens	MBI
Amy Williams	TSW Design Group

Discussion

Patty led introduction and Mike explained the purpose of the study. He explained this is the 3rd time REMPO has done a public transportation study. The 2005 study was an in depth look at the needs for public transportation but was never funded. The 2013 Implementation Study detailed routes and costs but it too was never funded. With the current economic growth, the community is expressing that a new study is needed. Mayor Gregory requested this study given the impacts of BlueOval SK in Glendale and NUCOR in Brandenburg.

Breanna introduced herself and stated she is the Director of Trio Student Support Services at the college. She oversees a federally funded program, and works with 1st generation students, low-income populations, students with disabilities and therefore many of those with special transportation needs. Lynette also introduced herself. She is the Coordinator with Family Scholar House where she tries to break generational poverty working through generations (parents and kids). She works with students with non-academic barriers, including transportation.

Patty asked in what other areas do they see a need. Breanna replied, healthcare facilities. Her husband is a nurse and works with a lot of people on WIC and transportation access is key. Other areas are basic retail needs, shopping, Glendale with construction going on, and downtown for tourism. Lynette added to Breanna’s list, stating they need retail to meet basic needs as it is hard for people to meet all basic needs at Walmart, or just being dropped off in one general area. Other factories in the area, like Metalsa, could use transit if it could match up with different shifts. Also, she added Warm Blessings Community Kitchen is another area where there are a lot of individuals who need transportation.

Patty asked if there are any job fairs that they will participate in where we could hand out literature about study, survey, etc., to those that need it the most. She then asked what transportation barriers have they heard about from the students. Breanna stated that she hears that students don’t have money for gas, car repairs. They provide a lot of supplemental tutoring for classes and suddenly a student will disappear because they can’t afford to make car repairs (tires, etc.). The high cost of other currently available transportation options is also a problem, along with reliability. Students can’t count on others to get a ride when they have classes. They use TACK but sometimes they simply can’t afford it or pick up times don’t

align. A lot of people carpool with folks from their neighborhood and try to schedule their classes at the same time, but those don't always align due to different classwork/majors.

Lynette added that they have a lot of students who don't even have a driver's license or permit. How can they get access to other transportation modes? Many have insurance issues with their car, tags are removed, and cars are impounded, then they must pay a six-month insurance premium (can't pay it) and at a higher monthly rate (\$300 a month) just to enroll in a class. Also, since students have a hard time affording car repair and gas (up to \$1500 a month) there are not a lot of feasible transportation options. TACK is not on-demand, but the students must call ahead so it is hard to schedule for all students. It is also \$2 per mile so not affordable for many students. They have tried to partner with other transportation services, but distances within service area still make providing transportation services expensive, infeasible.

Breanna stated that they serve a 10-county region and have several satellite locations in the region. She added that libraries are also a good location as student travel there for online classes. They have multiple campuses but sometimes they are too far for students to get to, or they need other locations that have reliable internet so students can attend classes.

Patty inquired whether bus passes be a possible option for the students. Breanna stated that she couldn't commit to anything but would be open to anything that would be helpful for students. She would also be interested in exploring how the college could participate in the implementation process, included developing bus stops with signs. She was asked how many students live in Hardin County or Meade County. Breanna didn't know any exact numbers but stated that the majority are in Hardin County.

Next, they were asked if park and rides be a potential option for the area, gathering places for a local area that a shuttle could pick up students. Lynette stated that she agreed that this would be helpful and prior to the meeting she spoke to students about their barriers. A lot of students are in the West Point, Vine Grove, or Radcliff areas. Taxis are \$35 one way or \$70 a day, so it is not sustainable. She asked the students if they would be able to get rides to a local pick-up location that would take a group of students to school (like Dodge's Chicken or intersection on Joe Prather Highway), and they felt that was doable. Patty stated that West Point and Muldraugh are pretty far north, but if people are traveling from there then the study should consider those areas.

Next Patty asked them what they would want transportation system to accomplish. Breanna stated that she works with disadvantaged populations who are committed to bettering themselves and are the types of people that Kentucky needs. It is not right for them to be walking for three hours to keep their job. Also, the community benefits of mobility - accessing jobs, amenities, etc., through reliable transportation. She added that from a sustainability perspective, with the area soon to be battery capital of the world, she would like to see electric buses.

Lynette stated that public transportation will solve so many barriers for people and would remove the task for staff who often have to pick up students. TACK doesn't run past 5:00 pm, so it is not convenient especially for those with evening jobs. TACK is asking people to do things that are not realistic. High school students in Glendale can't even get started toward college because their family may not have transportation, they can't get a ride to school if they miss the school bus, much less connect with a job. A bus transportation

system taking kid to school would be important. Free bus passes would be preferable and cheaper than the gas cards the school is using now.

Breanna added that we are forcing people to do things/not do things because they don't have consistent transportation. There are programs and activities at the college that must be in person. Forcing people into other career paths that they can do remotely means they can't complete programs that the state really needs (advanced manufacturing, nursing, car repair, etc.). Also, some students with documented disabilities, are not well equipped to do classes in online setting. It becomes cyclical, they start missing classes, then failing classes, setting them up for bad circumstances. Transit system including a stop at main campus would significantly improve outcomes.

Patty asked if there was any overlap between Glendale training site and main campus. Breanna stated nothing significant yet. They have talked about shuttle program between satellite campuses and the main campus, but nothing solid yet. She said they had a couple of conversations with TACK years ago about satellite connections but that is as far as it went. Mike stated that Glenn has been at TACK 3 to 4 years, and suggested she explore that idea again with TACK under his leadership since they are more open for those kinds of agreements.

Lynnette added that she would like to see some other transportation options like scooters and electric bikes and asked if perhaps they be implemented sooner than a large transit system. Amy added that Elizabethtown's Comprehensive Plan has guidelines for pedestrian connections from streets to buildings and these mobility options can be more strengthened into regulations.

Karen asked if they had any sense of how many students would not drop out because of transportation issues. Lynette stated that in the last two years she estimates that 100-200 students had this issue. She had scheduled 5 rides this week already. TACK and other transportation systems don't meet needs. Some students can't even get transportation to driving school so they can get a driver's license. Breanna added that the information on three-year graduation rates show it is 52.3% for the current three-year window (the time a person can typically finish an associate degree) and in the Fall of 2021 they had 38,000 students enrolled.

ELIZABETHTOWN, RADCLIFF, AND VINE GROVE MAYORS – February 6, 2024

Attendee	Organization
Mike Skaggs	REMPO
Mayor Gregory	Elizabethtown
Mayor Duvall	Radcliff
Mayor Ogden	Vine Grove
Patty Dunaway	MBI

Discussion

Mayor Gregory hosted this meeting at his office in Elizabethtown City Hall. Patty and Mike began by providing an update on the study thus far. Mayor Gregory reiterated that he was getting a lot of interest and questions about a local public transportation system, which is why he requested the MPO to conduct the study. The local officials agreed that the needs have increased due to the needs for employees at major industries/businesses, adding to the existing transportation needs to provide reliable transportation to education, medical facilities, for basic needs such as groceries, as well as for those who do not drive such as the elderly. All three mayors said they are willing to assist in talking to local businesses about using parking areas, providing signs and benches, and in consideration of funding.

ELIZABETHTOWN/HARDIN COUNTY INDUSTRIAL FOUNDATION – February 7, 2024

Attendee	Organization
Mike Skaggs	REMPO
Rick Games	Elizabethtown/Hardin County Industrial Foundation
Patty Dunaway	MBI

Discussion

Patty and Mike began discussions with Rick, having known and worked with together over the last 25 years no introductions were needed. Rick shared his knowledge about the transportation methods of employees getting to and from the Industrial Park areas. He stated the majority drive alone, with a few carpooling and some occasional biking or walking. He did know of some being dropped off or using TACK occasionally but that is not consistent. He stated that one factory would be closing at the end of 2025.

When asked if busing has been considered in the past, he stated it never got traction. But he felt that a bus service would be of interest because it would open up more employees to the job market, as well as to provide necessary needs to be met such as accessibility to groceries and pharmacies. Rick told a personal story of a man who walked from Radcliff when his vehicle was broke down, getting rides when possible and sometimes taking up to 3 hours to get home, all to keep his job.

Most importantly, Rick stated that he is very often asked by potential industry partners if a bus service is available in Hardin County. Therefore, he believes it will open a whole new group of people for jobs.

HARDIN COUNTY – February 8, 2024

Attendee	Organization
Mike Skaggs	REMPO
Judge Taul	Hardin County Judge/Executive
Patty Dunaway	MBI

Discussion

Patty and Mike met in-person at Judge Taul’s office. Judge Taul stated that his highest priority for the study is getting people to work. He discussed the industries along Black Branch Road as well as the new BlueOval facility, considering possible routes down US 62 to take employees to and from work in Elizabethtown and Glendale. He said the county would be willing to participate in park and ride facilities, discussed possible uses for buses on the weekends, and the desire for future parks in Hardin County. He brought up the Boone, Kenton, Campbell counties partnership in multiple projects especially the efforts to get jobs for those getting out of jail. He suggested the use of paper copies of the survey for people to fill out at Warm Blessings and his hope that the survey would spark some interest and good input. The Judge wanted to share the plans for future Glendale build out and dense housing in Sonora. He recommended we review the new county comp plan, looking at future zoning, etc. Patty shared that TSW is a partner on the consultant team and will be bringing that up-to-date information to the study.

MEADE COUNTY – February 8, 2024

Attendee	Organization
Mike Skaggs	REMPO
Judge Kok	Meade County Judge/Executive
Mayor Pace	Brandenburg
Tom Bridge	Meade County GIS Coordinator
Patty Dunaway	MBI

Discussion

Judge Kok hosted Patty and Mike in his Judge/Executive Office in Brandenburg. Newly reappointed Brandenburg Mayor Pace and Meade County GIS Coordinator Tom Bridge joined the meeting. The group talked about the needs for healthcare access, both to facilities in Elizabethtown and military healthcare both on Ft. Knox and in Louisville (VA hospital – new one being built in Brownsboro Road/I-265 area). The frequent use of TACK was discussed, along with the limitations such as having to call in advance and lag time in returns. Paratransit usage example was given by Judge Kok for family member. He stated it works well but that these situations are handled differently (stay with rider throughout the trip and billed through Medicare/Medicaid). When asked about participating in talking to businesses and creating stop locations, Judge Kok and Mayor Pace were willing to assist. They mentioned that the small communities in Meade

County such as Otter Creek, Flaherty, and Garrett would benefit from routes or access to public transportation off US 60. They are willing to evaluate and discuss with KYTC the possible use of excess rights-of-way for building park and rides as well as suggested businesses such as Big Lots and Kroger as potential locations for stops.

The growth in the Meade County Industrial Park area was discussed, focused around Nucor and the other companies that support it as contractors such as SMS and Levy. Mayor Pace, who serves as Economic Development Director for Meade County, also mentioned other industries such as Monument Chemical and the airport (with planned expansion) as other potential stakeholders for the study. In addition, the possibility of talking with Dr. Martin, Superintendent of Meade County schools and the use of an app for payment when using a future bus system were discussed.

FT. KNOX – February 8, 2024

Attendee	Organization
Mike Skaggs	REMPublic
Jim Bradford	Deputy Garrison Commander
Patty Dunaway	MBI

Discussion

Patty and Mike joined Jim virtually to discuss the study. Jim explained the changes since 2020 on Ft. Knox with transitioning soldiers, retirees, veterans, etc. as well as the daily access through the gates going from 20,000 in 2020 to 12,000 now. He explained there are spikes in the 4-month summer period but with HR Command, Recruiting & Cadet Command, etc. being a remote/hybrid work environment the numbers are not expected to go back up.

He mentioned the on-going partnership with TACK for vanpools, that continues to work well, and the previous bus route system that existing on Ft. Knox. He stated that their needs would be addressed by continued vanpool and possible small buses (not so much of a need for large buses) to go to central/direct locations. He said the base could work through access at the gate, as is done on other bases. However, he did explain that TACK was insufficient for needs of young soldiers to get to and from other locations while on leave/outside work hours. This Generation Z group wants better ability to Uber/Lyft as they are used to in other areas. They need access 24/7.

Patty asked about needs for employees in lower salary range, as mentioned by Margy at the Chamber of Commerce. Jim mentioned that the base currently only had 71% of childcare providers and 78% of security guards that are needed. The issue is this is shift work (not just 9:00 – 5:00) which makes the hours difficult for public transportation. He also mentioned that more people are moving east of I-65, towards Bardstown area.

Jim provided his thoughts on the need for public transportation to help Ft. Knox to help with Base Operations Readiness (with opportunities to park and ride to reduce personal costs) and Quality of Life Opportunities (for soldiers to safely ride to and from desired locations). Lastly, he talked about the Mass Transportation Benefit Program (MTBP) that offsets up to \$315 per month of transportation costs for those working on Ft. Knox through the Every Commute Counts (ECC) program. ECC utilizes vanpool offered by TACK where one of the riders is vetted and assigned as the driver of the van to take his colleagues to and from Ft. Knox daily. Jim believes that others (Nucor/Blue Oval/factories) can follow this model. It can be advertised through the company (as Ft. Knox does to employees) and interested staff can be linked together to determine the best scenario for their group.

BAPTIST HEALTH HARDIN HOSPITAL – February 9, 2024

Attendee	Organization
Mike Skaggs	REMPO
Erin Priddy	Baptist Health
Melanie Sheckles	Baptist Health
Rebecca Deaton	Baptist Health
Patty Dunaway	MBI
Porter Stevens	MBI
Shawn Dade	TSW Design Group

Discussion

Patty led introduction and Mike explained the projects. Melanie asked if this was about the transportation needs in the patient populations they serve. Erin suggested partnering with the career center and the Warm Blessings local food shelter as well as working with local schools identifying transportation barriers for local students. She stated that all these groups are going to have the same things to say. She worked in a cardiologist office and their patients would have an acute medical need to meet with a physician immediately (same day or next). She mentioned TACK has three-day lead requirement, so they can't schedule transportation. Without the ability for these patients to get to an appointment, it becomes an emergency room visit. Also, TACK won't take babies, unless they are breastfeeding, so new mothers can't use the service.

Melanie added that dialysis patients use TACK, but with TACK it is hard to get them to come back and pick up patients, and end of day appointments can run outside of TACK hours of operation. Rebecca stated that Baptist Health Hardin serves a 10-county service area with 400,000 people. It is the only big hospital in the region, and 1st and 2nd place in KY for emergency department visits with 200+ per day. They have a major issue at the hospital with getting patients back home. She wasn't sure what TACK's operating hours are but stated that some dialysis sessions are 4 hours, and the patients won't have transportation to take them home. The hospital can spend \$1500-2000 a month on transportation to home, which is not charged to insurance, just to get open beds to be able to see waiting patients. Also, it is a hub for drug rehabilitation, sober living, etc., so they have an issue with transient populations.

Erin stated that they do a lot of work in outlying counties, particularly Larue and Meade County. For some services however, like MRIs, mammograms, etc., the patients must come to Hardin County. Some patients can't afford to come to hospital and are missing screenings and important appointments. It was also noted that if patients use TACK, they just get dropped off at front door. She said that they could potentially be open to hosting a bus stop/ facilities, but that would have to be a conversation with their senior team. They know that transportation is a big issue, but she couldn't commit without the senior team giving an okay.

Erin also said that something else to consider is that primary care offices are throughout Hardin County would need to be considered for stop locations. They have a list of those other care locations and will provide. Currently, they are building a pavilion for specialty practices. Rebecca added that they also have a

list of Urgent Care facilities for folks with sore throats, etc., so they don't have to come to the hospital emergency department. She said most of their discharges come after 2pm, same time as the emergency department is ramping up. Service times needs to be beyond banking hours, and almost to midnight would be good. Erin added that you could say they are out by noon, but many factors that need to be considered before patient is discharged, so it is hard to meet that.

Rebecca stated that the top three counties that their patients come from are Hardin, LaRue, and Meade; they consider that to be their primary service area. She said they also deal with CATS and GRITS transit services for other counties. Melanie said they primarily deal with TACK and GRITS.

