



**KENTUCKIANS FOR BETTER
TRANSPORTATION**

WE MAKE KENTUCKY **GO**

THE ROLE OF PUBLIC TRANSIT IN WORKFORCE PARTICIPATION





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Kentuckians for Better Transportation is the voice to educate and advocate for a safe and sustainable multi-modal transportation network that provides mobility across the Commonwealth for economic growth and improved quality of life.

Our Members

ADDs
Counties (63)
Cities
Associations
Highway Contractors
Economic Development
Chambers of Commerce
General Aviation Airports
Public Transit
Riverports
Railroads
Engineers
Suppliers



Public Transit In Kentucky

Federal Funds Administered by Office of Transportation Delivery at KYTC

The Office of Transportation Delivery, comprising two branches, is responsible for seeking grant funds; overseeing and implementing various statewide public transit grants; and coordinating human service transportation, such as non-emergency medical transportation.

5311 Non-Urbanized (Rural) Area Program program's goal is to improve access to health care, education, employment, and other services. It can also help develop intercity bus transportation and encourage other practices, such as transit-oriented development. The program provides funding for capital, planning, operating, and technical assistance projects.

5310 Enhanced Mobility of Seniors and Individuals with Disabilities program provides funding to states and other recipients to help older adults and people with disabilities access transportation. The program's goal is to improve mobility by removing barriers to transportation services and increasing transportation options.

Human Services Transportation Delivery Branch (HSTD) is responsible for the oversight of the HSTD program which consolidates transportation services for the Department for Medicaid Services, Department for the Blind, and the Department of Vocational Rehabilitation are now coordinated by the Kentucky Transportation Cabinet, Office of Transportation Delivery.



Public Transit and Workforce

- Transportation is one of many workforce related challenges
- Public Transit Agencies should be part of the solution
- What does that look like?
- Funding challenges exist currently for most systems – more need for local & state involvement
- Can we innovate and rethink current practices and funding streams to better serve Kentuckians and remove barriers that keep people from joining the workforce?
- Today's conversation should be the first of many
- Public transportation in the urban areas looks different than public transportation in the rural areas



Urban Operations



LEXTRAN & THE WORKFORCE

- Lextran employs more than 200 people with year-round, reliable jobs.
- According to the 2021 Comprehensive Operations Analysis customer survey, around 54 percent of trips on Lextran were to and from work or school.

CHALLENGES

- Providing for third-shift works is an issue, as service is unavailable roughly midnight to 6 AM, limiting the ability to meet needs of a night shift population.



Urban Operations



TANK

- 70% use TANK to get to jobs or higher education in Northern KY
- This service delivers essential workers to jobs that support the economy – in the service sector, hospitals and jobs in logistics centers at CVG

CHALLENGES

- Expansion to accommodate a shift requires a level of ridership to sustain it. The more companies/businesses can share in a transit route/service shift, the greater chance the service will have the ridership it needs to continue.



Urban Operations

TARC'S MOU PROGRAM

- According to a Spring 2024 survey, 57 percent of TARC fixed route trips are used to get to work, of which are 554,404 trips on fixed route service to the 5 largest employers with MOUs.
- TARC has MOUs with many of the largest employers in the Louisville region including Amazon, Humana, JCTC, Louisville Metro Government, the University of Louisville, UofL Health, and UPS.
- Those MOUs provide ways for the large employers to easily provide bulk access to transit to employees at a consistent price
- **TARC3** service, TARC's federally mandated paratransit service for individuals with disabilities, made 45,893 TARC3 trips to the 5 largest employers in 2024. These services also help increase workforce participation and self-sufficiency for individuals with disabilities.



Challenges & Needs

- **Long-term reliable sources of funding**

- For example, TARC is looking at a reduction in service levels of approximately 50 percent over the next two years compared to early 2024.

- **Rural job sites**

- Transit service could be much more effective if it dropped off and picked up riders at one main stop in suburban office parks or industrial areas and local businesses coordinated “first mile/last mile” transportation the rest of the way.

- **Public Private Partnerships**

- Optimizing routes and timing for employers in urban areas while better supporting direct access to jobs in remote areas of the community



Adding Value to Public Transit

Public Transit Operators are often not included in economic development.

- Where there are options, it's important to pick sites already close to transit if there is an expectation that transit will be needed.
- When locating major employment centers, evaluate combined cost of housing, transportation, and employee retention as part of the economic development strategies and impact on employees.
- Evaluate financial impact and unnecessary burden on populations with low paying jobs, including long travel time.
- Consider public transportation as a major infrastructure, critical for the community and necessary to support freedom of mobility, access to jobs and job retentions, access to education, support for aging populations, and the overall quality of life in the community.





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Thank you!

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