Northern Kentucky Area Development District

NKY Coordinated Transit Plan FY25-27

Part 1

Four Main Points of Plan

A. Assessment of available services that identify current transportation providers (public, private, nonprofit)

The Northern Kentucky Area Development District (NKADD) has been the lead agency for the FTA (Federal Transit Administration) Section 5310 vehicles in Carroll, Gallatin, Grant, Owen, and Pendleton Counties. As such, the Agency has maintained an inventory of each vehicle funded and submitted semi-annual reports of the usage and ridership of the vehicle(s) to the Office of Transportation Delivery. The NKADD has created a list of stakeholders and service providers for planning and coordination purposes. Below is a summary of the transit providers in the NKADD's eight-county region and their respective service areas.

- TANK (Transit Authority of Northern Kentucky): Operates in Boone, Kenton, and Campbell counties, as shown by the purple TANK routes.
- BAWAC: Provides service for Medicaid consumers in Boone, Campbell, Gallatin, Grant, Kenton, and Pendleton counties.
- Owen County Public Transit (OCPT): Operates in Boone, Campbell, Carroll, Gallatin, Grant, Kenton Owen, and Pendleton counties.
- Carroll County Wellness Transit: Specifically highlighted for Carroll County.
- City Care Pick Up: Serves Boone, Kenton, and Campbell counties.
- Federated Transportation Services of the Bluegrass (FTSB): Provides service in Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, Pendleton, and surrounding counties.
- Express Mobile Transportation: Operates in the northern part of the NKADD region, as well as southern Ohio

The *Transit Authority of Northern Kentucky (TANK)* serves Boone, Kenton, and Campbell counties, which also extends north to Cincinnati, Ohio. While the TANK fixed route service area is largely focused on the populated northern parts of these three counties, the Regional Area Mobility Program (RAMP) paratransit service area extends south, covering the less dense, more rural areas within the TANK service area. TANK provides various transit options, including local and express bus routes, shuttle services, paratransit, and an on-demand micro-transit program that launched in August 2024 called TANK Plus. TANK Plus service is available in designated portions of Campbell County from 9 a.m. to 5 p.m., Monday through Sunday. In addition to its public transit services, TANK also operates buses for Holmes and Newport high schools, providing transportation for students in these areas.

TANK operates 11 local fixed routes and 9 express routes, connecting key locations such as the CVG airport, Alexandria, Covington, Florence, and Cincinnati, Ohio, thus serving the urban population of Northern Kentucky. The Southbank Shuttle, running at a 15-minute frequency, circulates through Bellevue, Cincinnati, Covington, and Newport. Two airport shuttles transport passengers from surrounding areas to CVG airport and Downtown Cincinnati, Ohio. Additionally, TANK maintains 10 park-and-ride lots across its service area, with five in Boone County, two in Campbell County, and three in Kenton County. The fixed route service is offered 7 days a week from 4:00 am to 1:30 am, with each route varying in hours of operation, 5:00 am to 10:00 pm.

The RAMP paratransit service operates within two defined zones: one being within the standard ¾ mile buffer from the local fixed route service (Zone 1) as well as areas as far south as Walton in Boone County and Grants Lick in Campbell County for an extra cost (Zone 2). RAMP paratransit operates from 5:00 am to 10:00 pm daily. TANK is also now offering senior door-to-door on-demand transportation within the service area to passengers 67 years or older with proof of age through photo identification. Eligible trips include medical appointments, essential services, or facility transportation, such as a senior center.

BAWAC, based in Florence, Kentucky, provides employment, rehabilitation, work adjustment training, and transportation services for Medicaid Waiver consumers in Boone, Campbell, Gallatin, Grant, Kenton, and Pendleton Counties. The transportation service is a same-day door-to-door mobility service that is free to Medicaid customers and provides trips for medical appointments, employment, job training, life maintenance, and social trips. BAWAC's dispatch and scheduling team coordinates the logistics of each individual trip, which helps ensure strong customer service, accuracy, and efficiency. BAWAC Inc. provides transportation services for individuals that meet the eligibility criteria for Medicaid and/or other referring funders/partners. In 2021, BAWAC added Non-Emergency Medical Transportation (NEMT) services by providing access to/from medical appointments and outpatient procedures. Additionally, BAWAC serves self-pay customers and those referred by non-Medicaid partners. They currently provide over 225 rides per day in six counties of NKY. These services are primarily offered Monday-Friday between 6:00 am to 6:00 pm. BAWAC's newly launched strategic plan includes potential program expansion opportunities for transportation services, with an emphasis on expanding access in river cities and rural communities. The NKADD has assisted BAWAC with acquiring new passenger vehicles as well as supporting more NEMT services.

Based in Florence, Kentucky, *City Care Pick Up* provides non-emergency medical door-to-door transportation services that can be scheduled up to the same day. Trip purposes and destinations include doctor appointments, rehabilitation facilities, hospitals, nursing homes, dialysis, chemotherapy appointments, and personal outings. Services are available to private citizens, hospitals, doctors, nursing homes, group homes, assisted living facilities, rehabilitation hospitals, and more. Round trips cost passengers $104 and can go anywhere in Kenton, Campbell, and Boone counties. The service operates from 7:00 am to 7:00 pm, Monday through Saturday. City Care Pick Up offers additional benefits such as oxygen for transport, wheelchair availability, and free trips for one caregiver. This service is limited to patients. It does not serve the general public or people with other program or non-program mobility needs.

Federated Transportation Services of the Bluegrass (FTSB) offers a host of services in a wide service area. The services offered by FTSB include Medicaid trips, demand response, deviated fixed routes, intercity buses, and job and education rides. However, only Medicaid trips are provided for persons within the NKADD 8-county region. To be eligible, individuals must have a valid Kentucky Medicaid card, be traveling to and from a Medicaid-covered service, have no vehicle registered in their name or household, and live in one of the following counties: Boone, Bourbon, Bullitt, Campbell, Carroll, Clark, Estill, Fayette, Gallatin, Grant, Harrison, Henry, Jefferson, Kenton, Madison, Montgomery, Nicholas, Oldham, Owen, Pendleton, Powell, Shelby, Spencer, or Trimble. The service operates Monday through Friday from 8:00 am to 4:30 pm and on Saturday from 8:00 am to 1:00 pm.

Carroll County Memorial Hospital established the *Carroll County Wellness Transit (CCWT)* to help Carroll County residents get to medical appointments. The service is operated Monday through Thursday 8:00 am to 4:00 pm and Fridays from 8:00 am to 12:00 pm. Trip requests must be scheduled 72 hours in advance and must be for a medical appointment. This service can also serve trips for medical appointments at another

facility, not just appointments to Carroll County Memorial Hospital. CCWT does not serve the general public or people with other program mobility needs.

Owen County Public Transit (OCPT) services include Medicaid transportation, non-emergency medical transportation (NEMT), general public transit, and veteran medical appointments in Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton counties in Northern Kentucky. In 2025, OCPT will expand its service south into Fayette, Franklin, and Scott counties. Services extend to other large cities outside the two-county area for medical appointments, shopping, banking, and employment. General public transportation is advanced scheduled. NEMT is also by appointment only. A 72-hour notice is required to schedule a trip. Medicaid recipients must contact the Federated Transportation Services of the Bluegrass (FTSB) to schedule trips. The dispatchers can accept the first drop-off as early as 6:00 am, and vehicles return to the garage by 6:00 pm.

Carroll, Gallatin, and Pendleton counties operate their own public transportation services through their respective Senior Center, which provides transportation services to the general public, including the elderly and disabled.

The City of Williamstown provides public transportation services to its citizens through the Senior Center.

B. <u>Assess the transportation needs of individuals to be served with the funding sought (persons with disabilities, older adults, and people with low incomes)</u>

During the planning process for Federal Transit Administration Sections 5310 (elderly individuals and individuals with disabilities capital funding) and 5311 (non-urbanized [rural] public transit operating and capital funding), the NKADD Transit Planning staff identifies each public agency and non-profit organization that has transportation services and needs. Identified organizations are then notified of the potential to receive funding. The notification includes a survey for the organization to identify their transportation needs.

<u>Results of Needs Assessment:</u>

The needs assessment analyzed the relationship between transit supply and transit need by comparing current transit availability for both the overall population (per capita) and a measure of mobility need using a mobility need index comprised of demographic groups statistically likely to depend on transit services. These groups include households living in poverty, zero-vehicle households, older adults (65+), and young adults (ages 15-24). The evaluation of transit supply focuses on the services provided by TANK and the combined suburban and rural demand response transit services of BAWAC, Owen County Public Transit (OCPT), and Carroll County Wellness Transit (CCWT).

To understand how transit needs may shift in the next ten years, population projections from the Kentucky State Data Center were used to determine expected changes in population in 2030 and 2035. This information is used to estimate both future mobility needs and future service supply required for each county in 2030 and 2035. The service supply required is based on the existing trip rate, passenger trips provided per capita and per the mobility need index population.