Erin said they go to a lot of Feeding America sites, and already have dates lined up for multiple locations. They go to Warm Blessings quarterly. They can ask the nurses to give a hard copy of surveys to patients. On March 21st the Hardin County Cope Resource Fair will be held, which provides resources for people dealing with substance abuse issues. She offered to connect the team to those efforts to provide surveys there and stated that if REMPO sends a file they can make copies but will need to know where to send them when they are completed. She also offered to post it to their social media if its online. If there is a flyer with a QR code, she stated that they could post it in the emergency department which may be more effective than having hard copies of survey.

Melanie added that they could also put flyer with QR code in community health clinics. Erin recommended sending the information or link to Feeding America. They are a big help with connecting with underserved populations. She stated she could provide contact information. She said the team should also talk to family resource counselors at schools, as a more effective contact than superintendents. Finally, Erin suggested putting the flyer with QR code in Immediate Care Centers.

NUCOR STEEL – February 9, 2024

Attendee	Organization
Mike Skaggs	REMPO
Brian Robinson	NUCOR
Wesley Marsh	NUCOR
Patty Dunaway	MBI
Emily Webb	MBI
Amy Williams	TSW Design Group

Discussion

Patty initiated the meeting by asking if NUCOR is fully operational now. Brian responded that they are and have about 460 Nucor employees. Levy and SMS are contractors for NUCOR that perform scrap unloading services (on their site) and build caster operating equipment and perform equipment repair. With both of those on site at NUCOR’s facility that adds more than 40 employees for SMS and additional 75 with Levy, separate from NUCOR’s 460 employees.

Patty then inquired about the plant’s schedule. NUCOR’s operation is working 24/7, typically operating 360 days a year. Their shift changes are two, 12-hour shifts (7am-7pm, 7pm-7am), but people usually get in around 6:30. They work 4 days on and 4 days off.

Most of NUCOR’s folks are driving on their own vehicles, with the majority being single drivers. There is basically no walking or biking on their site due to safety with large equipment moving around.

As for transportation issues, Brian stated that they occasionally have someone who has their car breakdown, but he was unaware of anyone having to resign or be seriously inconvenienced due to lack of transportation. They have a few open spots still, but just a limited number. He indicated that transit is not something that’s been on their radar but if it became an issue, they’d consider it.

The largest group of their employees primarily come from Meade County, with Hardin County being next, followed by Breckinridge County. They have a few teammates from southern Indiana, with majority within a 1-hour radius of Brandenburg.

Patty then asked what they think should be a goal for transit in the region. Brian indicated that public transportation hasn’t been something he’s very familiar with at any of their locations. With their 12-hour schedule, the transportation would need to be broad.

Patty concluded the meeting noting that employees at Fort Knox apparently take advantage of TACK’s vanpool program and that maybe this would be beneficial for their employees who live an hour away. She also explained that a StoryMap website would be launching in a couple of weeks and a survey going out soon and asked that NUCOR help the team by sending the survey out to your employees. Brian indicated that would not be a problem.

TACK – February 15, 2024

Attendee	Organization
Mike Skaggs	REMPO
Glenn Arney	TACK
Dia Johnson	TACK
Patty Dunaway	MBI
Karen Mohammadi	MBI
Porter Stevens	MBI

Discussion

Mike provided an overview of what REMPO is hoping to achieve with the study as well as some history on previous plans. Patty shared some of the outcomes from other stakeholder meetings. In response to the hospital concerns, Glenn noted that a stop at the hospital would be good, but they just can't do that within the system that they have now. With expanded service he would like to see a stop at Baptist Health and their satellite facilities. Patty asked if TACK had already considered expanding services, but other than the previous studies Mike mentioned, TACK has not done anything in this regard. Glenn added that the TACK board is aware of this study and once they have more information, they will discuss such changes, but the board is in a neutral position now. Patty mentioned the interview with the hospital and their concerns on late afternoon discharges and how that was a concern. She asked what TACK's operating hours are currently. Dia stated that they run from 4:00 AM to 7:00 PM five days a week. On Saturdays, they provide trips for patients needing life sustaining dialysis, chemo wound treatments, etc.

Patty explained that part of the study's scope is to determine potential destinations. Glenn replied that for fixed transit they would need to have a set of locations for stops. Patty indicated that the team would use the SurveyMonkey survey, to be active in the very near future as well as the StoryMap website, to gain public input on desired stop locations and other information. Results of the survey will be displayed on the website so everyone can access and review the suggestions. Patty then shared the StoryMap on screen with the group. A link to the SurveyMonkey survey that is being used to collect information will be included as well. She added that the team is asking partners to share the StoryMap location and help disseminate the information and survey. She asked TACK to consider sending it to every contact in their distribution lists so that more people will have access to the survey and updated information.

Patty discussed other stakeholder meetings including Jim Bradford and his staff at Fort Knox. Porter also talked to Fort Knox to get information for them on Every Commuter Counts. Next Patty mentioned the stakeholder interview with Brianna Phillips of ECTC and Lynette Kennedy of Family Scholar House. They explained the issues of the students, including needing gas cards and being located far from school. Glenn noted that TACK's hours don't match the students' needs. Patty related what Lynette mentioned about people who live in Muldraugh and West Point have stated they cannot get to school and work in Elizabethtown, and Glenn responded that it is very expensive to serve that area since it would likely be an empty bus going up there.

Glenn stated that they are planning a visit to Georgetown Transit in March to learn more about their system and perhaps some other similar systems. He will provide a list of places he and Dia are considering visiting, such as Owensboro, Paducah, and Danville. He mentioned that one big issue they have is facility space for maintenance needs of existing fleet and definitely if bus fixed routes were established. He wants to learn from Georgetown how they manage their staff, etc. He added that they are all members of Kentucky Public Transit Association (KPTA) and the group is great at sharing information.

Glenn stated that local government has been interested in fixed route if someone else pays but with the interest now there is a big difference.

Patty added that Rick Gains with the Elizabethtown/Hardin County Industrial Foundation said they get asked if they have public transportation and feels they miss out on opportunities so the timing for transit is very good.

Glenn replied that a fixed route with stops will require a lot of work to initiate. But they have could start tomorrow with using existing 14 passenger vans for park and ride routes, from Place A to Place B – Place B to Place A without multiple stops, including Meade County. TACK can provide a combination fixed routes with park and ride now through either providing a TACK driver or the use of vanpools, where one of the vanpool users drives the vehicle as is being done for Ft. Knox employees. He also added that they may be able to offer some deviated route service.

The FTA representative for the region is currently Michael Sherman and he has been very helpful.

Glenn stated that for a fixed route system TACK would need the following:

- Buses
- Reserve buses (as required by FTA)
- Operators
- Maintenance facility to service fleet (buses and vans)
- Parking area for entire fleet
- Maintenance personnel

He noted that FTA has funds in place to help; however, the only obstacles for TACK are funding as FTA won't provide enough.

He likes the idea of electric vehicles but stated that currently electric doesn't work well for paratransit, but it does work well for fixed-route service (such as Lextran buses) so he believes that is the way to go with those buses.

Finally, Glenn asked whether the plan for public transit was to serve BlueOval SK or the entire system. Patty replied "both", that a partnership with BlueOval SK and TACK would be a quick win then steps can be taken toward fixed route. Glenn stated that this can't wait 3-4 years as interest may wane.

APPENDIX I

Appendix I – Transportation Needs & Service Gaps

Existing Studies

Over the past 20 years, REMPO, KYTC, the Meade County Planning Commission, and the Elizabethtown Planning Commission have conducted multiple studies to investigate the possibility of increasing public transportation options in the Radcliff/Elizabethtown area, reducing traffic congestion, or enhancing the existing call-ahead rideshare program that TACK currently operates in Hardin and Meade Counties.

These studies show the growing need for traffic volume reduction, commuter transportation options, and safer bicycle/pedestrian infrastructure, objectives which can be supported by investing in public transportation.

[Radcliff/Elizabethtown Public Transportation Study \(2005\)](#)

After being upgraded to an “urbanized area” in the 2000 census, REMPO needed a holistic outline of the Radcliff-Elizabethtown area to help oversee the communities in the area. REMPO explored the possibility of supplementing or replacing the region’s existing demand-response service in 2005. Stakeholder engagement provided important feedback relating to desired service area, service hours, and fare price. In-depth research and consultation with a Public Transportation Advisory Team pointed towards implementing fixed-route service along US W31W (Dixie Boulevard) and east-west service in Elizabethtown and Radcliff/Vine Grove.

[Fort Knox Highway Access Study \(2007\)](#)

The 2007 Fort Knox Highway Access Study was conducted to identify and address potential traffic problems relating to the U.S. Department of Defense 2005 Base Realignment and Closure (BRAC) Report. This report details many changes that occurred on the Fort Knox Military Reservation that affected the surrounding region. The study accounted for base relocation changes, along with attending to the general population and traffic growth experienced by the Radcliff-Fort Knox area in recent years.

Proposed solutions for improving access to Fort Knox from the adjoining highway system (such as US 31W) include improving the adjacent North Wilson Road by widening the existing lanes, eliminating a slip ramp, and adding a turning lane. Other traffic reducing measures include reconstructing Brandenburg Station Road and the adjacent US 31W to accommodate new entrance and exit ramps along with lane widening. The study also recommends providing park-and-ride lots and shuttle service for Fort Knox employees in Radcliff/Elizabethtown and Louisville to improve commutes from authorized locations.

[Glendale Area Transportation Study \(2008\)](#)

The study proposed short, medium, and long-range projects to integrate a 1,551-acre parcel of land zoned for Heavy Industrial District use into the surrounding rural area without compromising area mobility. These projects would be incrementally implemented to distribute costs, making the plan both fiscally responsible and scalable to grow as the development expands. The study contains a public involvement plan, existing conditions report, development analysis, and a recommended transportation plan.

The transportation plan recommends short-range improvements such as adding left-turn lanes at downtown Glendale intersections, improving bypasses on KY 222 and amending bypasses on KY 1136; medium-range

improvements such as roadway widening, roadway replacement, and signal revision; and long-range improvements such as complete bypass revisions on high traffic roadways and major roadway widening on high-traffic corridors such as I-65. Overall, these highway and local roadway improvements would help accommodate a large manufacturing center, final point of assembly, or other facility via proposed steps for requisite roadway improvement.

[Fort Knox Regional Highway Capacity Study \(2009\)](#)

The study identifies potential improvements to aid in traffic flow and provide better connections to major roadways on a regional level within the Fort Knox area. The study area includes the counties of Breckinridge, Bullitt, Grayson, Hardin, Larue, Marion, Meade, Nelson, and Washington, but is primarily focused on Hardin, Meade, and Bullitt counties. Existing conditions, future conditions, community outreach, and recommendations are all thoroughly examined within the study.

Recommendations include extensions to existing corridors to accommodate for capacity growth, connector roads between high-capacity roadways, interchange redesigns, and combined/eliminated median openings. These activities would improve roadway efficiency and safety while accounting for diverse modes of transportation by integrating a regional public transportation study. Further accommodations are made in collaboration with Smart Growth Patterns and input from residents of Radcliff.

[MPO Walkability Study \(2009\)](#)

REMPO prepared a walkability study in 2009 to evaluate the walkability of roads in the region around Elizabethtown and Radcliff. The study examines some of the urban planning issues hindering walkability in the study area. These issues include a decentralized urban core, sustainability, and a lack of viable, sustainable transportation options. The study also delves into the context of suburbanization and historical factors which caused the sprawling predicament that REMPO must contend with contemporarily. The document detailed metrics for measuring walkability such as land use variation, safety, path quality, and path context. After determining that the walkability of both Radcliff and Elizabethtown was “average,” the study suggests programs and policies such as zoning/development regulations, maintenance requirements, sidewalk priority lists, pedestrian corridor plans, safe streets programs, and outreach programs.

[Bicycle Facilities Study \(2012\)](#)

The 2012 REMPO Bicycle Facilities Study proposes new methods for comprehensive cycling infrastructure improvement in the Radcliff/Elizabethtown area. Suggested cycling accommodations range from simple improvements like adding signage to extensive upgrades like curbside bike lanes and inclusive intersection designs.

[Public Transportation Implementation Study \(2013\)](#)

The 2013 regional Public Transportation Implementation Study sets out a plan for a fixed-route public transportation system that would connect Elizabethtown, Radcliff, and Fort Knox. The system would also include routes that circulate within each city, and the plan determines locations for stops along routes, establishes the cost of shelters, estimates the capital and operating costs for the system, and proposes the financial match required for local government. To formulate such comprehensive solutions, the study extensively examined demographics and population statistics. A transit generator section outlines the

primary need for transit trips such as travel to educational institutions, medical appointments, housing, public offices, recreation, and shopping. The existing transit modes such as demand-response, vanpool, park-and-ride, and their unique funding needs are examined, as well as public opinion regarding the transit system, new funding sources, routes, service hours, and proposed stops.

The study ultimately recommends three routes working in tandem to connect residential areas with major destinations: an Elizabethtown-Radcliff-Fort Knox Connector, an Elizabethtown Circulator, and a Radcliff Circulator. The study further recommends that all three routes begin operating simultaneously rather than in phases, with potential modifications such as decreased service span and days of service if operating costs become unsustainable.

[LTADD Title VI Implementation Plan \(2019\)](#)

The Title VI Implementation Plan outlines how the Title VI non-discrimination statute of the Civil Rights Act of 1964 is implemented across all LTADD's programs ranging from housing to public service and economic development. Procedures for filing a discrimination complaint are detailed, along with a timeline for complaint submission. Further implementation details describe the training of LTADD employees on Title VI procedures and specify who can respond to Title VI complaints. One of the most pertinent applications of Title VI relates to data collection and how existing and future projects must adhere to Title VI data collection guidelines. Limited English Proficiency Title VI reporting procedures are also included in the plan, creating a more inclusive option for filing complaints or suggestions. The environmental justice component of the plan is also a welcome addition that bridges the conscious approach between the human and natural spheres.

[Envision Elizabethtown 2040 Comprehensive Plan \(2020\)](#)

The 2040 Elizabethtown Comprehensive Plan determined policies, programs, and projects regarding future development along with goals and objectives to strengthen transportation and utility infrastructure, economic development, tourism, quality of life, and other aspects of life within Elizabethtown. The plan also delves into Elizabethtown's contemporary demographic and economic development, transportation, community facilities, utilities, infrastructure, parks and recreation, and more. Goals pertaining to daily life in Elizabethtown such as Land Use & Redevelopment, Community Facilities, Transportation, and more are conveniently categorized into action steps with priority classifications such as high, moderate, and ongoing. Extensive stakeholder engagement via meetings and interviews are thoroughly outlined and completed the comprehensive scope of the plan.

The comprehensive plan calls for advancing connectivity in both the city and the region across multiple modes of transportation. In particular, the plan recommends upgrading the sidewalk network; increasing pedestrian options to access employment, commercial, and education destinations from high-density residential areas; and enhancing public transportation services with on-demand microtransit zones where feasible.

[Glendale Area Transportation Study Update \(2021\)](#)

This study is an update to the previous 2008 Glendale Area Transportation Study and maintains the initial purpose of integrating the 1,551-acre parcel of land zoned for Heavy Industrial District use into the

surrounding rural area with certain revisions. Short term revisions entail an entire I-65 interchange relocation and lane widening on KY 1136 along with the previous changes. Medium-range revisions were added including traffic control measures and an extension of the Glendale Bypass to connect with KY 2220. Long-term plans now involve reconstruction of the CSX railroad crossing, along with complete bypass revisions on high traffic roadways and major roadway widening on high-traffic corridors.

[Meade County Kentucky Comprehensive Plan \(2021\)](#)

The primary purpose of Meade County's Comprehensive Plan is to account for the changes occurring in Meade County in 2021 as well as the expected changes over the next 20 years. The plan evaluates existing community characteristics, documents extensive public participation, forms a communal vision, and develops an implementation plan for enacting the vision. Specific goals of the comprehensive plan include providing adequate infrastructure, enhancing community/public works related projects, encouraging education, and promoting lifelong learning. The implementation plan identifies potential funding sources for infrastructure improvement, pursuing financing for county-wide trail and park plans, diversifying educational opportunities, and promoting local business innovation.

One of the transportation goals identified in the 2021 comprehensive plan is to promote and expand TACK's on-call bus service to serve the area's aging population. As noted in the plan's population analysis, the distribution of residents aged 65 years or more has increased from 10.4% in 2010 to 14.7% in 2019, indicating a growing need for alternative forms of transportation for seniors who are unable to drive.

[East Elizabethtown Connectivity Study \(2021\)](#)

The cooperative Connectivity Study identifies existing safety and congestion issues in transportation and pedestrian networks; the plan recognizes and prioritizes multiple recommended short-term and long-term projects. The methodology for developing these recommendations was to research existing planned projects in the area, review historic traffic and crash data, seek public and stakeholder input, complete an environmental, socioeconomic, and historical study, complete traffic forecasting, and run capacity analyses. Recommended areas for transportation and pedestrian network improvement include the US 62 Corridor, an undeveloped area along US 62 and Ring Road, and east of Interstate 65. Modifying these areas could improve transportation and pedestrian networks by extending existing roadways to form connections, lengthening existing trails and expanding recreational facilities, updating intersection alignment, adding pedestrian walkways, and various other measures. Ultimately, none of these improvements are discussed as separate from outside events or influences, instead all are in conversation with one another.

The 2021 study of road conditions around the eastern portion of Elizabethtown highlights corridors such as US 62 and US 31W that would benefit from adding sidewalks and improving pedestrian safety. These infrastructure projects would not only make East Elizabethtown safer for pedestrians but also for users of public transportation, who rely on safe sidewalks and intersections to move from the nearest bus stop to their ultimate destination.

[Elizabethtown-Fort Knox MSA Transformation Project \(2023\)](#)

This is a summary of the briefing given to the members of the Hardin County Chamber of Commerce. The presentation was meant to inform those stakeholders of the anticipated impact the new facility would have

on the surrounding community and among various demographics. Discussion topics included facility size, projected number of employees, construction obstacles and estimates, and potential economic impacts.

[Hardin County Comprehensive Development Guide \(2023\)](#)

This document provides goals and objectives for Hardin County over the next 20 years including the future land use plan and recommendations and action steps for the Planning Commission. The comprehensive plan update process started in July 2022 and was completed in July 2023. This process used the goals and objectives from the 2019 comprehensive plan as a starting point and focused on updating the plan to reflect the current conditions in Hardin County.

Peer Comparisons

With a mix of urban and rural characteristics and a strong demand for workers to support major industries, the Radcliff-Elizabethtown MPO area needs a public transportation service that both meets the area’s needs and accommodates its existing conditions. Public transportation providers that operate in similar areas, both in Kentucky and beyond, can serve as models for how new or improved public transportation services could function in the study area.

Table I-6: Summary of Peer Agencies

Transit Agency	State	Service Area Population	Major Employers	Types of Service	Fare Payment Method
<i>TACK</i>	KY	140,786	US Army (Fort Knox), Blue Oval SK, Baptist Health Hardin, Metalsa	Commuter vanpools, demand response vans	Cash-only farebox Prepaid over the phone
<i>BGCAP</i>	KY	89,502	Toyota Assembly Plant, Georgetown Community Hospital, Centre College, Bluegrass Community and Technical College	Local bus routes, regional routes	Fare-free (local) Cash-only farebox (regional)
<i>MCTA</i>	PA	168,327	Great Wolf Lodge, Aventis Pasteur Pharmaceuticals, Kalahari Resorts, Pocono Medical Center	Local bus routes, demand response vans	Reloadable “smart card”
<i>CTS</i>	TN	135,471	Trane HVAC Manufacturing, Agero Call Center, Austin Peay State University, LG Electronics	Local bus routes w/ demand response, regional bus routes, paratransit	Mobile phone app Single-use bus passes

Blue Grass Community Action Partnership, Kentucky

The Blue Grass Community Action Partnership (BGCAP) provides public transportation services to the cities of Georgetown, Nicholasville, and Danville in Central Kentucky under the banner “Bluegrass Ride.”

Bluegrass Ride bus network includes local deviated fixed routes in each of the three cities it serves: two circulator routes in Georgetown, three circulator routes in Nicholasville, and three circulator routes in Danville. BGCAP has also begun to offer regional connector routes linking the service areas to Lexington, Kentucky’s second-largest city. As of 2024, one connector route runs from Danville and Nicholasville to Lexington, with additional connector routes planned for the near future.

All rides on the Bluegrass Ride circulator routes are free. Rides on regional connector routes are \$5 one-way, although riders who only travel within the Danville and Nicholasville areas do not pay a fare. Connector route fares are cash-only and deposited into a farebox by the driver.

BGCAP uses funding from its status as an authorized Medicaid broker to provide local match dollars for Federal Transit Authority Funding. Some of funding for capital improvements, such as bus stop signs and benches, were provided by the city governments. Other local stakeholders, such as Kroger and Walmart, allow bus drivers to layover in their parking lots during drivers' breaks.

[Monroe County Transportation Authority, Pennsylvania](#)

The Monroe County Transportation Authority (MCTA) is a public transportation service provider in the Pocono Mountains of northeastern Pennsylvania. MCTA's primary service area includes the communities of East Stroudsburg and Mount Pocono, where several major tourist destinations and medical facilities draw employees from across the region.

MCTA serves the community with a combination of fixed-route bus service (marketed as the Pocono Pony) and on-demand, curb-to-curb shared transportation (marketed as PonyPlus). MCTA operates four local circulator routes on the Pocono Pony bus network, one express connector route, and a seasonal shuttle to summer tourist areas. The demand-response PonyPlus service is limited to two small zones within the county, allowing riders to take either short, local trips or to make a connection to the larger bus network.

Bus trips cost up to \$1.50 per trip (seniors, students, and individuals with disabilities are eligible for free or discounted rates). Passengers pay \$2 per demand-response trip to travel within one of two zones. Riders can also purchase one-day, seven-day, thirty-day, and annual passes; a semester pass is also available for students. Trips can be paid for through a reloadable "smart card," which are available to buy online, onboard vehicles, or at one of three walk-up locations across the county.

[Clarksville Transit System, Tennessee](#)

Clarksville Transit System (CTS) provides public transportation to the City of Clarksville, Tennessee. Clarksville features a diverse set of major employers, including educational institutions like Austin Peay State University and the Clarksville-Montgomery County School System, healthcare organizations like Tennova Healthcare, and manufacturing firms like the Trane Company, Hankook Tire, and LG Electronics USA. To serve these destinations, CTS offers a mixture of fixed-route bus service, regional connector service, and curb-to-curb paratransit.

Eight local circulator routes connect the city core with residential neighborhoods, essential services, shopping, and employment opportunities. Some routes include "demand response" areas, additional segments that can be added to the route upon the request of a rider; riders who live in demand-response areas must call CTS one hour in advance or notify their bus operator.

Other routes operated by CTS include the Peay Pick-Up (two circulator routes that serve the campus of Austin Peay State University during the spring and fall semesters) and the Clarksville-Nashville Express 94X. The 94X route is a weekday-only regional connector route between a park-and-ride lot and Downtown Nashville. To complement these circulators and connector routes, CTS also offers paratransit service, marketed as The Lift, for any riders who have difficulty navigating the bus network due to cognitive or mobility challenges.

The standard fare on a CTS bus is \$1.50, with an additional \$0.25 for transfers; discounts are available for City employees, children, seniors, students, and riders with disabilities. The regular fare for Express 94X route is \$4.25, with a reduced fare of \$2.00 for youth, seniors, active and retired military personnel, people with disabilities, and Medicare card holders. Children younger than 4 ride for free. Finally, a 20-ride pass for the express bus is available for \$73.50. Fares can be paid via the Token Transit mobile app or single-use bus passes (available for purchase onboard vehicles or at the CTS transit center).

Strategies for Public Transportation

Drawing on lessons learned from previous studies, stakeholder interviews, demand analysis, a peer review, and transportation best practices, there are several strategies that REMPO, TACK, and other local partners could take to improve public transportation in the Radcliff/Elizabethtown MPO area. This approach has been broken down into three main phases, to take advantage of existing equipment and to allow for funding support to be built over time.

Phase 1 (2025) – Coordinate Vanpools

The first phase will focus on optimizing the use of TACK’s existing vanpool fleet, by coordinating with major employers and trip generators in the region to organize vanpools. Partners in a vanpool program would include Baptist Health Hardin, Elizabethtown Community and Technical College, BlueOval SK, and the Fort Knox Military Reservation (Fort Knox). Additional partners could be added as interest and needs grow in the area.

As part of this phase, REMPO would investigate mirroring or joining the Every Commute Counts (ECC) transportation service program. Negotiating with the Kentuckiana Regional Planning & Development Agency to expand their service area to include Hardin County, Meade County, and Fort Knox would permit single seat carpool and vanpool rides to and from the Louisville Metro area for employees and students. If joining ECC is not feasible, REMPO would also consider replicating the program for use by residents and commuters in the Elizabethtown/Radcliff area and create incentives for them to utilize TACK’s vanpool service.

Finally, REMPO, TACK, and other participating partners would collaborate to advertise commuter options to employees and ensure that residents who need additional transportation options are made aware of and connected to the right resources.

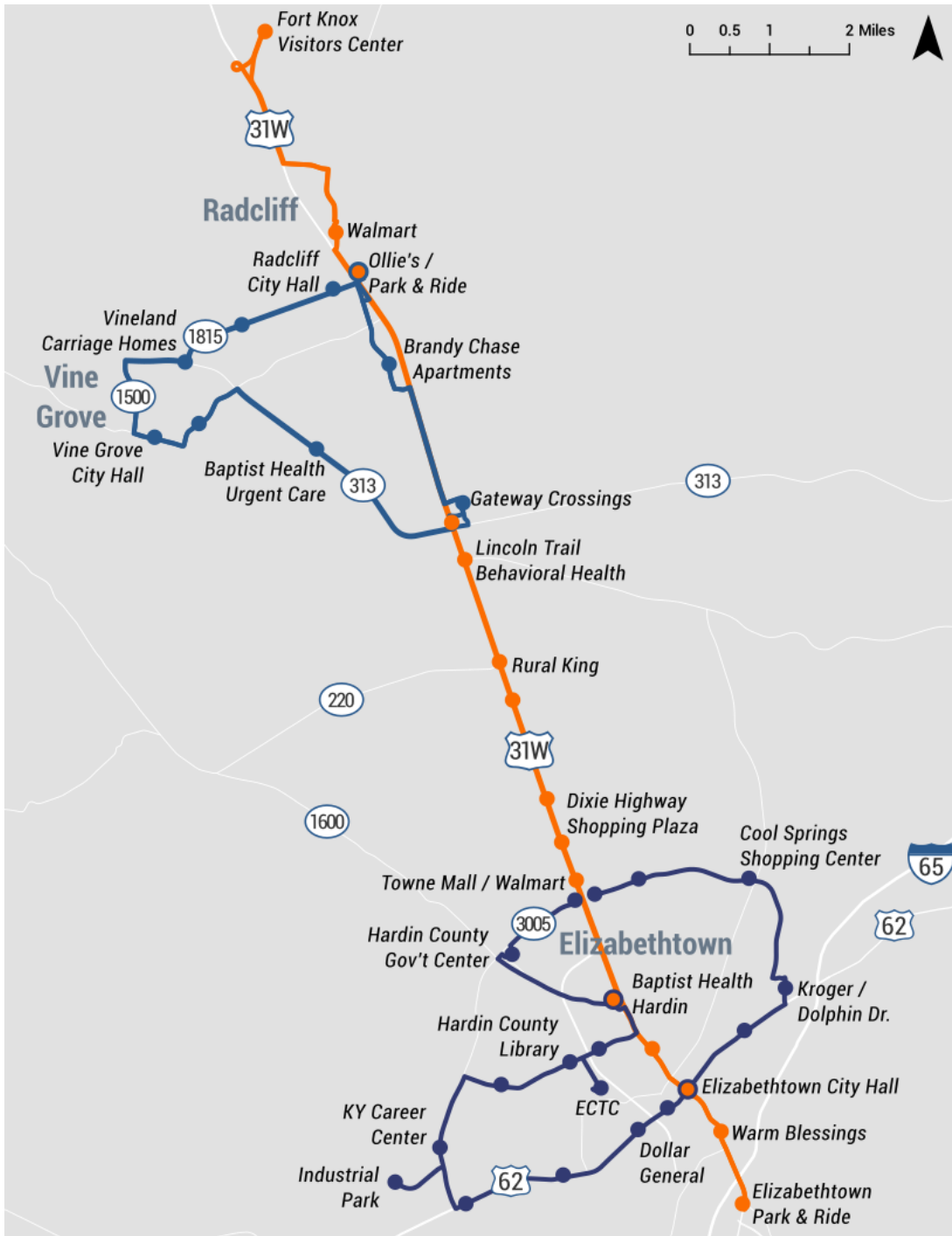
Phase 2 (2026-2028) – Implement Fixed-Route Service

The second phase would introduce fixed-route bus service to the Elizabethtown/Radcliffe area. The new service would consist of three routes operated by TACK:

- Elizabethtown Circulator
- Radcliff/Vine Grove Circulator
- Fort Knox/Elizabethtown Connector

These routes could be operated independently or as a combined system. Additional details about timetables, bus stop locations, and logistical requirements for the three proposed routes are shown in Appendix J.

Figure I-12: Map of Three Proposed Bus Routes



- Radcliff/Vine Grove Circulator
- Elizabethtown Circulator
- Fort Knox/Etown Connector
- Radcliff/Vine Grove Bus Stop
- Elizabethtown Bus Stop
- Connector Bus Stop
- Transfer Point

Phase 3 (2030+) – Expand Service

The third, longer-term phase would focus on improving and expanding fixed-route service, in response to funding availability and ridership demand.

If demand and funding exist, there are several service expansions that could be considered, including:

- Extending the Fort Knox/Elizabethtown Connector south to Glendale and north to West Point, provide fixed-route service to the BlueOval SK production facility and Glendale Industrial Park.
- Establishing a Brandenburg Connector to provide fixed-route service between Brandenburg and Fort Knox or Radcliff.

Establishing the expanded service described in this phase would require several capital investments in vehicles and supporting infrastructure. TACK would need to purchase additional 14-passenger cutaway buses to run new routes, route expansions, or higher service frequencies on existing routes. To handle the larger bus fleet, they would also need to establish a dedicated vehicle storage and maintenance facility by either purchasing an existing building or constructing a new one. Finally, municipalities would need to invest in pedestrian and bicycle infrastructure, like sidewalks, signalized crosswalks, and bicycle lanes, that connect key bus stops to major trip generating destinations and residential neighborhoods.

APPENDIX J



Appendix J – Fixed-Route Implementation

Implementation Phases

Drawing on lessons learned from previous studies, stakeholder interviews, demand analysis, a peer review, and transportation best practices, there are several strategies that REMPO, TACK, and other local partners could take to improve public transportation in the Radcliff/Elizabethtown area. This approach has been broken down into three main phases, to take advantage of existing equipment and to allow for funding support to be built over time.

PHASE 1 (2025) – COORDINATE VANPOOLS

PHASE 2 (2026-2028) – IMPLEMENT FIXED-ROUTE SERVICE

PHASE 3 (2030+) – EXPAND SERVICE

Service Development

The second phase would introduce fixed-route bus service to the Elizabethtown/Radcliffe area. The new service would consist of three routes operated by TACK:

Elizabethtown Circulator – Local service with stops including Elizabethtown Community and Technical College, Kentucky Career Center, the Hardin County Government Center, Baptist Health Hardin, Cool Springs Shopping Center, and Kroger. Daily service would be provided with reduced hours on weekends. With bi-directional service, the bus arrives at each stop every half hour.

Radcliff/Vine Grove Circulator – Local service with stops including Radcliff and Vine Grove City Halls, Baptist Health Urgent Care, and the Walmart and other retailers at Gateway Crossings Boulevard. Daily service would be provided with reduced hours on weekends. With bi-directional service, the bus arrives at each stop every half hour.