Mobility service provision throughout the nation has historically been less than what is actually needed. To support policy planning decision-making, projections are provided to help estimate additional service requirements if a range of service level improvements are made in the future. A 10% to 25% increase in service levels above existing trip rates per capita is estimated for target years 2030 and 2035. Tables 1 and 2

provide the total population and the mobility need index projections from 2022 to 2035.

Out of the eight counties in the region, Boone is projected to have the most significant population growth, followed by Kenton County. Carroll, Grant, and Pendleton are expected to have a small population decline. Despite these declines, the current service levels are analyzed in the following sections and considered in the final recommendations.

TABLE 1: POPULATION PROJECTIONS - 2022 TO 2035

	2022	2025	2030	2035	% Change (22 to 30)	% Change (30 to 35)
Boone	136,150	144,290	152,190	160,163	12%	18%
Campbell	93,122	94,344	94,981	94,863	2%	2%
Carroll	10,842	10,761	10,667	10,568	-2%	-3%
Gallatin	8,720	8,784	8,842	8,819	1%	1%
Grant	25,085	25,106	25,047	24,951	0%	-1%
Kenton	169,066	172,894	175,691	177,689	4%	5%
Owen	11,229	11,424	11,502	11,539	2%	3%
Pendleton	14,638	14,443	14,126	13,673	-3%	-7%
Total	**468,852**	**482,046**	**493,046**	**502,265**	**5%**	**7%**

Source: Kentucky State Data Center

TABLE 2: MOBILITY NEED INDEX POPULATION PROJECTIONS

	2022	2025	2030	2035	% Change (22 to 30)	% Change (30 to 35)
Boone	41,147	43,607	45,995	48,404	12%	18%
Campbell	35,357	35,821	36,063	36,018	2%	2%
Carroll	4,106	4,075	4,040	4,002	-2%	-3%
Gallatin	2,962	2,984	3,003	2,996	1%	1%
Grant	8,945	8,952	8,931	8,897	0%	-1%
Kenton	57,886	59,197	60,154	60,838	4%	5%
Owen	4,294	4,369	4,398	4,413	2%	3%
Pendleton	5,527	5,453	5,334	5,163	-3%	-7%
Total	**160,224**	**164,458**	**167,918**	**170,731**	**5%**	**7%**

SOURCE: KENTUCKY STATE DATA CENTER

Note: Represents mobility-need within the projected population.

TANK Service Area

The following summarizes the analysis conducted for the TANK service area, including the area within the $5.00 RAMP zone. As mentioned previously, the analysis aims to estimate the mobility need and service supply in 2030 and 2035. As shown below, it is projected that the overall population will increase by almost 50,000, and populations of mobility need is projected to increase by about 9,500 from 2022 to 2035 within the $5.00 RAMP service area. The demographic groups that are more likely to rely on transit are also projected to increase from 2022 to 2035. Based on population projections and the current service level, additional trips were estimated for both fixed-route and demand-response services in the TANK Plus zone. In 2022, TANK provided 1.4 million bus trips to around 527,000 people, including 155,000 with higher mobility needs within the service area, equating to 2.7 trips per capita overall and 9.3 trips per mobility need index.

Maintaining current service would add approximately 100,000 trips by 2035, totaling 1.55 million bus trips. A 10% service increase would add an additional 150,000 trips, equating to 1.7 million trips in 2035. A 25% service increase would raise the trips by about 380,000, reaching 1.9 million trips by 2035.

Demand-response services provided 73,000 trips in 2022 (0.14 per capita overall, 0.47 for mobility need index). By 2035, an additional 4,500 trips would maintain current service for populations with higher mobility needs, equating to 78,600 trips. A 10% increase would add 8,500 trips, totaling 86,500 trips by 2035, and a 25% increase in service would require another 12,000 more trips to 2022, totaling over 98,000 trips.

Table 3 shows the percentage of populations and households within the $5.00 RAMP service area served by TANK transit in 2022. The data indicates that TANK's service area covers the majority of the population groups of higher transit need across the three counties. However, coverage for residents aged 65 and older is the lowest, with about 11% of this group located outside the service area.

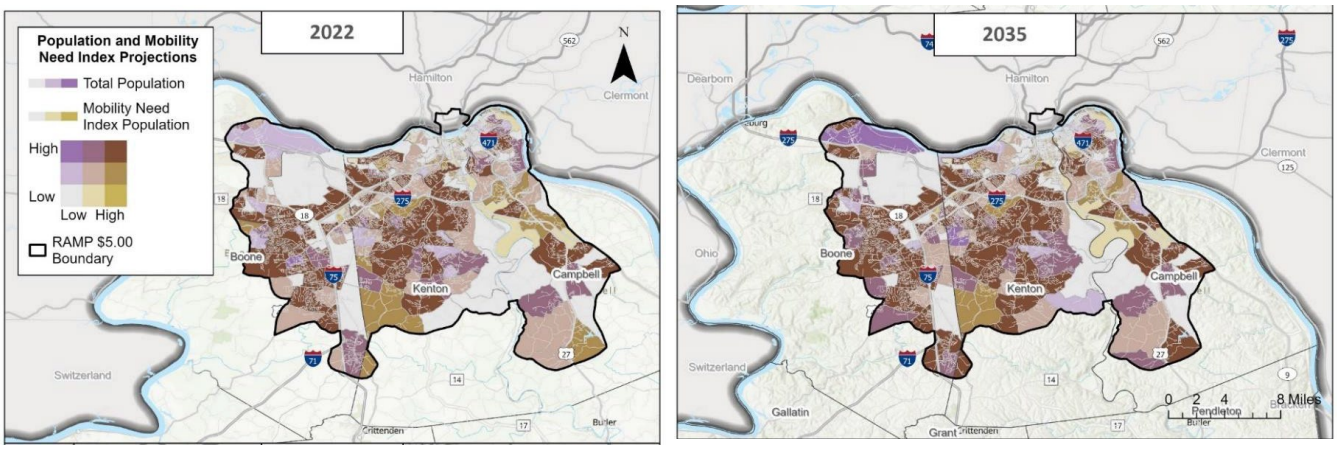
TABLE 3: POPULATIONS SERVED BY TANK IN BOONE, KENTON, AND CAMPBELL COUNTIES

	022
Young Adult Populations (15 to 24)	90%
Persons 65 and Up	89%
Households Below Poverty	93%
Zero-Vehicle Households	96%
Total Population	97%
Total Households	90%

Source: Transit Authority of Northern Kentucky (TANK), 2022 ACS 5-Year Estimates

Map 1 illustrates population growth estimates by block group, using a bivariate map to highlight areas with expected population growth and growth of populations of higher transit need within TANK's RAMP $5.00 service area.

The maps show changes in population primarily in southern Boone and Kenton counties, where there is a noticeable expansion of areas with higher overall population growth and increased transit needs by 2035. Additionally, some areas in eastern Campbell County also display a shift towards higher population density and transit need. These changes suggest that the population and transit demands are moving outward from the central and northern areas toward more southern and peripheral regions over time.



MAP 1: POPULATION PROJECTIONS WITHIN RAMP $5.00 SERVICE AREA - 2022 TO 2035
Source: Transit Authority of Northern Kentucky (TANK), Kentucky State Data Center

Suburban and Rural Demand Response Mobility Services

The following describes the analysis prepared for each county served by BAWAC, OCPT, and CCWT demand-response transportation services. The analysis is based on projected population data and transit trip-level data supplied by OCPT, BAWAC, and CCWT to assess the amount of service currently provided in each county in relation to their current and future populations. Annualized weekday transit trips operated per capita were calculated to estimate the level of service required in the future to meet the needs of both the general public and people with high mobility needs.

The estimates are used to project the service supply necessary to accommodate anticipated shifts in population over the next 10 years. An index was utilized for mobility needs, which combines young adults (15 to 25 years of age), older adults (65 years and up), households below poverty, and zero-vehicle households. This index was projected into 2035 to estimate how the overall mobility need would change over the next decade.

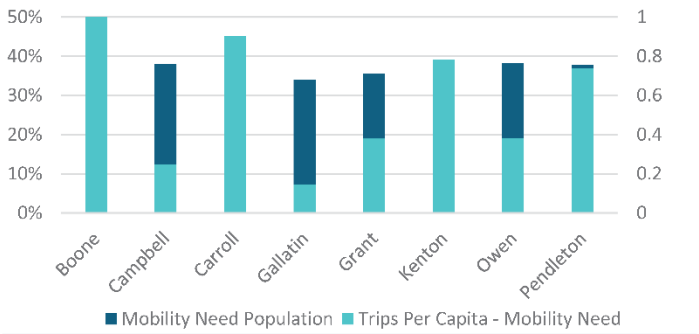
The analysis has several limitations and considerations. The trip data from BAWAC is based on actual trip-level data using the total pickups from July 11, 2024, while the OCPT data covers the period from January 1, 2024, to May 31, 2024. This data was then annualized for weekdays based on how many boardings there were per day on average. For Carroll County Wellness Transit, data from the 2022 National Transit Database (NTD) includes only unlinked trips. Additionally, the most recent population data used is from the 2022 ACS. As a result, these figures provide rough estimates based on the best available data and should be interpreted accordingly.