Fort Knox/Elizabethtown Connector – Cross-city route connecting Radcliff and Elizabethtown along US 31W, with stops including the Fort Knox Visitors Center, TACK Park-and-Ride, Lincoln Trail Behavioral Health, Elizabethtown Park-and-Ride, and the Dixie Highway Shopping Plaza. Daily service would be provided with reduced hours on weekends. With bi-directional service, the bus arrives at each stop every half hour.

Bus Stops and Timetables

Locations for the bus stops, across all three routes, will be indicated by metal street signs. For some key bus stops, bus stop amenities such as benches and bus shelters would make it much more pleasant to wait for the bus, leading to greater ridership. Table J-1 details two or three bus stops on each route that would most benefit from bus stop amenities, as well as the property owners that would need to be consulted before constructing shelters.

Table J-1: Potential Bus Shelter Locations

Bus Route	Bus Stop Name	Geographic Coordinates	Property Owner/Permissions
<i>Elizabethtown Circulator</i>	ECTC	37.69375, -85.87961	Elizabethtown Community and Technical College
	Pritchard Community Center	37.69029, -85.86417	City of Elizabethtown
	Baptist Health Hardin	37.71093, -85.87585	Baptist Health Hardin
<i>Radcliff/Vine Grove Circulator</i>	Vine Grove City Hall	37.81053, -85.98434	City of Vine Grove
	Brandy Chase Apartments	37.82655, -85.92836	Hardin County Public Schools
	Dixie Highway & Bourbon Trail	37.80004, -85.91500	Walmart
<i>Fort Knox/Etown Connector</i>	Baptist Health Hardin	37.71093, -85.87585	Baptist Health Hardin
	Elizabethtown Park-and-Ride	37.67319 -85.84624	Kentucky Transportation Cabinet

Elizabethtown Circulator

This local circulator would operate two vehicles in a loop around Elizabethtown, with one vehicle travelling clockwise (inbound) while the other travels counterclockwise (outbound). Because service would be bi-directional, a van would arrive at each stop roughly every half hour, alternating which direction it comes from. Service would be available from 6:00 am to 9:00 pm on weekdays and 8:00 am to 8:00 pm on weekends. The circulator would pause at 19 bus stops to load or unload passengers, with vans arriving at the times listed in the four timetables below (weekdays inbound, weekdays outbound, weekends inbound, and weekends outbound).

Figure J-1 3: Map of Proposed Elizabethtown Circulator

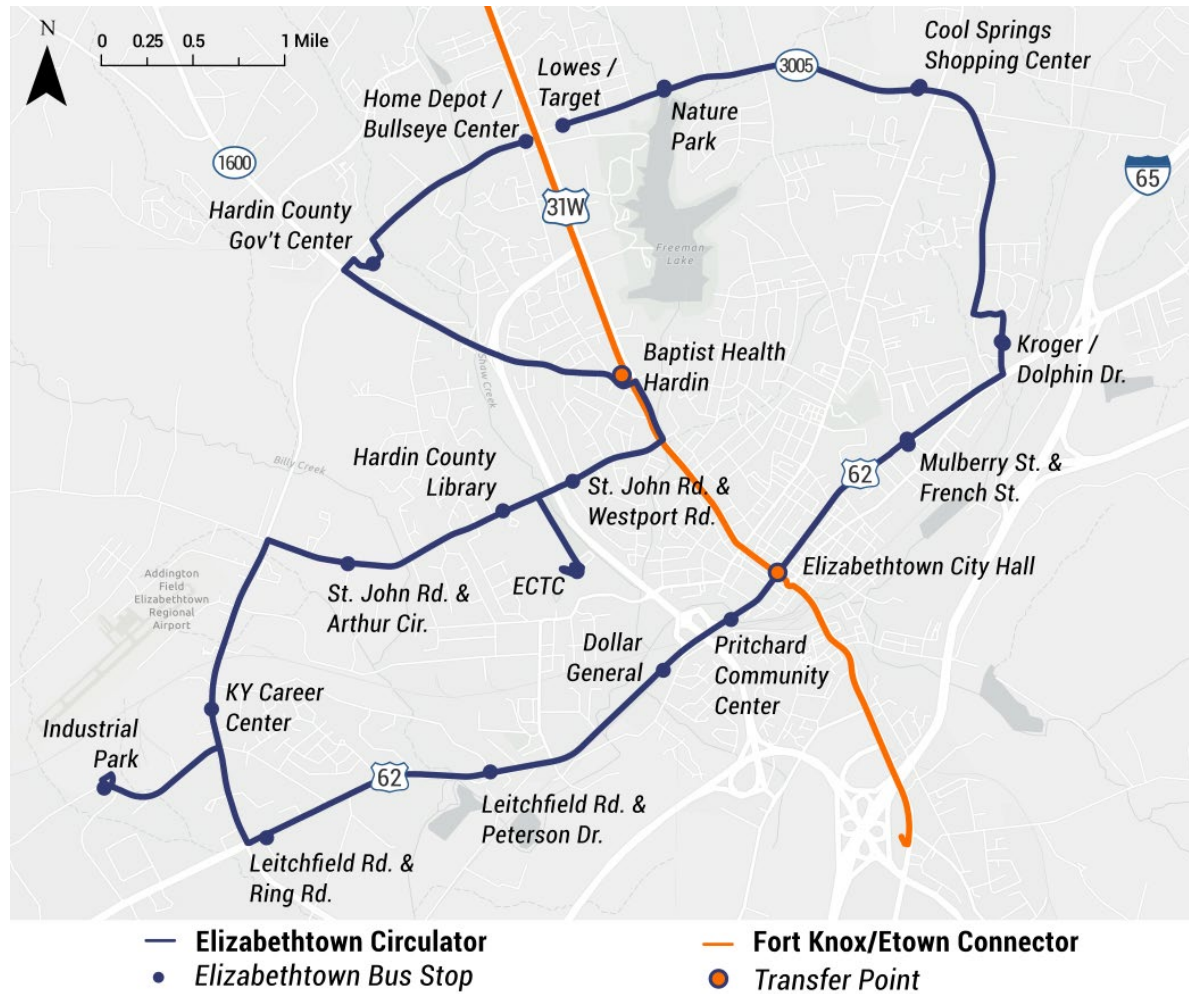


Table J-2: Elizabethtown Circulator, Weekdays, Inbound

Lowes / Target	Elizabethtown Nature Park	Cool Springs Shopping Center	Kroger / Dolphin Dr.	Mulberry St. + French St.	Elizabethtown City Hall	Pritchard Community Center	Dollar General	Leitchfield Rd. + Peterson Dr.	Leitchfield Rd. + Ring Rd.	Industrial Park	Kentucky Career Center	St John Rd. / Sports Park	Hardin County Library	ECTC	St John Rd. + Westport Rd.	Baptist Health Hardin	Hardin County Gov't	Home Depot / Bullseye Center
6:00 AM	6:02 AM	6:06 AM	6:11 AM	6:14 AM	6:17 AM	6:18 AM	6:19 AM	6:23 AM	6:27 AM	6:31 AM	6:34 AM	6:38 AM	6:41 AM	6:44 AM	6:46 AM	6:50 AM	6:56 AM	7:00 AM
7:00 AM	7:02 AM	7:06 AM	7:11 AM	7:14 AM	7:17 AM	7:18 AM	7:19 AM	7:23 AM	7:27 AM	7:31 AM	7:34 AM	7:38 AM	7:41 AM	7:44 AM	7:46 AM	7:50 AM	7:56 AM	8:00 AM
8:00 AM	8:02 AM	8:06 AM	8:11 AM	8:14 AM	8:17 AM	8:18 AM	8:19 AM	8:23 AM	8:27 AM	8:31 AM	8:34 AM	8:38 AM	8:41 AM	8:44 AM	8:46 AM	8:50 AM	8:56 AM	9:00 AM
9:00 AM	9:02 AM	9:06 AM	9:11 AM	9:14 AM	9:17 AM	9:18 AM	9:19 AM	9:23 AM	9:27 AM	9:31 AM	9:34 AM	9:38 AM	9:41 AM	9:44 AM	9:46 AM	9:50 AM	9:56 AM	10:00 AM
10:00 AM	10:02 AM	10:06 AM	10:11 AM	10:14 AM	10:17 AM	10:18 AM	10:19 AM	10:23 AM	10:27 AM	10:31 AM	10:34 AM	10:38 AM	10:41 AM	10:44 AM	10:46 AM	10:50 AM	10:56 AM	11:00 AM
11:00 AM	11:02 AM	11:06 AM	11:11 AM	11:14 AM	11:17 AM	11:18 AM	11:19 AM	11:23 AM	11:27 AM	11:31 AM	11:34 AM	11:38 AM	11:41 AM	11:44 AM	11:46 AM	11:50 AM	11:56 AM	12:00 PM
12:00 PM	12:02 PM	12:06 PM	12:11 PM	12:14 PM	12:17 PM	12:18 PM	12:19 PM	12:23 PM	12:27 PM	12:31 PM	12:34 PM	12:38 PM	12:41 PM	12:44 PM	12:46 PM	12:50 PM	12:56 PM	1:00 PM
1:00 PM	1:02 PM	1:06 PM	1:11 PM	1:14 PM	1:17 PM	1:18 PM	1:19 PM	1:23 PM	1:27 PM	1:31 PM	1:34 PM	1:38 PM	1:41 PM	1:44 PM	1:46 PM	1:50 PM	1:56 PM	2:00 PM
2:00 PM	2:02 PM	2:06 PM	2:11 PM	2:14 PM	2:17 PM	2:18 PM	2:19 PM	2:23 PM	2:27 PM	2:31 PM	2:34 PM	2:38 PM	2:41 PM	2:44 PM	2:46 PM	2:50 PM	2:56 PM	3:00 PM
3:00 PM	3:02 PM	3:06 PM	3:11 PM	3:14 PM	3:17 PM	3:18 PM	3:19 PM	3:23 PM	3:27 PM	3:31 PM	3:34 PM	3:38 PM	3:41 PM	3:44 PM	3:46 PM	3:50 PM	3:56 PM	4:00 PM
4:00 PM	4:02 PM	4:06 PM	4:11 PM	4:14 PM	4:17 PM	4:18 PM	4:19 PM	4:23 PM	4:27 PM	4:31 PM	4:34 PM	4:38 PM	4:41 PM	4:44 PM	4:46 PM	4:50 PM	4:56 PM	5:00 PM
5:00 PM	5:02 PM	5:06 PM	5:11 PM	5:14 PM	5:17 PM	5:18 PM	5:19 PM	5:23 PM	5:27 PM	5:31 PM	5:34 PM	5:38 PM	5:41 PM	5:44 PM	5:46 PM	5:50 PM	5:56 PM	6:00 PM
6:00 PM	6:02 PM	6:06 PM	6:11 PM	6:14 PM	6:17 PM	6:18 PM	6:19 PM	6:23 PM	6:27 PM	6:31 PM	6:34 PM	6:38 PM	6:41 PM	6:44 PM	6:46 PM	6:50 PM	6:56 PM	7:00 PM
7:00 PM	7:02 PM	7:06 PM	7:11 PM	7:14 PM	7:17 PM	7:18 PM	7:19 PM	7:23 PM	7:27 PM	7:31 PM	7:34 PM	7:38 PM	7:41 PM	7:44 PM	7:46 PM	7:50 PM	7:56 PM	8:00 PM
8:00 PM	8:02 PM	8:06 PM	8:11 PM	8:14 PM	8:17 PM	8:18 PM	8:19 PM	8:23 PM	8:27 PM	8:31 PM	8:34 PM	8:38 PM	8:41 PM	8:44 PM	8:46 PM	8:50 PM	8:56 PM	9:00 PM

Table J-3: Elizabethtown Circulator, Weekdays, Outbound

Home Depot / Bullseye Center	Hardin County Gov't	Baptist Health Hardin	St John Rd. + Westport Rd.	ECTC	Hardin County Library	St John Rd. / Sports Park	Kentucky Career Center	Industrial Park	Leitchfield Rd. + Ring Rd.	Leitchfield Rd. + Peterson Dr.	Dollar General	Pritchard Community Center	Elizabethtown City Hall	Mulberry St. + French St.	Kroger / Dolphin Dr.	Cool Springs Shopping Center	Elizabethtown Nature Park	Lowes / Target
6:00 AM	6:05 AM	6:11 AM	6:14 AM	6:16 AM	6:19 AM	6:21 AM	6:26 AM	6:29 AM	6:33 AM	6:37 AM	6:40 AM	6:42 AM	6:43 AM	6:46 AM	6:48 AM	6:54 AM	6:58 AM	7:00 AM
7:00 AM	7:05 AM	7:11 AM	7:14 AM	7:16 AM	7:19 AM	7:21 AM	7:26 AM	7:29 AM	7:33 AM	7:37 AM	7:40 AM	7:42 AM	7:43 AM	7:46 AM	7:48 AM	7:54 AM	7:58 AM	8:00 AM
8:00 AM	8:05 AM	8:11 AM	8:14 AM	8:16 AM	8:19 AM	8:21 AM	8:26 AM	8:29 AM	8:33 AM	8:37 AM	8:40 AM	8:42 AM	8:43 AM	8:46 AM	8:48 AM	8:54 AM	8:58 AM	9:00 AM
9:00 AM	9:05 AM	9:11 AM	9:14 AM	9:16 AM	9:19 AM	9:21 AM	9:26 AM	9:29 AM	9:33 AM	9:37 AM	9:40 AM	9:42 AM	9:43 AM	9:46 AM	9:48 AM	9:54 AM	9:58 AM	10:00 AM
10:00 AM	10:05 AM	10:11 AM	10:14 AM	10:16 AM	10:19 AM	10:21 AM	10:26 AM	10:29 AM	10:33 AM	10:37 AM	10:40 AM	10:42 AM	10:43 AM	10:46 AM	10:48 AM	10:54 AM	10:58 AM	11:00 AM
11:00 AM	11:05 AM	11:11 AM	11:14 AM	11:16 AM	11:19 AM	11:21 AM	11:26 AM	11:29 AM	11:33 AM	11:37 AM	11:40 AM	11:42 AM	11:43 AM	11:46 AM	11:48 AM	11:54 AM	11:58 AM	12:00 PM
12:00 PM	12:05 PM	12:11 PM	12:14 PM	12:16 PM	12:19 PM	12:21 PM	12:26 PM	12:29 PM	12:33 PM	12:37 PM	12:40 PM	12:42 PM	12:43 PM	12:46 PM	12:48 PM	12:54 PM	12:58 PM	1:00 PM
1:00 PM	1:05 PM	1:11 PM	1:14 PM	1:16 AM	1:19 PM	1:21 PM	1:26 PM	1:29 PM	1:33 PM	1:37 PM	1:40 PM	1:42 PM	1:43 PM	1:46 PM	1:48 PM	1:54 PM	1:58 PM	2:00 PM
2:00 PM	2:05 PM	2:11 PM	2:14 PM	2:16 AM	2:19 PM	2:21 PM	2:26 PM	2:29 PM	2:33 PM	2:37 PM	2:40 PM	2:42 PM	2:43 PM	2:46 PM	2:48 PM	2:54 PM	2:58 PM	3:00 PM
3:00 PM	3:05 PM	3:11 PM	3:14 PM	3:16 AM	3:19 PM	3:21 PM	3:26 PM	3:29 PM	3:33 PM	3:37 PM	3:40 PM	3:42 PM	3:43 PM	3:46 PM	3:48 PM	3:54 PM	3:58 PM	4:00 PM
4:00 PM	4:05 PM	4:11 PM	4:14 PM	4:16 AM	4:19 PM	4:21 PM	4:26 PM	4:29 PM	4:33 PM	4:37 PM	4:40 PM	4:42 PM	4:43 PM	4:46 PM	4:48 PM	4:54 PM	4:58 PM	5:00 PM
5:00 PM	5:05 PM	5:11 PM	5:14 PM	5:16 AM	5:19 PM	5:21 PM	5:26 PM	5:29 PM	5:33 PM	5:37 PM	5:40 PM	5:42 PM	5:43 PM	5:46 PM	5:48 PM	5:54 PM	5:58 PM	6:00 PM
6:00 PM	6:05 PM	6:11 PM	6:14 PM	6:16 AM	6:19 PM	6:21 PM	6:26 PM	6:29 PM	6:33 PM	6:37 PM	6:40 PM	6:42 PM	6:43 PM	6:46 PM	6:48 PM	6:54 PM	6:58 PM	7:00 PM
7:00 PM	7:05 PM	7:11 PM	7:14 PM	7:16 AM	7:19 PM	7:21 PM	7:26 PM	7:29 PM	7:33 PM	7:37 PM	7:40 PM	7:42 PM	7:43 PM	7:46 PM	7:48 PM	7:54 PM	7:58 PM	8:00 PM
8:00 PM	8:05 PM	8:11 PM	8:14 PM	8:16 AM	8:19 PM	8:21 PM	8:26 PM	8:29 PM	8:33 PM	8:37 PM	8:40 PM	8:42 PM	8:43 PM	8:46 PM	8:48 PM	8:54 PM	8:58 PM	9:00 PM

Table J-4: Elizabethtown Circulator, Weekends, Inbound

Lowes / Target	Elizabethtown Nature Park	Cool Springs Shopping Center	Kroger / Dolphin Dr.	Mulberry St. + French St.	Elizabethtown City Hall	Pritchard Community Center	Dollar General	Leitchfield Rd. + Peterson Dr.	Leitchfield Rd. + Ring Rd.	Industrial Park	Kentucky Career Center	St John Rd. / Sports Park	Hardin County Library	ECTC	St John Rd. + Westport Rd.	Baptist Health Hardin	Hardin County Gov't	Home Depot / Bullseye Center
8:00 AM	8:02 AM	8:06 AM	8:11 AM	8:14 AM	8:17 AM	8:18 AM	8:19 AM	8:23 AM	8:27 AM	8:31 AM	8:34 AM	8:38 AM	8:41 AM	8:44 AM	8:46 AM	8:50 AM	8:56 AM	9:00 AM
9:00 AM	9:02 AM	9:06 AM	9:11 AM	9:14 AM	9:17 AM	9:18 AM	9:19 AM	9:23 AM	9:27 AM	9:31 AM	9:34 AM	9:38 AM	9:41 AM	9:44 AM	9:46 AM	9:50 AM	9:56 AM	10:00 AM
10:00 AM	10:02 AM	10:06 AM	10:11 AM	10:14 AM	10:17 AM	10:18 AM	10:19 AM	10:23 AM	10:27 AM	10:31 AM	10:34 AM	10:38 AM	10:41 AM	10:44 AM	10:46 AM	10:50 AM	10:56 AM	11:00 AM
11:00 AM	11:02 AM	11:06 AM	11:11 AM	11:14 AM	11:17 AM	11:18 AM	11:19 AM	11:23 AM	11:27 AM	11:31 AM	11:34 AM	11:38 AM	11:41 AM	11:44 AM	11:46 AM	11:50 AM	11:56 AM	12:00 PM
12:00 PM	12:02 PM	12:06 PM	12:11 PM	12:14 PM	12:17 PM	12:18 PM	12:19 PM	12:23 PM	12:27 PM	12:31 PM	12:34 PM	12:38 PM	12:41 PM	12:44 PM	12:46 PM	12:50 PM	12:56 PM	1:00 PM
1:00 PM	1:02 PM	1:06 PM	1:11 PM	1:14 PM	1:17 PM	1:18 PM	1:19 PM	1:23 PM	1:27 PM	1:31 PM	1:34 PM	1:38 PM	1:41 PM	1:44 PM	1:46 PM	1:50 PM	1:56 PM	2:00 PM
2:00 PM	2:02 PM	2:06 PM	2:11 PM	2:14 PM	2:17 PM	2:18 PM	2:19 PM	2:23 PM	2:27 PM	2:31 PM	2:34 PM	2:38 PM	2:41 PM	2:44 PM	2:46 PM	2:50 PM	2:56 PM	3:00 PM
3:00 PM	3:02 PM	3:06 PM	3:11 PM	3:14 PM	3:17 PM	3:18 PM	3:19 PM	3:23 PM	3:27 PM	3:31 PM	3:34 PM	3:38 PM	3:41 PM	3:44 PM	3:46 PM	3:50 PM	3:56 PM	4:00 PM
4:00 PM	4:02 PM	4:06 PM	4:11 PM	4:14 PM	4:17 PM	4:18 PM	4:19 PM	4:23 PM	4:27 PM	4:31 PM	4:34 PM	4:38 PM	4:41 PM	4:44 PM	4:46 PM	4:50 PM	4:56 PM	5:00 PM
5:00 PM	5:02 PM	5:06 PM	5:11 PM	5:14 PM	5:17 PM	5:18 PM	5:19 PM	5:23 PM	5:27 PM	5:31 PM	5:34 PM	5:38 PM	5:41 PM	5:44 PM	5:46 PM	5:50 PM	5:56 PM	6:00 PM
6:00 PM	6:02 PM	6:06 PM	6:11 PM	6:14 PM	6:17 PM	6:18 PM	6:19 PM	6:23 PM	6:27 PM	6:31 PM	6:34 PM	6:38 PM	6:41 PM	6:44 PM	6:46 PM	6:50 PM	6:56 PM	7:00 PM
7:00 PM	7:02 PM	7:06 PM	7:11 PM	7:14 PM	7:17 PM	7:18 PM	7:19 PM	7:23 PM	7:27 PM	7:31 PM	7:34 PM	7:38 PM	7:41 PM	7:44 PM	7:46 PM	7:50 PM	7:56 PM	8:00 PM

Table J-5: Elizabethtown Circulator, Weekends, Outbound

Home Depot / Bullseye Center	Hardin County Gov't	Baptist Health Hardin	St John Rd. + Westport Rd.	ECTC	Hardin County Library	St John Rd. / Sports Park	Kentucky Career Center	Industrial Park	Leitchfield Rd. + Ring Rd.	Leitchfield Rd. + Peterson Dr.	Dollar General	Pritchard Community Center	Elizabethtown City Hall	Mulberry St. + French St.	Kroger / Dolphin Dr.	Cool Springs Shopping Center	Elizabethtown Nature Park	Lowes / Target
8:00 AM	8:05 AM	8:11 AM	8:14 AM	8:16 AM	8:19 AM	8:21 AM	8:26 AM	8:29 AM	8:33 AM	8:37 AM	8:40 AM	8:42 AM	8:43 AM	8:46 AM	8:48 AM	8:54 AM	8:58 AM	9:00 AM
9:00 AM	9:05 AM	9:11 AM	9:14 AM	9:16 AM	9:19 AM	9:21 AM	9:26 AM	9:29 AM	9:33 AM	9:37 AM	9:40 AM	9:42 AM	9:43 AM	9:46 AM	9:48 AM	9:54 AM	9:58 AM	10:00 AM
10:00 AM	10:05 AM	10:11 AM	10:14 AM	10:16 AM	10:19 AM	10:21 AM	10:26 AM	10:29 AM	10:33 AM	10:37 AM	10:40 AM	10:42 AM	10:43 AM	10:46 AM	10:48 AM	10:54 AM	10:58 AM	11:00 AM
11:00 AM	11:05 AM	11:11 AM	11:14 AM	11:16 AM	11:19 AM	11:21 AM	11:26 AM	11:29 AM	11:33 AM	11:37 AM	11:40 AM	11:42 AM	11:43 AM	11:46 AM	11:48 AM	11:54 AM	11:58 AM	12:00 PM
12:00 PM	12:05 PM	12:11 PM	12:14 PM	12:16 PM	12:19 PM	12:21 PM	12:26 PM	12:29 PM	12:33 PM	12:37 PM	12:40 PM	12:42 PM	12:43 PM	12:46 PM	12:48 PM	12:54 PM	12:58 PM	1:00 PM
1:00 PM	1:05 PM	1:11 PM	1:14 PM	1:16 AM	1:19 PM	1:21 PM	1:26 PM	1:29 PM	1:33 PM	1:37 PM	1:40 PM	1:42 PM	1:43 PM	1:46 PM	1:48 PM	1:54 PM	1:58 PM	2:00 PM
2:00 PM	2:05 PM	2:11 PM	2:14 PM	2:16 AM	2:19 PM	2:21 PM	2:26 PM	2:29 PM	2:33 PM	2:37 PM	2:40 PM	2:42 PM	2:43 PM	2:46 PM	2:48 PM	2:54 PM	2:58 PM	3:00 PM
3:00 PM	3:05 PM	3:11 PM	3:14 PM	3:16 AM	3:19 PM	3:21 PM	3:26 PM	3:29 PM	3:33 PM	3:37 PM	3:40 PM	3:42 PM	3:43 PM	3:46 PM	3:48 PM	3:54 PM	3:58 PM	4:00 PM
4:00 PM	4:05 PM	4:11 PM	4:14 PM	4:16 AM	4:19 PM	4:21 PM	4:26 PM	4:29 PM	4:33 PM	4:37 PM	4:40 PM	4:42 PM	4:43 PM	4:46 PM	4:48 PM	4:54 PM	4:58 PM	5:00 PM
5:00 PM	5:05 PM	5:11 PM	5:14 PM	5:16 AM	5:19 PM	5:21 PM	5:26 PM	5:29 PM	5:33 PM	5:37 PM	5:40 PM	5:42 PM	5:43 PM	5:46 PM	5:48 PM	5:54 PM	5:58 PM	6:00 PM
6:00 PM	6:05 PM	6:11 PM	6:14 PM	6:16 AM	6:19 PM	6:21 PM	6:26 PM	6:29 PM	6:33 PM	6:37 PM	6:40 PM	6:42 PM	6:43 PM	6:46 PM	6:48 PM	6:54 PM	6:58 PM	7:00 PM
7:00 PM	7:05 PM	7:11 PM	7:14 PM	7:16 AM	7:19 PM	7:21 PM	7:26 PM	7:29 PM	7:33 PM	7:37 PM	7:40 PM	7:42 PM	7:43 PM	7:46 PM	7:48 PM	7:54 PM	7:58 PM	8:00 PM

Radcliff/Vine Grove Circulator

This local circulator would operate two vehicles in a loop around Radcliff and Vine Grove, with one vehicle travelling clockwise (inbound) while the other travels counterclockwise (outbound). Because service would be bi-directional, a van would arrive at each stop roughly every half hour, alternating which direction it comes from. Service would be available from 6:00 am to 8:40 pm on weekdays and 8:00 am to 7:40 pm on weekends. The circulator would pause at eight bus stops to load or unload passengers, with vans arriving at the times listed in the four timetables below (weekdays inbound, weekdays outbound, weekends inbound, and weekends outbound).

Figure J-24: Map of Proposed Radcliff/Vine Grove Circulator

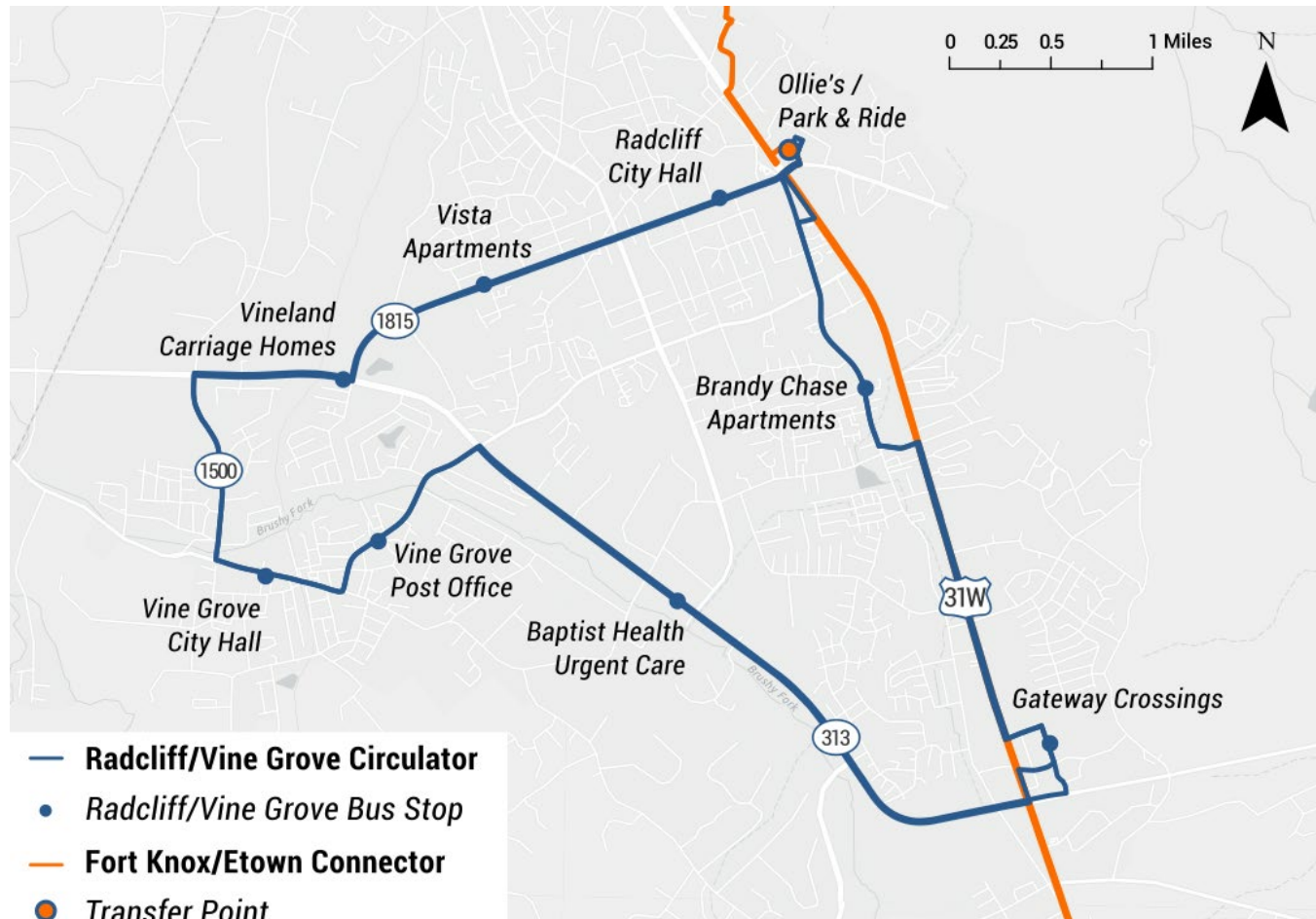


Table J-6: Radcliff/Vine Grove Circulator, Weekdays, Inbound

Gateway Crossings	Baptist Health Urgent Care - Radcliff	Vine Grove Post Office / Highland Ave.	Vine Grove City Hall	Vineland Carriage Homes	Vista Apartments	Radcliff City Hall	Ollie's / Park & Ride	Brandy Chase Apartments	Gateway Crossings
6:00 AM	6:08 AM	6:14 AM	6:16 AM	6:22 AM	6:24 AM	6:28 AM	6:30 AM	6:35 AM	6:41 AM
7:00 AM	7:08 AM	7:14 AM	7:16 AM	7:22 AM	7:24 AM	7:28 AM	7:30 AM	7:35 AM	7:41 AM
8:00 AM	8:08 AM	8:14 AM	8:16 AM	8:22 AM	8:24 AM	8:28 AM	8:30 AM	8:35 AM	8:41 AM
9:00 AM	9:08 AM	9:14 AM	9:16 AM	9:22 AM	9:24 AM	9:28 AM	9:30 AM	9:35 AM	9:41 AM
10:00 AM	10:08 AM	10:14 AM	10:16 AM	10:22 AM	10:24 AM	10:28 AM	10:30 AM	10:35 AM	10:41 AM
11:00 AM	11:08 AM	11:14 AM	11:16 AM	11:22 AM	11:24 AM	11:28 AM	11:30 AM	11:35 AM	11:41 AM
12:00 PM	12:08 PM	12:14 PM	12:16 PM	12:22 PM	12:24 PM	12:28 PM	12:30 PM	12:35 PM	12:41 PM
1:00 PM	1:08 PM	1:14 PM	1:16 PM	1:22 PM	1:24 PM	1:28 PM	1:30 PM	1:35 PM	1:41 PM
2:00 PM	2:08 PM	2:14 PM	2:16 PM	2:22 PM	2:24 PM	2:28 PM	2:30 PM	2:35 PM	2:41 PM
3:00 PM	3:08 PM	3:14 PM	3:16 PM	3:22 PM	3:24 PM	3:28 PM	3:30 PM	3:35 PM	3:41 PM
4:00 PM	4:08 PM	4:14 PM	4:16 PM	4:22 PM	4:24 PM	4:28 PM	4:30 PM	4:35 PM	4:41 PM
5:00 PM	5:08 PM	5:14 PM	5:16 PM	5:22 PM	5:24 PM	5:28 PM	5:30 PM	5:35 PM	5:41 PM
6:00 PM	6:08 PM	6:14 PM	6:16 PM	6:22 PM	6:24 PM	6:28 PM	6:30 PM	6:35 PM	6:41 PM
7:00 PM	7:08 PM	7:14 PM	7:16 PM	7:22 PM	7:24 PM	7:28 PM	7:30 PM	7:35 PM	7:41 PM
8:00 PM	8:08 PM	8:14 PM	8:16 PM	8:22 PM	8:24 PM	8:28 PM	8:30 PM	8:35 PM	8:41 PM