The main objective of this analysis is to compare existing and future service levels with population growth across counties. The following estimated population and projected transit service levels provide a baseline for comparing mobility needs and mobility service supply estimates to the forecast population in 2035. Further evaluation and consideration of the availability of each agency to distinct groups of people based on eligibility, cost, and other factors are evaluated in the subsequent recommendations section.

Regional Overview

The following section offers an overview of projected population trends and transit needs relative to the services currently provided by BAWAC, OCPT, and CCWT. Figure 1 compares the proportion of mobility need index populations to transit service levels (measured by trips per mobility need index) across counties. Campbell, Gallatin, Grant, and Owen have the lowest trips per capita relative to mobility need populations, while Carroll and Boone have the highest shares of mobility need populations but also provide higher service levels.

FIGURE 1: PERCENT MOBILITY NEED POPULATIONS VS. SERVICE SUPPLY



Source: Kentucky State Data Center, BAWAC, OCPT, & 2022 National Transit Database (NTD)

Table 4 summarizes the estimated level of service provided by OCPT, BAWAC, and CCWT across various counties, along with the estimated population growth from 2022 to 2035. Boone, Carroll, Kenton, and Pendleton counties have the highest transit supply within the NKADD region on a trip's per capita basis. In contrast, Gallatin County had the lowest supply, with only 0.05 trips per person and 0.14 trips per higher-transit-need index. Campbell, Grant, and Owen also have lower levels of transit supplied to them by the suburban and rural demand response transit providers listed above.

TABLE 4: TRIPS PER CAPITA BY COUNTY - 2022

County	Trips per Capita	Trips Per Capita-Mobility Need	Percent Population Growth, 2022-2035
Boone	0.30	1.00	18%
Campbell	0.09	0.25	2%
Carroll	0.34	0.90	-3%
Gallatin	0.05	0.14	1%
Grant	0.14	0.38	-1%
Kenton	0.27	0.78	5%
Owen	0.15	0.38	3%
Pendleton	0.28	0.74	-7%
Total	**0.23**	**0.68**	**7%**

Source: Kentucky State Data Center, BAWAC, OCPT, & CCWT

Table 5 provides the total boardings in 2024 per county supplied by BAWAC. BAWAC offers a high level of transit service to the NKADD region, totaling over 100,000 pickups which equate to roughly 50,000 round trips assuming each trip has one pickup, and one drop off. BAWAC supplied no trips to Carroll or Owen County, and only about 250 pickups in Gallatin.

TABLE 5: BAWAC BOARDINGS BY COUNTY

County	2024 Boardings	2035 Boardings	2035 (10% Increase)	2035 (25% Increase)
Boone	40,800	48,000	52,800	60,000
Campbell	8,670	8,832	9,715	11,000
Carroll	0	0	0	0
Gallatin	255	258	284	322
Grant	2,295	2,283	2,511	2,853
Kenton	45,100	47,400	52,200	59,300
Owen	0	0	0	0
Pendleton	4,080	3,811	4,192	4,764
Total	**101,200**	**110,584**	**121,702**	**138,240**

Source: BAWAC

Table 6 shows CCWT total unlinked passenger trips in 2022, as well as the projected trips in 2035 using the same methodology of using the current level of service in terms of trips per capita and projecting changes in population in Carroll County. Because Carroll County's population is projected to decline, the number of trips required to maintain the current level of service would go down.
Although, to increase service by 10% in 2035, this would be an additional 247 annual trips, and a 25% increase would be 747 additional trips.

TABLE 6: CARROLL COUNTY WELLNESS TRANSIT - 2022 TO 2035

	2022	2035
Unlinked Passenger Trips	3,418	3,332
10% Increase	3,760	3,665
25% Increase	4,273	4,165

Source: 2022 National Transit Database (NTD)

Table 7 presents the transit supply provided by OCPT by county in 2024. OCPT had no pickups in Pendleton County and only 13 in Campbell County. As expected, Owen County saw the highest number of OCPT pickups, with an estimated 1,641 boardings in 2024, followed by neighboring Grant County with nearly 1,100 annual boardings.

TABLE 7: OWEN COUNTY PUBLIC TRANSIT BOARDINGS BY COUNTY

County	2024 Boardings	2035 Boardings	2035 (10% Increase)	2035 (25% Increase)
Boone	535	630	693	787
Campbell	13	14	15	17
Carroll	297	289	318	362
Gallatin	173	175	192	218
Grant	1,097	1,091	1,200	1,364
Kenton	146	153	169	192
Owen	1,641	1,686	1,855	2,108
Pendleton	0	0	0	0
Total	**3,902**	**4,038**	**4,442**	**5,048**

Source: OCPT

Table 8 shows the current number of trips, measured by pickups, provided by BAWAC, OCPT, and CCWT, broken down by county. Boone and Kenton counties had the highest number of pickups, each exceeding 40,000 annually, likely due to the abundance of trip generators present. These pickups include pickups for return trips, not just home pickups, due to the nature of the data provided. Gallatin and Owen counties had the lowest, with 428 boardings in Gallatin and 1,641 in Owen, respectively.

Table 8: Current and Projected Transit Supply For Suburban and Rural Demand Response Providers - 2024 to 2035

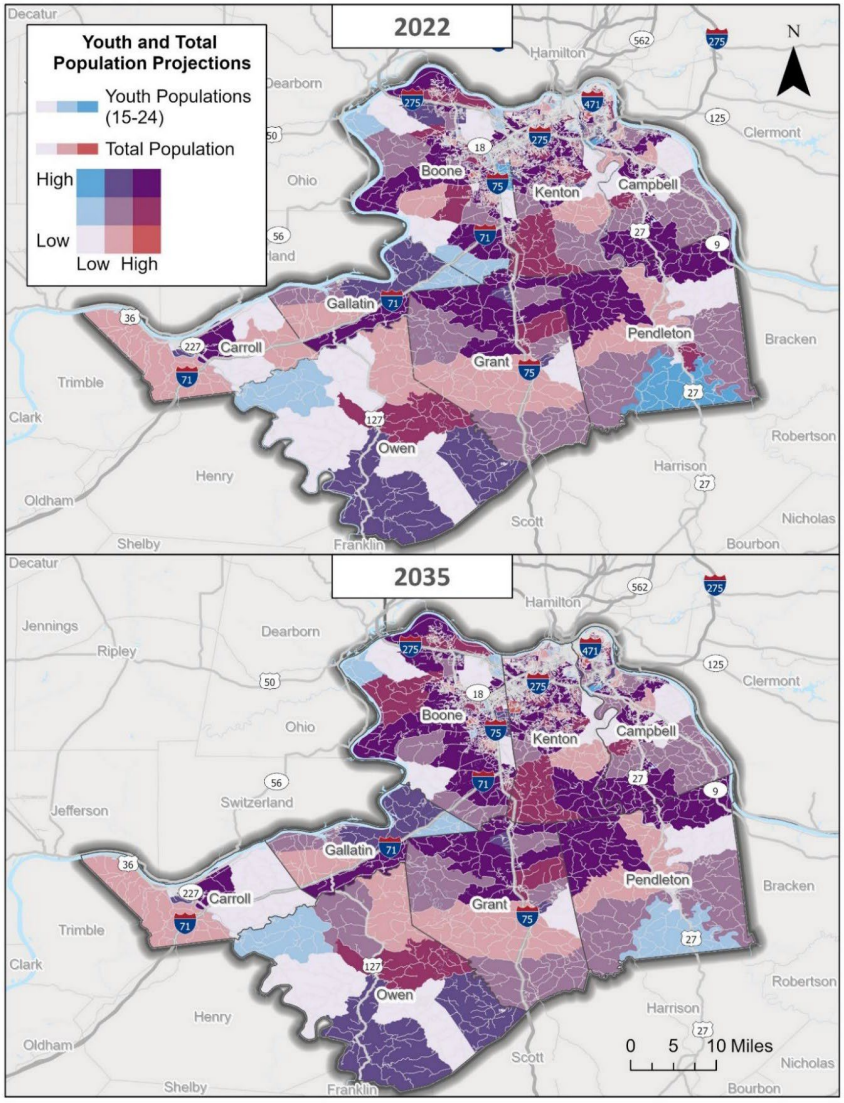
County	2024 Boardings	2035 Annual Boardings	Annual Boardings 10% Increase (2035)	Annual Boardings 25% Increase (2035)
Boone	41,300	48,600	53,500	60,800
Campbell	8,683	8,846	9,730	11,100
Carroll*	3,715	3,621	3,983	4,526
Gallatin	428	433	476	541
Grant	3,392	3,374	3,711	4,218
Kenton	45,300	47,600	52,300	59,500
Owen	1,641	1,686	1,855	2,108
Pendleton	4,080	3,811	4,192	4,764
Total	**108,539**	**117,971**	**129,748**	**147,556**