Table J-7: Radcliff/Vine Grove Circulator, Weekdays, Outbound

Gateway Crossings	Brandy Chase Apartments	Ollie's / Park & Ride	Radcliff City Hall	Vista Apartments	Vineland Carriage Homes	Vine Grove City Hall	Vine Grove Post Office / Highland Ave.	Baptist Health Urgent Care - Radcliff	Gateway Crossings
6:00 AM	6:07 AM	6:11 AM	6:13 AM	6:17 AM	6:19 AM	6:26 AM	6:28 AM	6:34 AM	6:41 AM
7:00 AM	7:07 AM	7:11 AM	7:13 AM	7:17 AM	7:19 AM	7:26 AM	7:28 AM	7:34 AM	7:41 AM
8:00 AM	8:07 AM	8:11 AM	8:13 AM	8:17 AM	8:19 AM	8:26 AM	8:28 AM	8:34 AM	8:41 AM
9:00 AM	9:07 AM	9:11 AM	9:13 AM	9:17 AM	9:19 AM	9:26 AM	9:28 AM	9:34 AM	9:41 AM
10:00 AM	10:07 AM	10:11 AM	10:13 AM	10:17 AM	10:19 AM	10:26 AM	10:28 AM	10:34 AM	10:41 AM
11:00 AM	11:07 AM	11:11 AM	11:13 AM	11:17 AM	11:19 AM	11:26 AM	11:28 AM	11:34 AM	11:41 AM
12:00 PM	12:07 PM	12:11 PM	12:13 PM	12:17 PM	12:19 PM	12:26 PM	12:28 PM	12:34 PM	12:41 PM
1:00 PM	1:07 PM	1:11 PM	1:13 PM	1:17 PM	1:19 PM	1:26 PM	1:28 PM	1:34 PM	1:41 PM
2:00 PM	2:07 PM	2:11 PM	2:13 PM	2:17 PM	2:19 PM	2:26 PM	2:28 PM	2:34 PM	2:41 PM
3:00 PM	3:07 PM	3:11 PM	3:13 PM	3:17 PM	3:19 PM	3:26 PM	3:28 PM	3:34 PM	3:41 PM
4:00 PM	4:07 PM	4:11 PM	4:13 PM	4:17 PM	4:19 PM	4:26 PM	4:28 PM	4:34 PM	4:41 PM
5:00 PM	5:07 PM	5:11 PM	5:13 PM	5:17 PM	5:19 PM	5:26 PM	5:28 PM	5:34 PM	5:41 PM
6:00 PM	6:07 PM	6:11 PM	6:13 PM	6:17 PM	6:19 PM	6:26 PM	6:28 PM	6:34 PM	6:41 PM
7:00 PM	7:07 PM	7:11 PM	7:13 PM	7:17 PM	7:19 PM	7:26 PM	7:28 PM	7:34 PM	7:41 PM
8:00 PM	8:07 PM	8:11 PM	8:13 PM	8:17 PM	8:19 PM	8:26 PM	8:28 PM	8:34 PM	8:41 PM

Table J-8: Radcliff/Vine Grove Circulator, Weekends, Inbound

Gateway Crossings	Baptist Health Urgent Care - Radcliff	Vine Grove Post Office / Highland Ave.	Vine Grove City Hall	Vineland Carriage Homes	Vista Apartments	Radcliff City Hall	Ollie's / Park & Ride	Brandy Chase Apartments	Gateway Crossings
8:00 AM	8:08 AM	8:14 AM	8:16 AM	8:22 AM	8:24 AM	8:28 AM	8:30 AM	8:35 AM	8:41 AM
9:00 AM	9:08 AM	9:14 AM	9:16 AM	9:22 AM	9:24 AM	9:28 AM	9:30 AM	9:35 AM	9:41 AM
10:00 AM	10:08 AM	10:14 AM	10:16 AM	10:22 AM	10:24 AM	10:28 AM	10:30 AM	10:35 AM	10:41 AM
11:00 AM	11:08 AM	11:14 AM	11:16 AM	11:22 AM	11:24 AM	11:28 AM	11:30 AM	11:35 AM	11:41 AM
12:00 PM	12:08 PM	12:14 PM	12:16 PM	12:22 PM	12:24 PM	12:28 PM	12:30 PM	12:35 PM	12:41 PM
1:00 PM	1:08 PM	1:14 PM	1:16 PM	1:22 PM	1:24 PM	1:28 PM	1:30 PM	1:35 PM	1:41 PM
2:00 PM	2:08 PM	2:14 PM	2:16 PM	2:22 PM	2:24 PM	2:28 PM	2:30 PM	2:35 PM	2:41 PM
3:00 PM	3:08 PM	3:14 PM	3:16 PM	3:22 PM	3:24 PM	3:28 PM	3:30 PM	3:35 PM	3:41 PM
4:00 PM	4:08 PM	4:14 PM	4:16 PM	4:22 PM	4:24 PM	4:28 PM	4:30 PM	4:35 PM	4:41 PM
5:00 PM	5:08 PM	5:14 PM	5:16 PM	5:22 PM	5:24 PM	5:28 PM	5:30 PM	5:35 PM	5:41 PM
6:00 PM	6:08 PM	6:14 PM	6:16 PM	6:22 PM	6:24 PM	6:28 PM	6:30 PM	6:35 PM	6:41 PM
7:00 PM	7:08 PM	7:14 PM	7:16 PM	7:22 PM	7:24 PM	7:28 PM	7:30 PM	7:35 PM	7:41 PM

Table J-9: Radcliff/Vine Grove Circulator, Weekends, Outbound

Gateway Crossings	Brandy Chase Apartments	Ollie's / Park & Ride	Radcliff City Hall	Vista Apartments	Vineland Carriage Homes	Vine Grove City Hall	Vine Grove Post Office / Highland Ave.	Baptist Health Urgent Care - Radcliff	Gateway Crossings
8:00 AM	8:07 AM	8:11 AM	8:13 AM	8:17 AM	8:19 AM	8:26 AM	8:28 AM	8:34 AM	8:41 AM
9:00 AM	9:07 AM	9:11 AM	9:13 AM	9:17 AM	9:19 AM	9:26 AM	9:28 AM	9:34 AM	9:41 AM
10:00 AM	10:07 AM	10:11 AM	10:13 AM	10:17 AM	10:19 AM	10:26 AM	10:28 AM	10:34 AM	10:41 AM
11:00 AM	11:07 AM	11:11 AM	11:13 AM	11:17 AM	11:19 AM	11:26 AM	11:28 AM	11:34 AM	11:41 AM
12:00 PM	12:07 PM	12:11 PM	12:13 PM	12:17 PM	12:19 PM	12:26 PM	12:28 PM	12:34 PM	12:41 PM
1:00 PM	1:07 PM	1:11 PM	1:13 PM	1:17 PM	1:19 PM	1:26 PM	1:28 PM	1:34 PM	1:41 PM
2:00 PM	2:07 PM	2:11 PM	2:13 PM	2:17 PM	2:19 PM	2:26 PM	2:28 PM	2:34 PM	2:41 PM
3:00 PM	3:07 PM	3:11 PM	3:13 PM	3:17 PM	3:19 PM	3:26 PM	3:28 PM	3:34 PM	3:41 PM
4:00 PM	4:07 PM	4:11 PM	4:13 PM	4:17 PM	4:19 PM	4:26 PM	4:28 PM	4:34 PM	4:41 PM
5:00 PM	5:07 PM	5:11 PM	5:13 PM	5:17 PM	5:19 PM	5:26 PM	5:28 PM	5:34 PM	5:41 PM
6:00 PM	6:07 PM	6:11 PM	6:13 PM	6:17 PM	6:19 PM	6:26 PM	6:28 PM	6:34 PM	6:41 PM
7:00 PM	7:07 PM	7:11 PM	7:13 PM	7:17 PM	7:19 PM	7:26 PM	7:28 PM	7:34 PM	7:41 PM

Fort Knox/Elizabethtown Connector

This intercity connector would operate two vehicles between Fort Knox, Radcliff, and Elizabethtown, with one vehicle travelling southward (inbound) while the other travels northward (outbound). Because service would be bi-directional, a van would arrive at each stop roughly every half hour, alternating which direction it comes from. Service would be available from 6:00 am to 8:35 pm on weekdays and 8:00 am to 7:35 pm on weekends. The circulator would pause at 15 bus stops to load or unload passengers, with vans arriving at the times listed in the four timetables below (weekdays inbound, weekdays outbound, weekends inbound, and weekends outbound).

Figure J-35: Map of Proposed Fort Knox/Elizabethtown Connector

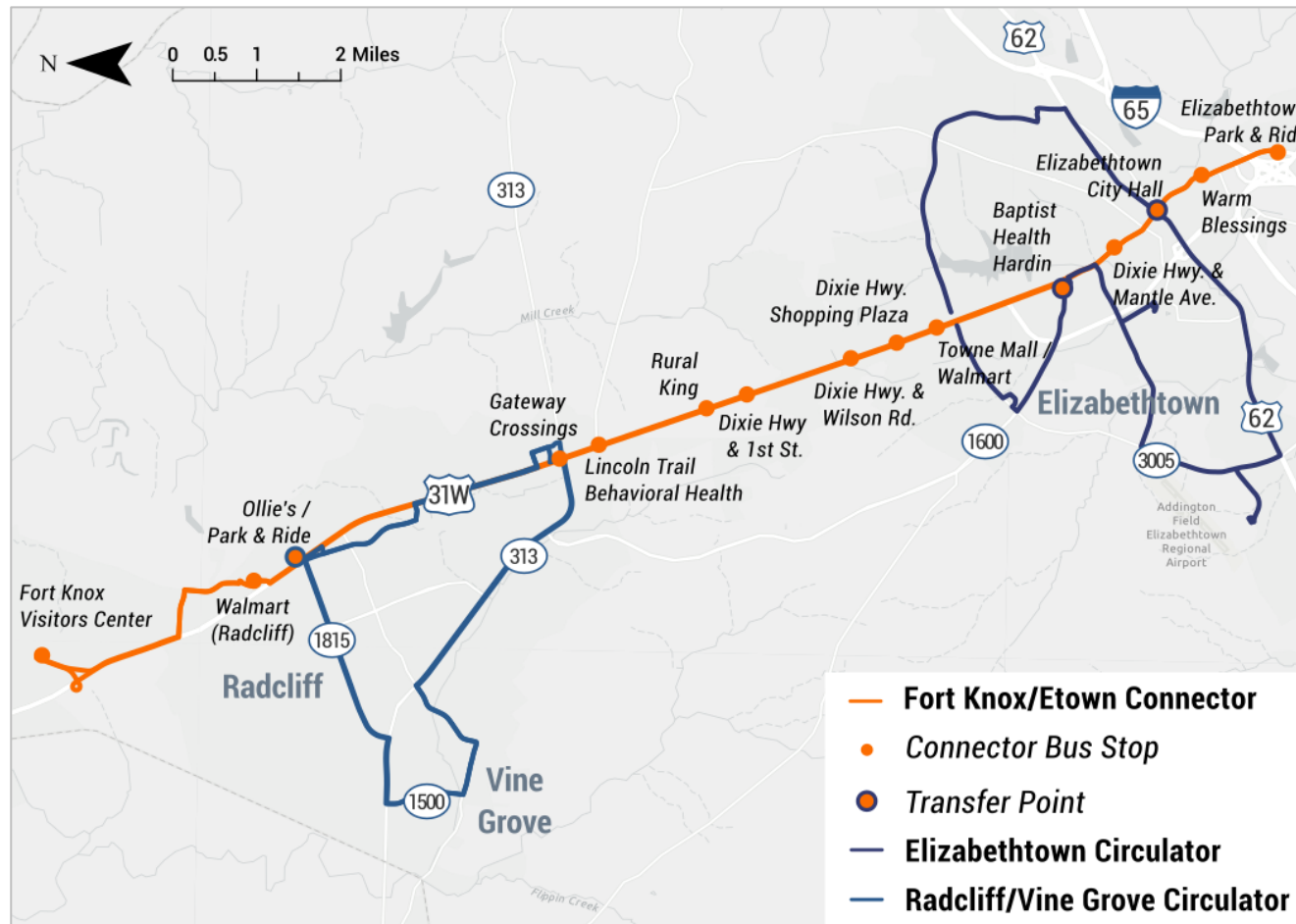


Table J-7: Fort Knox/Etown Connector, Weekdays, Inbound

Fort Knox Visitors Center	Walmart (Radcliff)	Ollie's / Park & Ride	Gateway Crossings	Lincoln Trail Behavioral Health	Rural King	Dixie Hwy + 1st St	Dixie Hwy + Wilson Rd	Dixie Hwy Shopping Plaza	Towne Mall / Walmart	Baptist Health Hardin	Dixie Hwy + Mantle Ave	Elizabethtown City Hall	Warm Blessings Food Pantry	Elizabethtown Park and Ride
6:00 AM	6:08 AM	6:09 AM	6:16 AM	6:17 AM	6:20 AM	6:21 AM	6:24 AM	6:25 AM	6:26 AM	6:29 AM	6:31 AM	6:32 AM	6:34 AM	6:36 AM
7:00 AM	7:08 AM	7:09 AM	7:16 AM	7:17 AM	7:20 AM	7:21 AM	7:24 AM	7:25 AM	7:26 AM	7:29 AM	7:31 AM	7:32 AM	7:34 AM	7:36 AM
8:00 AM	8:08 AM	8:09 AM	8:16 AM	8:17 AM	8:20 AM	8:21 AM	8:24 AM	8:25 AM	8:26 AM	8:29 AM	8:31 AM	8:32 AM	8:34 AM	8:36 AM
9:00 AM	9:08 AM	9:09 AM	9:16 AM	9:17 AM	9:20 AM	9:21 AM	9:24 AM	9:25 AM	9:26 AM	9:29 AM	9:31 AM	9:32 AM	9:34 AM	9:36 AM
10:00 AM	10:08 AM	10:09 AM	10:16 AM	10:17 AM	10:20 AM	10:21 AM	10:24 AM	10:25 AM	10:26 AM	10:29 AM	10:31 AM	10:32 AM	10:34 AM	10:36 AM
11:00 AM	11:08 AM	11:09 AM	11:16 AM	11:17 AM	11:20 AM	11:21 AM	11:24 AM	11:25 AM	11:26 AM	11:29 AM	11:31 AM	11:32 AM	11:34 AM	11:36 AM
12:00 PM	12:08 PM	12:09 PM	12:16 PM	12:17 PM	12:20 PM	12:21 PM	12:24 PM	12:25 PM	12:26 PM	12:29 PM	12:31 PM	12:32 PM	12:34 PM	12:36 PM
1:00 PM	1:08 PM	1:09 PM	1:16 PM	1:17 PM	1:20 PM	1:21 PM	1:24 PM	1:25 PM	1:26 PM	1:29 PM	1:31 PM	1:32 PM	1:34 PM	1:36 PM
2:00 PM	2:08 PM	2:09 PM	2:16 PM	2:17 PM	2:20 PM	2:21 PM	2:24 PM	2:25 PM	2:26 PM	2:29 PM	2:31 PM	2:32 PM	2:34 PM	2:36 PM
3:00 PM	3:08 PM	3:09 PM	3:16 PM	3:17 PM	3:20 PM	3:21 PM	3:24 PM	3:25 PM	3:26 PM	3:29 PM	3:31 PM	3:32 PM	3:34 PM	3:36 PM
4:00 PM	4:07 PM	4:09 PM	4:15 PM	4:16 PM	4:20 PM	4:21 PM	4:24 PM	4:25 PM	4:26 PM	4:29 PM	4:31 PM	4:32 PM	4:34 PM	4:36 PM
5:00 PM	5:07 PM	5:09 PM	5:15 PM	5:16 PM	5:20 PM	5:21 PM	5:24 PM	5:25 PM	5:26 PM	5:29 PM	5:31 PM	5:32 PM	5:34 PM	5:36 PM
6:00 PM	6:07 PM	6:09 PM	6:15 PM	6:16 PM	6:20 PM	6:21 PM	6:24 PM	6:25 PM	6:26 PM	6:29 PM	6:31 PM	6:32 PM	6:34 PM	6:36 PM
7:00 PM	7:07 PM	7:09 PM	7:15 PM	7:16 PM	7:20 PM	7:21 PM	7:24 PM	7:25 PM	7:26 PM	7:29 PM	7:31 PM	7:32 PM	7:34 PM	7:36 PM
8:00 PM	8:07 PM	8:09 PM	8:15 PM	8:16 PM	8:20 PM	8:21 PM	8:24 PM	8:25 PM	8:26 PM	8:29 PM	8:31 PM	8:32 PM	8:34 PM	8:36 PM