Source: BAWAC, OCPT, & 2022 National Transit Database (NTD)
**Note: Includes CCWT Unlinked trips per the 2022 NTD report included for Carroll County as this was most recent data available for this agency*

Maps 2 through 5 aim to illustrate areas of dense populations that also are expected to have growth in demographic groups that typically are more reliant on public transit services, including young adults, older adults, low-income households, and households without access to a vehicle. The population projections for both youth (ages 15–24) and older adults (65+) in 2022 and 2035 reveal contrasting trends across the NKADD region. Urban and suburban counties like Boone, Kenton, and Campbell are projected to experience significant growth in both age groups, with darker shades indicating higher concentrations. In contrast, southern counties such as Owen, Gallatin, and Carroll are expected to see declines in both youth and older adult populations by 2035, represented by lighter shades. These trends highlight a population shift favoring urban areas, while the southern counties in the NKADD region face demographic decline across multiple age groups.

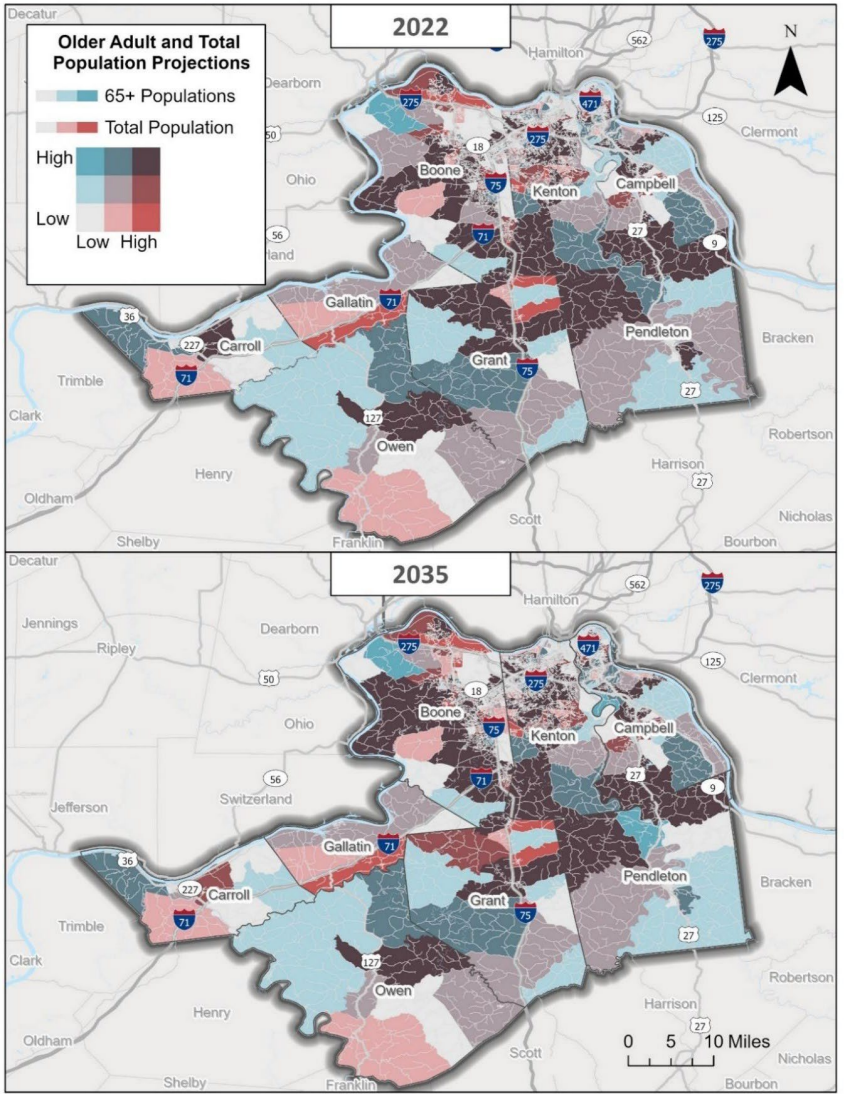
Maps 4 and 5 show projections for zero-vehicle and low-income households, respectively, across the NKADD region for 2022 and 2035. Counties like Carroll, Owen, and Grant exhibit high concentrations of zero-vehicle and low-income households in both years, while urban counties such as Boone, Kenton, and Campbell see growth in total households with smaller but persistent pockets of poverty and vehicle access issues. By 2035, the southern counties continue to face significant challenges in poverty and transportation access, while areas in the northernmost growing counties maintain notable levels of low-income households.

Map 2: Youth and Total Population Projections - 2022 to 2035



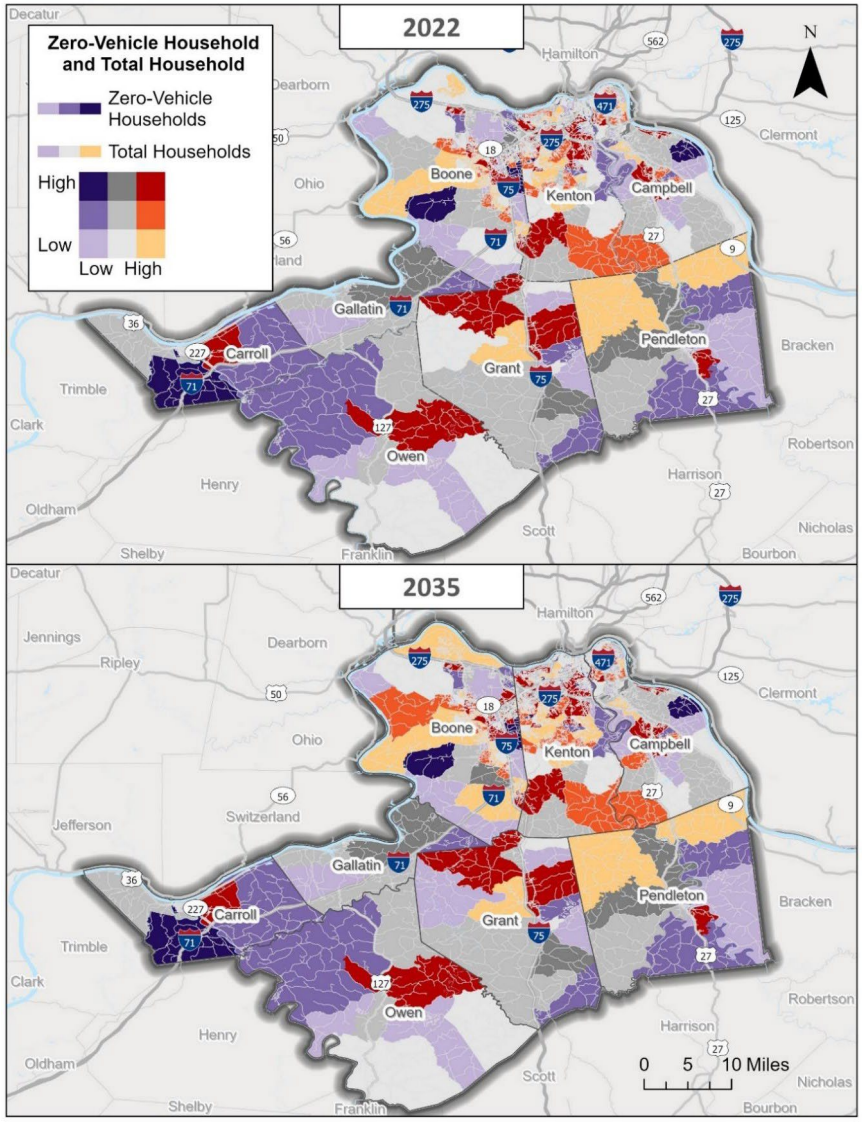
Source: Kentucky State Data Center, 2022 ACS 5-Year Estimates

Map 3: Older Adult and Total Population Projections - 2022 to 2035



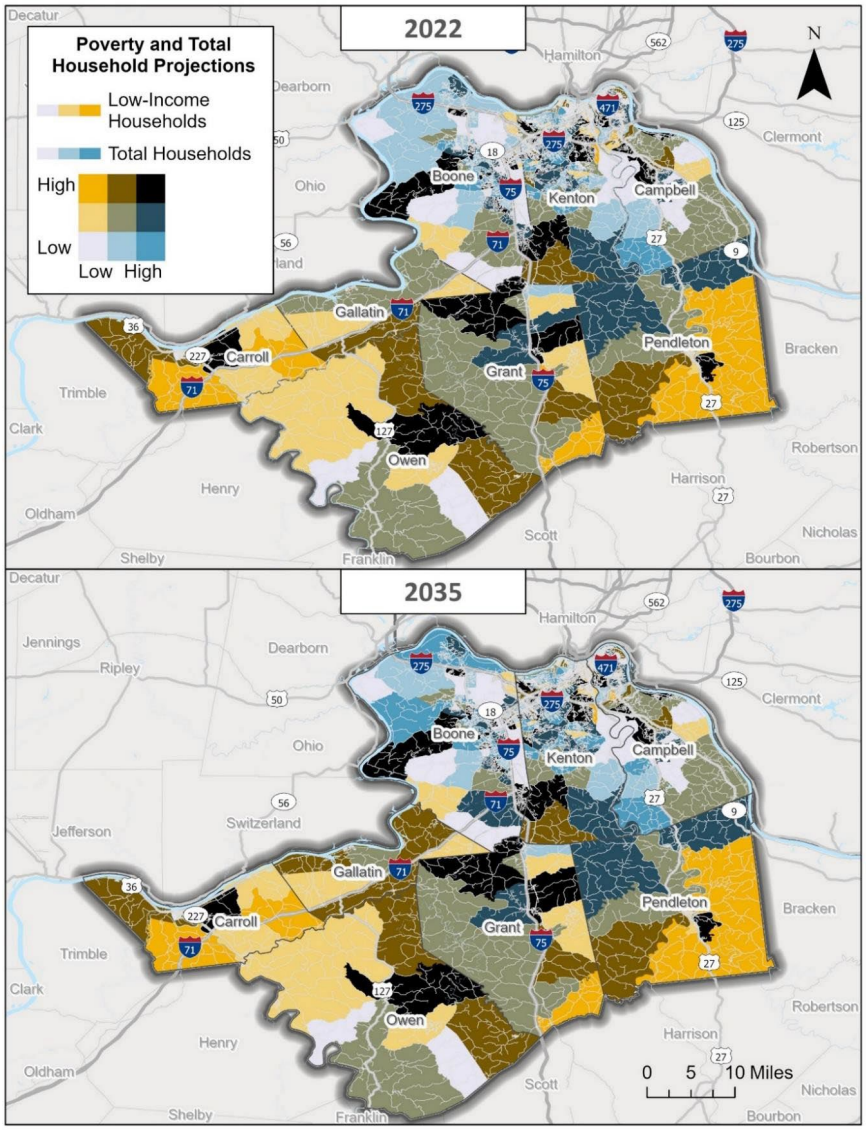
Source: Kentucky State Data Center, 2022 ACS 5-Year Estimates

Map 4: Zero-Vehicle Household Projections - 2022 to 2035



Source: Kentucky State Data Center, 2022 ACS 5-Year Estimates

Map 5: Low-Income Households and Total Household Projections - 2022 to 2035



Source: Kentucky State Data Center, 2022 ACS 5-Year Estimates

A few key takeaways from the needs assessment analysis are:

- Boone and Kenton counties consistently show the highest levels of demand response transit service, with each county expecting to exceed 40,000 annual pickups in 2024. This reflects their larger populations and the abundance of trip generators, such as medical facilities, shopping centers, and other services. It can be inferred that many of these trips likely originate in southern counties but are going to these urban areas, as residents in more rural counties often travel for services not readily available locally, such as medical appointments and personal errands.
- Gallatin, Owen, and Grant counties have the lowest number of pickups, highlighting significant disparities in service levels compared to the more northern counties. These areas may require additional resources or service adjustments to better meet the needs of their populations. Although Campbell County had one of the lowest number of trips per capita supplied by the suburban and rural demand response service providers, TANK's extensive service coverage (TANK Plus) ensures that many Campbell residents still have elevated levels of access to transit.
- Pendleton and Carroll counties fall somewhere in between, with varying levels of growth and demand for services that will need to be addressed to ensure adequate coverage for all residents. Carroll County's CCWT provided over 3,000 trips in 2022, meeting some local needs, but is specific to trips from the Hospital or for follow-up visits. Pendleton County lacks a designated transit service, therefore, coordinated, or enhanced transit coverage for Pendleton County is recommended to ensure that its residents have access to necessary transportation services.
- Although the southern counties are projected to experience slight population decline, this does not diminish the need for increased transit services in these areas due to the limited providers and coverage. Feedback from residents and service providers in the southern counties consistently highlights the need for more comprehensive and coordinated transit options. Existing providers face demands that exceed available resources, and several areas lack any access to transit services.

Another need that has come to the forefront of the stakeholders' minds in recent years is the need for a mobility management system. While efforts have been made to implement a regional mobility management program, the need for this additional alignment and collaboration is growing. There is a need for expanding the program and increasing efficiency so more customers can be served. Additionally, both the NKADD and other transit agencies have expressed a need for a software program that will streamline the scheduling process, making it easier to serve a greater number of individuals.

C. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery

NKADD is focused on improving services regionally, but since programs operate at the county level, each county must provide its own funding. A key goal is to develop a strategy and framework that fosters close collaboration between counties and NKADD, aligning efforts to enhance services across the region. Currently, federally-funded human, health, and social service programs operate in silos. The proposed framework would enable these programs to coordinate and leverage their funding to offer broader mobility services, including options for the general public. The challenge is that these programs can only serve individuals who meet specific eligibility criteria, leaving many—such as the low-income general public who

are not eligible for social service and other programs, persons with disabilities, or other high-mobility needs—without access to transportation.

Regionally Integrated Technology Platform

One significant challenge in coordinating regional transportation lies in the complexity of managing services and funding from over 80 Federal programs designed to support transportation for disadvantaged populations. These human and social service programs are often siloed, restricting transportation to specific eligible groups for particular purposes. This creates inefficiencies, limits access to mobility and services and significantly increases the cost of providing transportation services.

Essentially, the inability to coordinate transportation services across need-based programs creates duplication of services, reduces service efficiency, and pushes operating costs higher. By coordinating transportation services across program services and creating a non-program (general public) service type, the number of persons able to access services would increase, service operations would become more efficient, and costs on a per trip basis would drop. This is essentially the function of a regionally integrated technology platform.

This issue has been extensively researched, and numerous initiatives aim to address it. One promising solution proposed by the Department of Transportation is the use of Intelligent Transportation Systems (ITS). ITS leverages technology to connect customers, agencies, and transportation providers through a single point of access, streamlining operations and improving service delivery. By fostering better communication and coordination, ITS can help break down silos and ensure more efficient use of resources, ultimately enhancing mobility for all users.

One example of ITS is a one call/one-click transportation information and scheduling software, formally known as a centralized physical or virtual Travel Management Coordination Cener (TMCC). A TMCC, as developed through the Mobility Services for All Americans (MSAA) Program, connects multiple agencies together with a simplified or single point of access. This provides an integrated structure utilizing ITS to perform the following functions and benefits, according to the Federal Transit Administration:

- Fleet scheduling, dispatching, and routing systems.
- Integrated fare payment and management (payment, collection, and processing) systems.
- Better traveler information and trip planning systems, particularly for customers with accessibility challenges.
- Advanced geographic information systems and demand-response systems provide curb-to-curb service.

This type of account-based platform integrates service offerings, making it easier for riders to plan trips and for providers to coordinate operations. The platform would not only improve access to services but also enhance overall service efficiency and reduce duplication of efforts. An account-based system for regional trip coordination would enable users or programs serving end clients to request trips efficiently. This system would support user accounts and profiles, allowing individuals or agencies to manage trips, track usage, and receive detailed billing. Automated billing would be directed to the appropriate entity, whether it be individual users, Medicaid, or senior programs. Key functionalities would include real-time trip scheduling, route optimization, and secure payment processing from various sources, including subsidies or user fees.

Implementing an account-based regional trip coordination system can significantly reduce the cost per trip for agencies. By streamlining trip requests, scheduling, and billing, agencies can optimize vehicle usage and reduce inefficiencies such as duplicate trips or underutilized capacity. Real-time scheduling and route optimization ensure that trips are grouped effectively, lowering fuel and labor costs.

Additionally, automated billing and payment processing minimize administrative overhead. As more users and programs utilize the system, economies of scale further drive down the per-trip cost, making transportation services more affordable and efficient for both the agencies and their clients.