Table J-11: Fort Knox/Etown Connector, Weekdays, Outbound

Elizabethtown Park and Ride	Warm Blessings Food Pantry	Elizabethtown City Hall	Dixie Hwy + Mantle Ave	Baptist Health Hardin	Towne Mall / Walmart	Dixie Hwy Shopping Plaza	Dixie Hwy + Wilson Dr	Dixie Hwy + 1st St	Rural King	Lincoln Trail Behavioral Health	Gateway Crossings	Ollie's / Park & Ride	Walmart (Radcliff)	Fort Knox Visitors Center
6:00 AM	6:02 AM	6:04 AM	6:05 AM	6:07 AM	6:11 AM	6:12 AM	6:13 AM	6:15 AM	6:16 AM	6:19 AM	6:20 AM	6:27 AM	6:28 AM	6:35 AM
7:00 AM	7:02 AM	7:04 AM	7:05 AM	7:07 AM	7:11 AM	7:12 AM	7:13 AM	7:15 AM	7:16 AM	7:19 AM	7:20 AM	7:27 AM	7:28 AM	7:35 AM
8:00 AM	8:02 AM	8:04 AM	8:05 AM	8:07 AM	8:11 AM	8:12 AM	8:13 AM	8:15 AM	8:16 AM	8:19 AM	8:20 AM	8:27 AM	8:28 AM	8:35 AM
9:00 AM	9:02 AM	9:04 AM	9:05 AM	9:07 AM	9:11 AM	9:12 AM	9:13 AM	9:15 AM	9:16 AM	9:19 AM	9:20 AM	9:27 AM	9:28 AM	9:35 AM
10:00 AM	10:02 AM	10:04 AM	10:05 AM	10:07 AM	10:11 AM	10:12 AM	10:13 AM	10:15 AM	10:16 AM	10:19 AM	10:20 AM	10:27 AM	10:28 AM	10:35 AM
11:00 AM	11:02 AM	11:04 AM	11:05 AM	11:07 AM	11:11 AM	11:12 AM	11:13 AM	11:15 AM	11:16 AM	11:19 AM	11:20 AM	11:27 AM	11:28 AM	11:35 AM
12:00 PM	12:02 PM	12:04 PM	12:05 PM	12:07 PM	12:11 PM	12:12 PM	12:13 PM	12:15 PM	12:16 PM	12:19 PM	12:20 PM	12:27 PM	12:28 PM	12:35 PM
1:00 PM	1:02 PM	1:04 PM	1:05 PM	1:07 PM	1:11 PM	1:12 PM	1:13 PM	1:15 PM	1:16 PM	1:19 PM	1:20 PM	1:27 PM	1:28 PM	1:35 PM
2:00 PM	2:02 PM	2:04 PM	2:05 PM	2:07 PM	2:11 PM	2:12 PM	2:13 PM	2:15 PM	2:16 PM	2:19 PM	2:20 PM	2:27 PM	2:28 PM	2:35 PM
3:00 PM	3:02 PM	3:04 PM	3:05 PM	3:07 PM	3:11 PM	3:12 PM	3:13 PM	3:15 PM	3:16 PM	3:19 PM	3:20 PM	3:27 PM	3:28 PM	3:35 PM
4:00 PM	4:02 PM	4:04 PM	4:05 PM	4:07 PM	4:11 PM	4:12 PM	4:13 PM	4:15 PM	4:16 PM	4:19 PM	4:20 PM	4:27 PM	4:28 PM	4:35 PM
5:00 PM	5:02 PM	5:04 PM	5:05 PM	5:07 PM	5:11 PM	5:12 PM	5:13 PM	5:15 PM	5:16 PM	5:19 PM	5:20 PM	5:27 PM	5:28 PM	5:35 PM
6:00 PM	6:02 PM	6:04 PM	6:05 PM	6:07 PM	6:11 PM	6:12 PM	6:13 PM	6:15 PM	6:16 PM	6:19 PM	6:20 PM	6:27 PM	6:28 PM	6:35 PM
7:00 PM	7:02 PM	7:04 PM	7:05 PM	7:07 PM	7:11 PM	7:12 PM	7:13 PM	7:15 PM	7:16 PM	7:19 PM	7:20 PM	7:27 PM	7:28 PM	7:35 PM
8:00 PM	8:02 PM	8:04 PM	8:05 PM	8:07 PM	8:11 PM	8:12 PM	8:13 PM	8:15 PM	8:16 PM	8:19 PM	8:20 PM	8:27 PM	8:28 PM	8:35 PM

Table J-12: Fort Knox/Etown Connector, Weekends, Inbound

Fort Knox Visitors Center	Walmart (Radcliff)	Ollie's / Park & Ride	Gateway Crossings	Lincoln Trail Behavioral Health	Rural King	Dixie Hwy + 1st St	Dixie Hwy + Wilson Rd	Dixie Hwy Shopping Plaza	Towne Mall / Walmart	Baptist Health Hardin	Dixie Hwy + Mantle Ave	Elizabethtown City Hall	Warm Blessings Food Pantry	Elizabethtown Park and Ride
8:00 AM	8:08 AM	8:09 AM	8:16 AM	8:17 AM	8:20 AM	8:21 AM	8:24 AM	8:25 AM	8:26 AM	8:29 AM	8:31 AM	8:32 AM	8:34 AM	8:36 AM
9:00 AM	9:08 AM	9:09 AM	9:16 AM	9:17 AM	9:20 AM	9:21 AM	9:24 AM	9:25 AM	9:26 AM	9:29 AM	9:31 AM	9:32 AM	9:34 AM	9:36 AM
10:00 AM	10:08 AM	10:09 AM	10:16 AM	10:17 AM	10:20 AM	10:21 AM	10:24 AM	10:25 AM	10:26 AM	10:29 AM	10:31 AM	10:32 AM	10:34 AM	10:36 AM
11:00 AM	11:08 AM	11:09 AM	11:16 AM	11:17 AM	11:20 AM	11:21 AM	11:24 AM	11:25 AM	11:26 AM	11:29 AM	11:31 AM	11:32 AM	11:34 AM	11:36 AM
12:00 PM	12:08 PM	12:09 PM	12:16 PM	12:17 PM	12:20 PM	12:21 PM	12:24 PM	12:25 PM	12:26 PM	12:29 PM	12:31 PM	12:32 PM	12:34 PM	12:36 PM
1:00 PM	1:08 PM	1:09 PM	1:16 PM	1:17 PM	1:20 PM	1:21 PM	1:24 PM	1:25 PM	1:26 PM	1:29 PM	1:31 PM	1:32 PM	1:34 PM	1:36 PM
2:00 PM	2:08 PM	2:09 PM	2:16 PM	2:17 PM	2:20 PM	2:21 PM	2:24 PM	2:25 PM	2:26 PM	2:29 PM	2:31 PM	2:32 PM	2:34 PM	2:36 PM
3:00 PM	3:08 PM	3:09 PM	3:16 PM	3:17 PM	3:20 PM	3:21 PM	3:24 PM	3:25 PM	3:26 PM	3:29 PM	3:31 PM	3:32 PM	3:34 PM	3:36 PM
4:00 PM	4:08 PM	4:09 PM	4:16 PM	4:17 PM	4:20 PM	4:21 PM	4:24 PM	4:25 PM	4:26 PM	4:29 PM	4:31 PM	4:32 PM	4:34 PM	4:36 PM
5:00 PM	5:08 PM	5:09 PM	5:16 PM	5:17 PM	5:20 PM	5:21 PM	5:24 PM	5:25 PM	5:26 PM	5:29 PM	5:31 PM	5:32 PM	5:34 PM	5:36 PM
6:00 PM	6:08 PM	6:09 PM	6:16 PM	6:17 PM	6:20 PM	6:21 PM	6:24 PM	6:25 PM	6:26 PM	6:29 PM	6:31 PM	6:32 PM	6:34 PM	6:36 PM
7:00 PM	7:08 PM	7:09 PM	7:16 PM	7:17 PM	7:20 PM	7:21 PM	7:24 PM	7:25 PM	7:26 PM	7:29 PM	7:31 PM	7:32 PM	7:34 PM	7:36 PM

Table J-138: Fort Knox/Etown Connector, Weekends, Outbound

Elizabethtown Park and Ride	Warm Blessings Food Pantry	Elizabethtown City Hall	Dixie Hwy + Mantle Ave	Baptist Health Hardin	Towne Mall / Walmart	Dixie Hwy Shopping Plaza	Dixie Hwy + Wilson Dr	Dixie Hwy + 1st St	Rural King	Lincoln Trail Behavioral Health	Gateway Crossings	Ollie's / Park & Ride	Walmart (Radcliff)	Fort Knox Visitors Center
8:00 AM	8:02 AM	8:04 AM	8:05 AM	8:07 AM	8:11 AM	8:12 AM	8:13 AM	8:15 AM	8:16 AM	8:19 AM	8:20 AM	8:27 AM	8:28 AM	8:35 AM
9:00 AM	9:02 AM	9:04 AM	9:05 AM	9:07 AM	9:11 AM	9:12 AM	9:13 AM	9:15 AM	9:16 AM	9:19 AM	9:20 AM	9:27 AM	9:28 AM	9:35 AM
10:00 AM	10:02 AM	10:04 AM	10:05 AM	10:07 AM	10:11 AM	10:12 AM	10:13 AM	10:15 AM	10:16 AM	10:19 AM	10:20 AM	10:27 AM	10:28 AM	10:35 AM
11:00 AM	11:02 AM	11:04 AM	11:05 AM	11:07 AM	11:11 AM	11:12 AM	11:13 AM	11:15 AM	11:16 AM	11:19 AM	11:20 AM	11:27 AM	11:28 AM	11:35 AM
12:00 PM	12:02 PM	12:04 PM	12:05 PM	12:07 PM	12:11 PM	12:12 PM	12:13 PM	12:15 PM	12:16 PM	12:19 PM	12:20 PM	12:27 PM	12:28 PM	12:35 PM
1:00 PM	1:02 PM	1:04 PM	1:05 PM	1:07 PM	1:11 PM	1:12 PM	1:13 PM	1:15 PM	1:16 PM	1:19 PM	1:20 PM	1:27 PM	1:28 PM	1:35 PM
2:00 PM	2:02 PM	2:04 PM	2:05 PM	2:07 PM	2:11 PM	2:12 PM	2:13 PM	2:15 PM	2:16 PM	2:19 PM	2:20 PM	2:27 PM	2:28 PM	2:35 PM
3:00 PM	3:02 PM	3:04 PM	3:05 PM	3:07 PM	3:11 PM	3:12 PM	3:13 PM	3:15 PM	3:16 PM	3:19 PM	3:20 PM	3:27 PM	3:28 PM	3:35 PM
4:00 PM	4:02 PM	4:04 PM	4:05 PM	4:07 PM	4:11 PM	4:12 PM	4:13 PM	4:15 PM	4:16 PM	4:19 PM	4:20 PM	4:27 PM	4:28 PM	4:35 PM
5:00 PM	5:02 PM	5:04 PM	5:05 PM	5:07 PM	5:11 PM	5:12 PM	5:13 PM	5:15 PM	5:16 PM	5:19 PM	5:20 PM	5:27 PM	5:28 PM	5:35 PM
6:00 PM	6:02 PM	6:04 PM	6:05 PM	6:07 PM	6:11 PM	6:12 PM	6:13 PM	6:15 PM	6:16 PM	6:19 PM	6:20 PM	6:27 PM	6:28 PM	6:35 PM
7:00 PM	7:02 PM	7:04 PM	7:05 PM	7:07 PM	7:11 PM	7:12 PM	7:13 PM	7:15 PM	7:16 PM	7:19 PM	7:20 PM	7:27 PM	7:28 PM	7:35 PM

Logistical Requirements

ADA Complementary Paratransit

Complementary paratransit service is required under the Americans with Disabilities Act (ADA) in order to provide any individual with a disability the opportunity to travel to the same places, and at the same times, as any bus rider. As stated in the Federal Transit Administration's regulations ([49 CFR 37.131](#)),

The entity shall provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route. The corridor shall include an area with a three-fourths of a mile radius at the ends of each fixed route. ...The complementary paratransit service shall be available throughout the same hours and days as the entity's fixed route service.

Currently, TACK's public service operates from 5:00 am to 7:00 pm Monday through Friday. Implementing the proposed fixed-route service would require adding the corresponding evening and weekend operating hours to TACK's curb-to-curb paratransit van service, at least within a ¾-mile area around each fixed route, to match the fixed-route service times.

Capital Purchases

To operate the new service, TACK would need to purchase a minimum of six 14-seat cutaway buses (9 buses recommended) and would need to pursue a grant for the Buses and Bus Facilities Formula Program – 5339 (a) from the Federal Transit Administration to assemble the needed capital funding. TACK's current fleet already includes Ford Starcraft cutaway buses and Ford Transit vans, neither of which requires a costly Commercial Driver's License (CDL) to operate if the vehicle is configured for 14 or fewer passengers.

Signs, shelters, and benches would also need to be installed at key bus stops on each route.

Fare Structure

It is recommended that the new fixed-route service be fare-free, as the cost and logistics of collecting fares over TACK's large service area would easily outstrip any revenue generated from them: fare collection boxes cost over \$1,000 per vehicle to start, and then each driver would need to spend 150-250 hours per year counting fares and reconciling the deposits. With six vehicles needed on the proposed routes, the fare collection boxes would cost \$6,000-\$10,800 to implement in the first year. Afterwards, the routine expenses of counting fares and reconciling deposits would require 900-1,500 staff-hours per year.

In the absence of fare revenues, annual operating funds for the service would need to be assembled from a partnership of local public, private, and non-profit stakeholders.

If a free fare service is not feasible, it is recommended that a mobile app and/or a scannable bus pass system be employed to eliminate the need for additional staff hours required to reconcile cash fares.

APPENDIX K

Appendix K – Financial Plan

Securing funding from multiple sources will be one of the biggest factors in the success of a new fixed-route bus network. Transit agencies typically receive a combination of funds. To move forward, the public transportation in REMPO’s service area could benefit from federal grants, municipal and county-level contributions, and contract agreements with major employers.