Improving Access to Mobility Services

Counties that rely solely on Non-Emergency Medical Transportation (NEMT) services often face significant mobility challenges for those that have mobility needs for non-medical trips. Residents in these areas lack access to basic transportation for shopping, employment, and social activities, which exacerbates isolation and limits opportunities. Currently, certain providers limit the service to individuals eligible for specific program-based services such as Medicaid, and therefore, only people with mobility limitations—such as seniors participating in programs under the Older Americans Act (e.g., congregate meals, adult day care)—have access to these vital community resources. Two solutions to this are expanding the current NEMT provider services to include general public transit, and the introduction of new providers.

Leveraging Non-Emergency Medical Transportation (NEMT) Services

To address this, expanding the use of Medicare-funded transportation providers to cover a broader range of trip purposes as well as providing transportation options that are open to the public could be a viable solution. However, it is important to point out that agencies providing NEMT face several barriers when considering the expansion of services to include general public transit, including operational, regulatory, and financial complications. Regulatorily, NEMT programs have strict guidelines regarding the use of funds, often restricting trips for medical purposes. Additionally, allocating costs between NEMT and public transit services may create complexities, as agencies must ensure that funding stays within their respective "buckets," for both revenue sources and capital expenditures.

Implementing an integrated model to brokering and schedule trips could be a viable solution to this issue, as it would provide agencies with the flexibility to integrate personalized fares, overcoming current limitations where billing is restricted primarily to NEMT suppliers. By adopting the integrated model and software, agencies could streamline billing processes, automatically directing charges to the correct funding source, whether Medicaid, local programs, or user-paid fares. This would reduce administrative burdens and enhance communication between NEMT suppliers and agencies, ensuring more efficient service delivery. The integrated model, being account based, would track trips provided to individuals by trip/program type and bill the costs to the appropriate program. It would also allow self-pay trips for people not associated with program-based services.

Introducing New Service Providers

Another method that may be used to ensure that non-medical transportation needs are met is recruiting and contracting new providers. These providers may supply on-demand transit services, which provide flexible, demand-responsive transportation that caters to local trips and can connect riders to fixed-route transit systems where available. Unlike traditional fixed-route services, on- demand transit operates without a predefined schedule or route, allowing users to request rides as needed via mobile apps or call centers. This model is particularly beneficial in rural or low-density areas where fixed-route services may not be feasible. Potential areas that may benefit from introducing transit services include Campbell, Gallatin, and Grant Counties, as these counties had the lowest trips per capita served, as outlined in the Regionally Coordinated Transportation Study.

Expanding Mobility Service Levels

As noted in the previous sections, the amount of service provided is significantly less than the mobility needs of the population within the NKADD region. The trip rates largely reflect travel being taken by people

eligible for Medicaid. This does not reflect the totality of the share of the population that may be low-income, disabled, cannot drive, but are not eligible for any program-based services.

Given that low-income is a primary determinant of mobility need, and that about 19% of the population in Kentucky is low-income, and since most of the mobility services available in the region are NEMT and for Medicaid eligible persons, there is a compelling reason to believe that the majority of persons classified as having a higher mobility need index (About 130,800 young adult and older adult individuals, and over 29,000 households in poverty or with zero vehicles in 2022) do not have access to mobility services. It is therefore reasonable to believe that there is a high and urgent need to increase mobility services and service levels to meet the needs of those people without ready access to mobility.

TANK Intercity Bus Service

To enhance transit options for residents in rural counties, NKADD may explore the expansion of TANK services to include intercity bus service, operating a few days a week along the three major north-south corridors: I-71, Highway-25, and Highway-27. This service would address the needs of residents who can access central locations in their towns but require transit to key activity centers in neighboring towns or urban areas. Partnering with TANK for service operations may be a viable option, as they have the software, staffing, and capability to operate regional intercity services to connect key areas within the eight-county region. A regional operating agreement among NKADD, TANK, and participating counties would be essential to implement this service and could serve as a strong candidate for state and grant funding.

Explore Joining NEORide

Through joint procurement efforts, NEORide facilitates the acquisition of essential transit resources, including vehicles, technology systems, and operational tools, at competitive prices. Transit agencies and other organizations that belong to NEORide gain access to funding and opportunities for broader transit options for the general public and underserved groups, improving regional mobility and access.

D. Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities

To provide a seamless transportation mobility service in the NKADD region, several alternatives will be explored and implemented over the next 5 years:

- ***Foundational Steps and Early Coordination***
    - Explore Joining NEORide
        - Begin discussions with NEORide representatives to understand membership requirements and potential benefits.
        - Conduct a cost-benefit analysis for joining NEORide and seek stakeholder approval to proceed
    - Regionally Integrated Technology Platform
        - Start research for integrated model by assessing regional technology needs
        - Engage with transit providers and stakeholders for feedback and collaboration for the technology platform selection process
        - Define functionality requirements for a regionally integrated software technology platform
        - Evaluate software technology platforms
    - Coordination and Collaboration

        - Begin regular interagency meetings with local jurisdictions and service providers to align messaging and service strategies.
        - Develop foundational policies for integrating technology platforms and improving interagency coordination
        - Establish communication protocols and agreements for interagency collaboration
        - Develop an interlocal agreement for any cost and revenue sharing project
- ***Implementation***
    - NEORide Integration
        - Finalize membership with NEORide and begin participation in collaborative programs
        - Collaborate with NEORide members to identify shared procurement needs
    - Regionally Integrated Technology Platform
        - Pilot an integrated software platform
        - Train transit providers and staff to effectively use the platform
    - Service Expansions
        - Pilot service expansions with a focus on improving accessibility for populations with higher mobility needs
        - Coordinate with municipalities, transit agencies, etc., to identify opportunities to introduce and pilot new services
- ***Marketing and Outreach***
    - Develop and release educational materials such as brochures, videos, and social media content about new services or changes to existing service
    - Implement targeted outreach campaigns using local radio, print, and digital platforms
    - Maintain an up-to-date website with service information and promotional content
- ***Monitoring and Evaluation***
    - Conduct compliance reviews and audits to ensure adherence to updated policies
    - Evaluate the effectiveness of regionally integrated technology, expanded service, and marketing campaigns.
    - Use performance metrics and data analysis to refine services and programs
    - Continue regular collaboration meetings to align strategies and address challenges

Part 2

Identified Stakeholders

- **<u>Local Officials</u>**
  County Judges/Executive, City Mayors

- **<u>Community Based Organizations</u>**
  Northern Kentucky Community Action Commission (NKCAC)

- **<u>Public Transit Providers</u>**
  Transit Authority of Northern Kentucky (TANK); Owen County Public Transit; Carroll County Wellness Transit (CCWT); City Care Pick UP; Express Mobile Transportation; Federated Transportation Services of the Bluegrass (FTSB); Bluegrass Ride; Gallatin County; Carroll County, Pendleton County

- **<u>State and Local Human Service Agencies and Businesses</u>**
  BAWAC; Redwood; KY Department of Veteran's Affairs; Ohio Valley of Goodwill Industries; New Perceptions; The Bill & Betsy Scheben Care Center (formerly Community Services of Northern Kentucky);

Northern Kentucky Career Center network; FTSB; Tri-Generations, LLC; Dungarvin, Inc.; and North Key Community Care.

- **Transportation Consumers/General Public**
  Clients of Social Service Agencies; Elderly Individuals; Individuals with Disabilities; Veterans; General Public; Newspapers

- **State and Local Transportation Planning Agencies**
  Ohio-Kentucky-Indiana Regional Council of Governments (OKI); KY Transportation Cabinet; Northern Kentucky Area Development District

- **Other Stakeholders/For Profit Transportation Providers**
  MedCab, LLC

Part 3

Initial Meeting

In 2024, the NKADD commissioned a regionally coordinated transportation study with the overall goal of working together to foster a coordinated system that meets a greater need. The Coordinated Regional Transit Study serves as a comprehensive framework for enhancing mobility and coordination between transportation providers across the NKADD region, covering Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton counties. Throughout the study, a series of surveys, focus groups and stakeholder interviews occurred to ensure community feedback and input were included in the findings. This study evaluates the existing transportation services, identifies gaps, and provides actionable recommendations to meet the evolving transit needs. The NKADD transit team hosted a meeting of regional services providers on March 6, 2025, to discuss the study and promote collaboration among local governments, transportation providers, and community stakeholders. After reviewing the study, the providers discussed the study's recommendations and how to prioritize and incorporate them into the SFY2026 regional transit coordinated plan. NKADD transit team then met with the Judges/Executive of the five southern counties to ensure a strong understanding and representation of those communities' needs related to mobility since funding is at the county levels and those counties were identified to have high mobility needs.

The Coordination Meeting was held on Monday, March 3, 2025, at 10:00 am in the Owen County Fiscal Courtroom. All agencies that were eligible to apply for 5310/5311 had already been notified via telephone to determine whether they intended to apply and were notified of the meeting at that time prior to March 3. The coordination meeting was published for public distribution in the Owenton News-Herald and the Owen County Government website on February 14, 2025. Over sixty-six (66) participants were emailed the meeting information, including the web-link and the web link for a ZOOM meeting to assess the region's needs and any specific concerns each program or representative may wish to share.

The discussion focused on regional rural efforts in providing services to the elderly and disabled, emphasizing rural expansion to Carroll, Gallatin, Boone, Kenton, Campbell, Pendleton, and Owen counties. The expansion of OCPT to service Pendleton, Carroll, Grant, and Gallatin counties focused on older adults, senior centers, rehabilitation and NEMT medical service participation, including non-emergent ambulance requested transports that do not meet medical necessity requirements for ambulance transport. There were additional service requests regarding public school system after-hour school activities and learning opportunities for students and family members. (See Attachment A)

Part 4

Establish Commitments and Form Partnerships

At the coordination meeting, interested stakeholders in transit delivery grant funds were present. In coordination planning, partnerships were formed, and commitments were made regarding participation in these programs along with working to fill the gaps in service. The NKADD transit team reached out to transit partners through in-person meetings, phone calls and emails to ask for support in the form of support letters. The team emailed the support letters to the Carroll County Judge Executive, Owen County Judge Executive and Carroll County Senior Center. Formal Agreements of those committed to our Coordinated Plan are attached at the end of the application (See Attachment B).

Part 5

Specify goals, objectives, constraints, and priorities

The NKY Coordinated Transit Plan aims to provide better transportation services to a larger population of Northern Kentucky residents by utilizing Sections 5304 and 5310. Section 5310, Elderly Individuals, and Individuals with Disabilities FTA program awards capital funding for vehicles and associated equipment that will be used to provide and improve transportation services for the elderly and disabled populations. The program also aims to enhance the coordination of federally assisted programs and services to encourage the most efficient use of federal resources and achieve the national goal of improved mobility of elderly persons and persons with disabilities.

Section 5310 Operating funds (CRRSAA) will be directed to the payroll and operations of transportation providers that meet the transportation needs of older adults and people with disabilities in their service areas. These operating funds will help keep transit operations running during the pandemic to ensure that transportation options are available to older adults and people with disabilities in the coordinated area.

The implementation plan presents the proposed steps and timing for implementing the recommended NKADD region transit service changes, enhancements, and additions detailed previously.

The five-year implementation plan includes logical steps to implement the recommended strategies, including foundational steps and early coordination, implementation of the regionally integrated technology platform, NEORide integration and service expansions, marketing and outreach, and monitoring and evaluation. The preliminary phase of research, coordination, and goal setting is critical for initiating procurement and, ultimately, piloting the recommended changes.

One of our objectives is to advertise extensively so that all elderly and disabled individuals will learn about and can then utilize this program. This will continue to be accomplished through newspaper ads, local cable access advertising, public service announcements, live local radio interviews, posters, and brochures in facilities, as well as the NKADD website (www.nkadd.org). Another objective is coordinating the trips with the public, contractual, and inter-city transportation programs available in the NKADD service area. There will also be outreach and meetings with providers, possible transportation sub-contractors, local industries, local governments, and Chambers of Commerce for the purpose of informing them about the projects and the possibility of increasing ridership.

Part 6

Jointly Identify Client Needs

- *Older Adults*
  The older adults in the NKADD region need transportation outside the TANK service area, which is mostly in the southernmost counties of the NKADD. They also occasionally need transportation on short notice; even those within the TANK service area need to provide notice, and that can be problematic. The fare for transportation may also be problematic. There are also currently not enough vehicles and operating funds to serve all the clientele.

- *Disabled Persons*
  Disabled persons within the NKADD district also need transportation outside the TANK service area, mostly in the southernmost counties of the NKADD. They occasionally need transportation on short notice; even those in the TANK service area need to provide notice, and that can be problematic. The fare for transportation may also be problematic. There are also currently not enough vehicles and operating costs to serve all the clientele.

- *Persons with low-income*
  Many of our low-income clientele live outside of the service area in our most southern/rural counties. The fare may also prove to be problematic even if service is extended to all areas.

- *Veterans*
  Veterans are located throughout the entire NKADD region, which no service providers fully cover. Though some county services are provided, they may not be available for transporting the distance required to the VA hospitals. The hours of operation may also hinder Veterans' ridership. Knowledge of the programs available should also be better communicated, as many are unaware of those that exist.

Part 7

Identify Transportation Resources (list shared resources)

Several transportation providers listed in the coordinated plan share resources in our region including:

- TANK (Transit Authority of Northern Kentucky), which operates in Boone, Kenton, and Campbell Counties and extends north to Cincinnati, OH.
- BAWAC serves individuals who meet the eligibility criteria for Medicaid and/or other referring funders/partners in Boone, Campbell, Gallatin, Grant, Kenton, and Pendleton counties. Additionally, BAWAC serves self-pay customers and those referred by non-Medicaid partners.
- Owen County Public Transit (OCPT) which operates in Boone, Campbell, Carroll, Gallatin, Grant, Kenton Owen, and Pendleton Counties.
- Carroll County Wellness Transit is specifically highlighted for Carroll County.
- City Care Pick Up which serves Boone, Kenton, and Campbell counties.
- Federated Transportation Services (FTSB) of the Bluegrass which provides service to Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, Pendleton, and surrounding counties.
- Express Mobile Transportation which operates in the northern part of the NKADD region, as well as southern Ohio.
- Carroll, Gallatin, and Pendleton Counties and the City of Williamstown, which provide transportation through the Senior Centers.

Part 8

Design Detailed Service and Financial Options

Current Service Providers

TANK will continue its work in its service area (Boone, Campbell, and Kenton Counties), providing TANK Plus services to the disabled, elderly, and low-income people with subsidized fares, requested trips with at-home pickup and delivery, and the new Regional Area Mobility Program (RAMP) paratransit service area extends south covering the less dense more rural areas within the TANK service area. Although TANK does not receive funding through this specific project, it is a partner and coordinates with our participating agencies. Its service area strongly dictates where gaps need to be filled.

BAWAC Inc. serves clients with disabilities in six counties: Boone, Campbell, Gallatin, Grant, Kenton, and Pendleton Counties. They provide Medicaid customers with trips to medical appointments, employment, job training, life maintenance, and social trips. BAWAC added Non-Emergency Medical Transportation (NEMT) services by providing access to/from medical appointments and outpatient procedures. Additionally, BAWAC serves self-pay customers and those referred by non-Medicaid partners. They anticipate expanding their service area and client base with the use of funds (5310). They are currently providing over 225 runs per day.

Owen County Public Transit provides Medicaid transportation, non-emergency medical transportation (NEMT), general public transit, and veteran medical appointments in Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton counties. General public transportation is scheduled in advance. NEMT is also by appointment only. They are looking to expand services into the southern counties of Fayette, Franklin, and Scott when they have the routing software necessary for the expansion to be efficient and effective.

Carroll, Gallatin, Owen, and Pendleton Counties and the City of Williamstown also operate transit services for their citizens either through the Fiscal Court, City Council or by partnering with another local transit provider.

These options are financially more viable than taxi service, Uber/Lyft services (only in select areas of Northern Kentucky) or TANK service due to personal, physical, or locale limitations. Even for many within the TANK service area the subsidized fare may be difficult for those on fixed incomes.

Improving Access to Mobility

Regionally Integrated Technology Platform

Determining the exact costs of integrated regional transportation software solutions like Via Transportation, Ride Co, RidePilot, Moovit, and QRyde can be challenging, as pricing depends on factors such as agency size, service scope, number of vehicles, annual revenue hours of service, and specific feature requirements. For precise and up-to-date pricing, it is advisable to contact the providers directly.

Typically, the cost of the software-as-a-service component (SaaS) is based on monthly licensing fees associated with the vehicles equipped with the technology, a flat fee for setting up the service area, systems, and training staff and ongoing SaaS licensing costs. If vehicle operations are included with the SaaS technology, a TaaS model, there will be other costs associated with ongoing licenses, support and costs based on revenue hours of services.

Based on recent examples, for a SaaS only solution like an integrated model, the cost would likely be in the range of $100k to $300k depending on functionality and complexity of the services the system provides.

The range for a TaaS solution in a lower-density area is more complex depending on the size and density of the service area, response times, demand, and trip lengths. These costs would need to be developed based on the services and service market to be provided.

Introducing New Transit Services

Regarding the recommendation for the introduction of new demand-response services, there are a few options when determining the implementation strategy of such a service. The two overarching service models for provision of demand-response services include a SaaS or the transportation-as-a-service (TaaS) model. A SaaS model uses in-house vehicles and staff and acquires ride-matching technology which manages the trip scheduling and operations of the service. A TaaS model is "turnkey," as a contracted vendor will provide all necessary aspects of service supply, including technology, staff, vehicles, etc.