Operating costs for fixed-route bus service can vary considerably from state to state, but for mid-sized cities in Kentucky, total annual costs can range anywhere from \$275,000 to \$3 million to operate a bus service. However, all the Kentucky transit agencies listed in Table offset these annual operating costs with federal grants that supply 50% - 80% of the necessary funds.

Table K-1: FY2022 Expenses for Fixed-Route Bus Service in Mid-Sized KY Cities

Agency	County	Operating Expenses	Vehicles in Service	Cost per Trip
Ashland Bus System	Boyd	\$794,270	6	\$15.13
Bluegrass RIDE	Scott, Boyle	\$275,427	4	\$20.82
Frankfort Public Transit	Franklin	\$1,029,788	5	\$15.00
GoBG	Warren	\$1,176,202	10	\$21.72
Henderson Area Rapid Transit	Henderson	\$954,523	3	\$19.14
Owensboro Transit Systems	Daviess	\$3,180,676	9	\$14.86

Source: National Transit Database

In **Phase 1** of the recommended public transportation expansion, TACK, REMPO, and other partners would leverage existing vanpool options to quickly meet some of the region’s demand for public transportation. Because TACK already has a fleet of vans for its current vanpool service, no additional funding would be needed in 2025 to purchase new vehicles. Likewise, vanpool drivers are volunteers who drive the vans in exchange for a lower vanpool fee, so operational costs are not expected to increase significantly. Other activities to complete Phase 1 rely more on MPO and TACK staff time to coordinate with major employers in the region and potentially with the Kentuckiana Regional Planning & Development Agency. TACK may need to hire one additional staff member dedicated to coordinating the vanpool service, which would cost around \$40k - \$50k per year.

Phase 2 of the public transportation expansion will require a significant shift of financial resources. For TACK, REMPO, and other partners to implement the three bus routes, they will need to secure new funding for both one-time capital expenses (new vehicles, bus signs, and bus shelters) and ongoing operating expenses (wages for bus drivers, fuel costs, vehicle maintenance, etc.). Table K-2 summarizes what the total capital and operating expenses are estimated to be in the first year of service, based on the average operating cost of \$2.48 per revenue vehicle mile reported from peer agencies in Kentucky.

Table K-2: Estimated Total Costs for Phase 2 Implementation

Capital Expenses	Operating Expenses
<ul style="list-style-type: none"> 75 bus stop signs: \$75 each, \$5,625 total 7 bus shelters: \$10,000 each, \$70,000 total 6-9 new cutaway buses: \$146k each, \$876k - \$1.31 million total 	<ul style="list-style-type: none"> Elizabethtown Circulator: \$743k per year Radcliff/Vine Grove Circulator: \$508k per year Fort Knox/Elizabethtown Connector: \$440k per year

Phase 3 implementation includes not only adding additional vehicles as necessary, but potentially extending the Fort Knox/Elizabethtown Connector south to Glendale and north to West Point, adding a Brandenburg Connector route, and buying or renting a dedicated vehicle storage and maintenance facility. A site large enough to support TACK’s existing operations and the additional vehicles need to be at least five acres in an area zoned for industry. Estimated costs for five acres zoned as “industrial” are between \$640,000 in Radcliff to \$821,600 in Elizabethtown. Alternatively, leasing an existing site of that size would cost around \$13 per square foot annually (based on similar sites for sale in 2024), or around \$100,000 annually for a 10,000 square-foot facility. Funding to purchase and construct a facility would be considered a capital expense, while leasing a facility would instead add to annual operating expenses. Table K-3 summarizes these costs.

Table K-3: Estimated Total Cost for Phase 3 Implementation

Facility Purchase Expenses (Capital)	Facility Lease Expenses (Operating)
<ul style="list-style-type: none"> Land purchase: \$640k - \$822k Facility construction: \$1.75M for 10,000 sq ft facility 	<ul style="list-style-type: none"> Price to lease: \$100k per year for 10,000 sq ft facility

Federal Funding Sources

The Federal Transit Administration (FTA) oversees many funding programs that transit agencies of all sizes can apply. Some federal funding programs are already boosting transportation services in Meade and Hardin Counties, such as TACK’s vanpool program and curb-to-curb trips for seniors and individuals with disabilities. Other, previously untapped federal funding programs will aid TACK in launching a new fixed-route bus service in the Radcliff/Elizabethtown MPO area.

Federal Grant for New Vehicles (5339 Program)

The main objective of the Grants for Buses and Bus Facilities Program (49 U.S.C. 5339(a)) is to facilitate the procurement of new transit vehicles, thereby enhancing the efficiency and effectiveness of public transportation.

The recipients who qualify for this funding are those designated recipients that either operate a fixed route bus service or allocate funding to operators of fixed-route bus services. This is a formula program and must be applied for through the Office of Transportation Delivery for rural (<50,000) and small urbanized areas

(<200,000). KYTC’s Office of Transportation Delivery provides an application guideline for this process. The next round for applications will take place in 2025.

Federal Grant for Operating Funds (5307 Program)

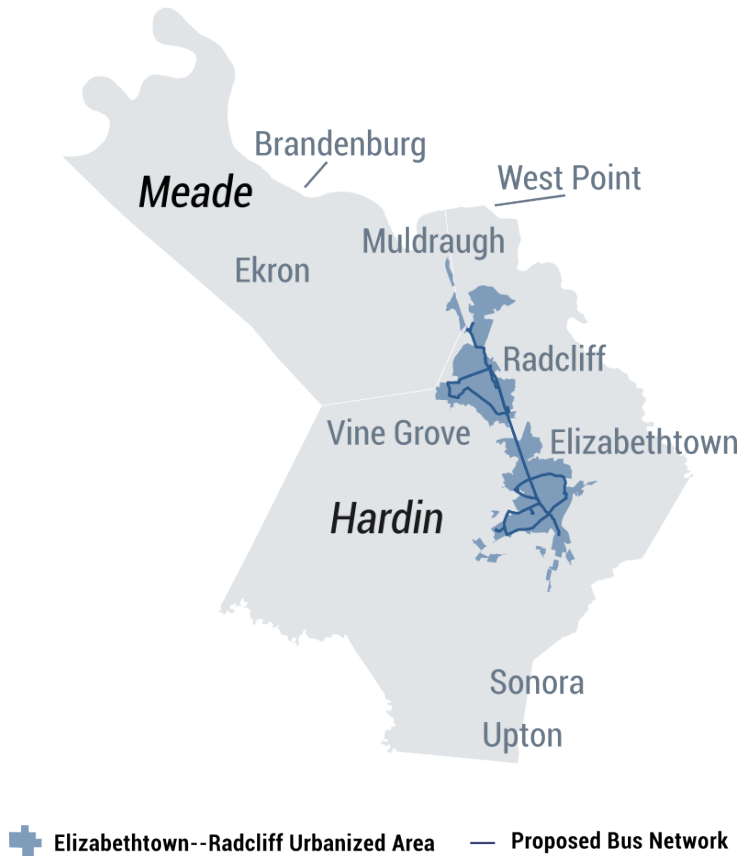
A transit agency serving an urbanized area with a population between 50,000 and 200,000 is eligible to receive operating funding through the FTA’s Urbanized Area Formula Funding program (49 U.S.C. 5307). Because a significant portion of the proposed bus service falls within the “Elizabethtown--Radcliff Urbanized Area” (see Figure), TACK is eligible to receive 5307 funds to support service.

These federal funds can be matched with local funds to provide up to 80% of TACK’s operating funding and up to 80% of the cost of new vehicles for the proposed services. The remaining funds must be supplied from local sources or from other federal programs like Medicaid.

TACK can apply for 5307 funding through the Office of Transportation Delivery (OTD) within the Kentucky Transportation Cabinet (KYTC). The Kentucky Public Transit Branch, which is part of these services, distributes and oversees the grants. This would allow for TACK to become subrecipient. TACK also has the option to directly apply for the 5307 grants through the FTA.

If TACK were to expand service to Glendale, West Point, or Brandenburg as part of Phase 3, the bulk of its bus system would still serve an urbanized area and it would still be eligible to use 5307 funds for its entire bus system. Another option would be to apply to the Rural Formula Funding Program (49 U.S.C. 5311) to fund the portion of bus service outside the urbanized area. However, the 5311 programs would only provide up to 50% of the cost of operations. More information on this program can be obtained from KYTC’s Office of Transportation Delivery.

Figure K-1: Proposed Bus Network Relative to Urbanized Area



Funding Sources for Local Match

With federal programs supplying 80% of the total cost to purchase vehicles and operate the bus service, the matching funds required at the local level (including Medicaid NEMT funds) are significantly more achievable. Table and Table reframe the cost of implementing service from the local perspective at an 80% “discount.”

Table K-4: Estimated Costs for Phase 2 Implementation (after 80% Federal Match)

Capital Expenses	Operating Expenses
<ul style="list-style-type: none"> 75 bus stop signs: \$15 each, \$1,125 total 7 bus shelters: \$2,000 each, \$14,000 total 6-9 new cutaway buses: \$29k each, \$175k - \$263k total 	<ul style="list-style-type: none"> Elizabethtown Circulator: \$149k per year Radcliff/Vine Grove Circulator: \$102k per year Fort Knox/Elizabethtown Connector: \$88k per year

Table K-5: Estimated Costs for Phase 3 Implementation (after 80% Federal Match)

Facility Purchase Expenses (Capital)	Facility Lease Expenses (Operating)
<ul style="list-style-type: none"> Land purchase: \$128k - \$164k Facility construction: \$350k for 10,000sqft facility 	<ul style="list-style-type: none"> Price to lease: \$20k per year for 10,000sqft facility

Matching Funds from Local Governments

Outside of funding from the federal government, local governments can supply part or all of the 20% local match for operating costs as well as some capital investments. City and county governments can contribute funds to public transportation services that operate within their jurisdictions.

Many cities in Kentucky contribute funding towards public transportation as both a public benefit and an investment into the local economy. For example, the City of Owensboro allocates approximately \$1 million per year from its General Fund to contribute to local public transportation services,¹ while in FY2024 the City of Ashland approved more than \$500,000 from its General Fund.²

Investing in Public Transportation

- Every \$1 invested in public transportation generates \$5 in economic returns.
- Every \$1 million invested in public transportation supports and creates approximately 50 jobs.
- Home values are up to 24% higher near bus systems than homes in areas without public transportation.

Matching Funds from Medicaid NEMT

Another source of the 20% local match can come from some of the funding that TACK receives to operate non-emergency transportation (NEMT) services for low-income individuals. The US Department of Health and Human Services provides each state with funds for NEMT based on the number of Medicaid-eligible

¹ Annual Budget 2023-2024. City of Owensboro. (n.d.). <https://owensboro.org/assets/files/2023-24-Annual-Budget-Book.pdf>

² General Fund Budget Fiscal Year 2024. City of Ashland. (n.d.). <https://cms8.revize.com/revize/ashland/Final%20Budget%20Report%20FY24.pdf>

individuals living in each county. In Kentucky, the Cabinet for Health and Family Services contracts with TACK to provide Medicaid NEMT in Meade and Hardin Counties and channels the federal funds accordingly. TACK can use any leftover funds from this contract to make up some or all of the 20% local match for federal 5307 or 5339 funds.³

In Georgetown, for example, Bluegrass RIDE uses Medicaid NEMT funding to meet all of its local match requirements. By creating fixed-route bus service, many of the NEMT trips that Bluegrass RIDE previously provided as curb-to-curb van service are now being provided through bus trips, which are more cost-effective than demand-response van trips.

Matching Funds from Advertisements

Even if a transit agency does not have a revenue stream from passenger fares, it can still contribute to the local funding match through advertising revenues. TACK could create partnerships with local businesses to sell advertising space within certain sections of the vehicle interior and/or wraparound advertisements applied to the exterior of the vehicle.

One important preliminary step before entering into any agreement with a business is the development of a vehicle advertisement policy. An advertisement policy outlines the types of advertisements are acceptable (in terms of size, placement, and potentially inflammatory content), the pricing structure, and the responsibilities of all parties in terms of ad installation and maintenance costs.

Matching Funds from Service Agreement with Major Employers

In the service area if a business, organization, university, or college is interested in paying TACK for an additional stop or service along the route, they can approach TACK to coordinate a service agreement for such service. However, it is crucial to note that this service must be regular, not intermittent, it must be accessible to the public, and not a charter service. Any entity requesting to purchase the service should be provided with a quote that reflects the full operating cost of the new additional service, especially considering that the additional service is not funded. The entity and TACK are expected to enter into a contract that identifies the description, cost, frequency, and duration of the additional service or stop.

Staffing Considerations

Across the country, many transit agencies are facing steep competition for a qualified workforce. The competition is most intense for drivers with a commercial driver's license (CDL), which allows them to drive vehicles built for 15 or more passengers as well as commercial vehicles for major shipping companies like Amazon and Home Depot. Due to these and other factors, buying large, 30-foot transit buses that require drivers with CDL licenses is not recommended for either implementing or expanding the proposed service at this time.

To expand on the reasoning for this recommendation, first, the cost of purchasing large transit buses is significantly higher compared to non-CDL transit vehicles, with a 30- or 40-foot bus costing between

³ Transportation Research Board. (2020, February). Baseline Research on Allowable In-Kind and Local Match Sources – Final Report. <https://onlinepubs.trb.org/onlinepubs/nchrp/2065/Task75ReportFinal.pdf>

\$500,000 and \$750,000, with a life expectancy of 10-12 years, compared to the cutaway buses costs at approximately \$100,000, with a similar life expectancy.

Second, CDL licensed drivers command higher wages, starting at approximately \$20.14 per hour in the REMPO area, compared to the current TACK's non-CDL drivers at \$16.00 per hour. Specialized mechanics to perform maintenance on the diesel CDL vehicles also command higher wages, starting at approximately \$26.60 per hour in the REMPO area. This could strain TACK's operating budget.

Third, given the current competitive job market, any difficulty in finding or retaining qualified employees could lead to operational inefficiencies and service disruptions.

Considering the capital costs, operational challenges, and staffing difficulties as well as striving to meet the needs for public transportation in the REMPO area, this study recommends that TACK will be better served by investing in more cost-effective, non-CDL vehicles such as cutaway buses for any new fixed-route service.

APPENDIX L

Appendix L – Next Steps

Successful implementation of fixed-route public transportation and enhancement of existing public transportation in Hardin and Meade Counties will require action from many local stakeholders and supporters. L-1 outlines the most important actions that should be taken, which entity or stakeholder is best placed to support the action, and a broad timeframe for taking each action.

Table L-1: Courses of Action for Investing in Public Transportation in Meade and Hardin Counties

Timeframe	Action	Champion
Step 1	Establish a TACK staff member dedicated to expanding and coordinating vanpool service	TACK
	Establish relationships with HR departments (or the Deputy Garrison Commander, in the case of Fort Knox) of major regional employers	TACK
	Begin coordinating with KYTC about applying for and accessing 5339(a) vehicle funds and Section 5307 operating funds in FY26	TACK, KYTC OTD
	Discuss the possibility of earmarking FY26 funds for operating costs and/or bus stop signs and bus shelters	REMPO, Local Governments
Step 2	Develop and roll out additional advertisement options, using social media posts and hardcopy materials	TACK, REMPO
	Begin work to implement the safety countermeasures identified in the 2024 Elizabethtown Safety Action Plan	Local Governments, KYTC OTD
	Perform public engagement around potential new service	TACK, REMPO
	For any stops on private property, coordinate with property owners about precise bus stop locations, bus shelter locations, and driver layover locations	TACK, Local Governments, Stakeholders
	Purchase 6-9 new cutaway buses	TACK, Local Governments
	Develop driver schedules, including for the demand-response drivers in the expanded ADA service hour	TACK
Step 3	Install bus stop signs and/or bus shelters	TACK, Local Governments
	Advertise details of upcoming bus service on social media and periodicals	TACK, REMPO, Local Governments
	Roll out new bus service and begin tracking ridership by stop	TACK
	Continue implementing the safety countermeasures identified in the 2024 Elizabethtown Safety Action Plan	Local Governments, KYTC