Recent examples suggest the costs for the SaaS component costs would be closer to $100k-$300K. For the turnkey model, costs are dependent on the provider contract structure; some providers may have an upfront fee, others may have installation costs into ongoing monthly costs, etc. Other ongoing costs to consider when operating a SaaS model service include vehicle maintenance, driver pay, operations management and customer service, and software licensing fees. For a turnkey model, ongoing costs may vary depending on the provider and the size of the service area, but costs to consider including fixed administration and dispatch costs, software, marketing, and overhead, and variable vehicle costs, driver pay, incremental WAV driver pay, and customer service costs.

Other Considerations

Potential expenses associated with implementing or expanding transit services extend beyond core operations and highlight necessary marketing, education, and administration investments. Given the variability of costs depending on factors such as agency size, scope of services, and marketing strategies, exact cost estimates are not provided. These costs include but are not limited to:

- Marketing and Educational Campaigns
- Marking and Educational Campaign Staffing Needs
- Coordination and Collaboration among local jurisdictions and service providers
- Policy development, program implementation, compliance and auditing and contract development

Financial Options

Expanding and sustaining transit services require identifying new funding opportunities and maximizing existing program funds. This involves exploring various federal, state, and local funding streams and seeking innovative ways to combine resources. The following provides an overview of relevant federal and state funding sources. However, due to the constantly changing and evolving nature of funding opportunities - many of which can open or close quickly—and the occasional lack of publicly transparent information about existing programs, a comprehensive state-level study would be beneficial to identify all available funding opportunities. A comprehensive state-level study could identify opportunities to leverage funds from human services, rural transit programs, and public transit to improve service delivery and efficiency.

Federal Funding Sources

There are numerous grant and financial assistance programs available through various federal agencies. The Federal Transit Administration (FTA) offers formula funding programs to state agencies to manage on their behalf for small urban and rural areas. These funding programs include Section 5310 (Elderly Individuals and Individuals with Disability Programs) and Section 5311 (Non-Urbanized Area Program). The FTA and other Federal agencies such as the Department of Transportation (DOT), the Federal Highway Administration (FHWA), and others regularly offered competitive funding opportunities. It is essential to consistently monitor these sources for new announcements and track deadlines to ensure no opportunities are missed. Grants.gov is a good resource as it is a comprehensive portal for federal grants across all agencies.

State Funding Sources

The Kentucky Transportation Cabinet's Office of Transportation Delivery (OTD) team manages public transit grants and supports transportation providers including non-emergency transportation providers receiving funding through Medicaid and Vocational Rehabilitation.

Ohio Kentucky Indiana Regional Council of Governments (OKI) Funding

The Ohio Kentucky Indiana Regional Council of Governments (OKI) is the Metropolitan Planning Organization for eight counties in Ohio (Hamilton, Clermont, Butler, Warren), Kentucky (Boone, Campbell, Kenton), and Indiana (Dearborn). The agency convenes and supports a group of transportation providers and planners named the Tristate Transportation Equitable Opportunity Team (TTEOT). Their mission is to identify how to best serve the transit needs of older adults and individuals with disabilities. OKI, with the support of the TTEOT, facilitates the development of the coordinated plan for its counties and incorporates the resulting projects in the long-range metropolitan and statewide transportation plans, short range Transportation Improvement Programs (TIPs), and short-range Statewide Transportation Improvement Programs (STIPs).

Like the Kentucky Transportation Cabinet, OKI receives federal funds which are then awarded to cities, counties, non-profits, and other eligible entities. Projects funded through their programs must be in the coordinated plan and within the urbanized area. However, the project may support and benefit the rural areas of Northern Kentucky as well.

Local Funding

Local funds are money that is generated by the city, county, state, or agency. Local funding sources may include dedicated sales taxes, property taxes, or local government contributions allocated specifically for transit. Agencies may generate revenue through service contracts with schools, businesses, or healthcare providers; program revenues; fund raising activities, and from fare collections.

Local funding is often required to match federal and state grants. The match requirement is typically 20% for capital projects and 50% for operational projects. However, there are some grants that do not require any match.

Local funds may also be used to support transit operations and capital projects entirely.

Part 9

Select and Recommend a Plan of Action

After funding approval, the NKADD transit team will continue to explore solutions for expanding the service areas, filling in service gaps, and providing transportation to the elderly, low-income individuals, and people with disabilities while also coordinating efforts with regional stakeholders to best serve all with special transportation needs. Based on research and analysis and addressing identified gaps in transit services, the recommended strategies will improve coordination among existing transit agencies and expand mobility option across the NKADD region for individuals who currently have limited or no transportation options. The recommendations include:

- A regionally integrated technology platform – the regionally integrated technology platform model
- Improving access to mobility services such as leveraging non-emergency medical transportation (NEMT) services, introducing new service providers, and expanding mobility services levels
- Explore joining NEORide

Part 10

Competitive Selection Process

Each transit provider that applies for Section 5310 through the NKADD will be required to participate in the Coordinated Plan process, including submitting letters, budgets, and an inventory of vehicles. NKADD Transit Plan coordinators will review the applications, taking into consideration all stakeholders' input, and rank the projects, with 1 being the highest priority and 5 being the lowest priority. The rankings are based on several factors such as mileage and age of vehicles, anticipated number of clients being served, and other providers in the same service area. Then, based on the rankings, recommendations will be made to the state for funding. This year's ranking can be seen in Part 12.

Part 11

Develop Implementation and Funding Plan for Selected Alternative

If the application for Section 5310 is not funded, Carroll County Senior Center will continue to provide their services if possible after funding is exhausted. Coordination with other service providers will also occur to see what options are available at that time to continue to serve eligible clients.

Part 12

Ranking and Funding Criteria

NKADD Transit Plan coordinators will rank Section 5310 applicants as the Competitive Selection Process states above: This year's ranking recommendation for capital funding:

1) Carroll County Senior Center 12 Passenger Off-center Aisle Van $69,056.00

Editor's Note: Owen County is applying for Section 5311 Operating funds to provide their citizens with transportation services that are needed in their respective counties. They are the only providers of rural public transportation in their counties and are, as such, invaluable to their residents.

Part 13

Project Budget SFY2026

5304 Requested Funds	**$ 40,000**	**NKADD Program Match**	**$ 10,000**

Commitment of Local Share: The NKADD commits to providing a 20% match of funds for the 5304 project. Such a match will come from local funds contributed by cities and counties within NKADD to provide such a match for programs and services provided by NKADD. (Attachment C – budget attached)

5310 Requested Funds:

Carroll County Senior Center	$64,672	Match	$16,168
Total 5310 Requested Funds	**$64,672**	**Total Local Match**	**$16,168**

Part 14

Executed Plan

Executed Date: _____3/27/2025_____

Signature: _____

Position: _Executive Director_____

The Northern Kentucky Area Development District (NKADD) Board of Directors is comprised of the County Judges/Executive from each of the eight counties the NKADD serves: Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, and Pendleton. Other members include Mayors and Judge-appointed citizens. The Board, being comprised of many elected and appointed officials, has direct ties to many of the regional boards and planning organizations. Several Board Members also serve on the OKI Board of Directors. The five southern county Judges/Executive serve the NKADD Transportation Board. The NKADD Board of Directors is highly engaged in the region, with its citizens, service providers, and planning agencies.

NKADD Board of Directors:

Boone County: Judge Gary Moore - Laura Pleiman (alt.), Mayor Terri Courtney - Rebecca McClure(alt.), Mayor Julie Metzger Aubuchon - Katie James (alt.), Pat Raverty, Marie Schenkel, Caroline Weltzer, Lisa Wilson-Plajer (First Vice Chair)

Campbell County: Judge Steven Pendery - Matt Elberfeld (Chair) (alt.), Mayor Jim Hamberg - Brandi Barton (alt.), Mayor Tom Guidugli, Jr., Sarah Cameron, Joe Cottingham, Tom Lampe

Carroll County: Judge David Wilhoite, Mayor Robb Adams, Matthew Dusing

Gallatin County: Judge Ryan Morris, Mayor Charles French - Brent Caldwell (alt.), George Zubaty

Grant County: Judge Chuck Dills - Colton Simpson (alt.), Mayor Mark Christopher, Jamie Baker

Kenton County: Judge Kris Knochelmann (Treasurer) - Scott Gunning (alt.), Mayor Paul Meier - Bill Dorsey (alt.), Mayor Ron Washington, Commissioner James Toebbe (alt.), Mayor Chris Reinersman - Chris Moriconi (alt.), Mayor Jessica Fette - Mark Collier (alt), Jordan Huizenga, Brittaney King, Bryan Norton, Lindsey Rechtin

Owen County: Judge Todd Woodyard, Mayor Adam Gaines - Sherry Hamilton (alt.)

Pendleton County: Judge David Fields (Second Vice Chair) - Vickie King (alt.), Mayor Luke Price, Bill Mitchell