

Appendix F

Coordination with Transit Authority of River City (TARC)

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MEMORANDUM OF AGREEMENT
AMONG
THE INDIANA DEPARTMENT OF TRANSPORTATION,
THE KENTUCKY TRANSPORTATION CABINET, AND
THE TRANSIT AUTHORITY OF RIVER CITY
REGARDING
ENHANCED BUS SERVICE AS PART OF THE
LOUISVILLE-SOUTHERN INDIANA OHIO RIVER BRIDGES PROJECT

WHEREAS, the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA), intend to construct the Louisville-Southern Indiana Ohio River Bridges Project (the Project) to improve cross-river mobility between Jefferson County, Kentucky and Clark County, Indiana; and

WHEREAS, the Project was described in detail in a Supplemental Final Environmental Impact Statement signed by FHWA on April 20, 2012 (the SFEIS), and in a Revised Record of Decision approved by FHWA on June 20, 2012 (the Revised ROD); and

WHEREAS, the Project, as approved in the Revised ROD, provides for the construction of two new bridges across the Ohio River in the Louisville metropolitan planning area, the reconstruction of the existing John F. Kennedy Memorial Bridge (I-65), the construction and reconstruction of approach roadways to those bridges in Kentucky and Indiana, the reconstruction of the Kennedy Interchange (I-64, I-65, and I-71) at its present location, the construction of electronic toll facilities for the two new bridges and the Kennedy Bridge, and inclusion of Transportation Management elements, including enhanced bus service (collectively known as the Modified Selected Alternative); and

WHEREAS, the Louisville Metropolitan Planning Organization (MPO) has amended the *Horizon 2030* Metropolitan Transportation Plan, the region's long-range transportation plan, to include the Modified Selected Alternative and tolling as a funding source, and FHWA has determined that *Horizon 2030*, with the Modified Selected Alternative, satisfies the fiscal constraint requirements and air quality conformity requirements under federal planning and air quality statutes; and

WHEREAS, based on the analyses presented in the SFEIS, FHWA has determined that neither the cost of tolls, nor other direct or indirect impacts, would be predominantly borne by environmental justice populations, but that, based on vehicle user cost data, the Modified Selected Alternative is likely to cause disproportionately high and adverse effects on minority

and low-income populations, because those impacts would be appreciably more severe or greater in magnitude for these populations; and

WHEREAS, the Modified Selected Alternative incorporates extensive measures to avoid, minimize, and mitigate impacts to the natural and human environment, and those commitments are documented in Chapter 8 of the SFEIS and Chapter 4 of the Revised ROD; and

WHEREAS, Section 4.3.2 of the Revised ROD identifies the elements of enhanced bus service to be included in the Modified Selected Alternative, including a commitment for INDOT and KYTC to provide \$20 million for capital investments and public awareness programs related to enhanced bus service during the life of Project construction; provided, however, that funds will not be provided to cover operational expenses; and

WHEREAS, Section 4.3.2 of the Revised ROD also specifies that KYTC and INDOT will include as part of the project design the construction of turning radii and lane widths that meet design criteria for bus usage; that KYTC and INDOT will coordinate with TARC at the end of Project construction to determine how the investment in transit equipment can continue to promote cross-river mobility; and that KYTC and INDOT will not provide for traffic signal priority beyond the current scope of the plans, but that TARC should coordinate this issue, which concerns the local street system, with Louisville Metro Government; and

WHEREAS, Section 4.3.2 of the Revised ROD provides that KYTC and INDOT will enter into a Memorandum of Agreement with TARC prior to the start of construction on the Downtown Crossing portion of the Project (as defined in the Revised ROD), which MOA will detail the final agreed upon funding amounts and years of expenditure to comply with the SFEIS; and

WHEREAS, Section 4.1.17 of the Revised ROD describes the measures that have been identified by INDOT and KYTC, in cooperation with FHWA, to mitigate the economic effect of tolling on minority and low-income populations, including the commitment to include enhanced bus service as part of the Modified Selected Alternative, as described in Section 4.3.2 of the Revised ROD;

NOW, THEREFORE, INDOT, KYTC, and TARC (collectively, the Parties, and individually, a Party) have entered into this Memorandum of Agreement (MOA) to satisfy the requirements of the SFEIS and the Revised ROD with respect to the inclusion of enhanced bus service as an element of the Modified Selected Alternative and as partial mitigation for the economic effect of tolling on environmental justice populations.

I. FUNDING COMMITMENT

A. INDOT and KYTC shall each provide \$10 million of FHWA funds to be paid to TARC for capital investments and public awareness programs related to enhanced bus service during the life of Project construction. The funds shall be used for:

- Constructing and/or expanding park and ride facilities;
- Purchasing buses and vans for express and shuttle bus service during construction;

- Purchasing and rehabilitating additional facilities or rehabilitating existing facilities to accommodate the increased fleet;
- Improving and consolidating existing bus stops and constructing new bus stops; and
- Developing a public awareness and communications program, including advertising, using emerging technology to communicate with the public to encourage ridership, and informing low-income populations of the enhanced bus service.

The funds shall not be used for operations costs which include employee salaries, routine maintenance, and overhead costs.

Funds provided to TARC pursuant to this commitment shall be contributed in equal shares (i.e., 50%/50%) by INDOT and KYTC for the specific purposes set forth in the document entitled "LSIORB PROJECT ENHANCED BUS SERVICE" dated April 16, 2013, which is attached to, and incorporated herein by reference, as Exhibit A.

B. INDOT and KYTC shall contribute federal funds to TARC in the total amount not to exceed \$20,000,000.00 (the "Federal Funds"). (INDOT intends to use Congestion Mitigation and Air Quality Improvement Program ("CMAQ") funds to make its contribution of Federal Funds. KYTC intends to use Interstate Maintenance ("IM") Funds to make its contribution of Federal Funds.) The Federal Funds shall be transferred (or "flexed") by INDOT and KYTC through FHWA to the Federal Transit Administration ("FTA"), which shall distribute and administer the funds according to FTA's standard reimbursement policies and procedures. The funds also shall be subject to any FHWA statutory or regulatory limitations normally associated with funds of this type. The activities eligible for reimbursement and the policies and procedures for administration of the funds and reimbursement to TARC may be set out in a separate Master Agreement between TARC and FTA. Within 7 days after full execution of this MOA by all parties, INDOT and KYTC shall submit the request to FHWA to make such transfers to FTA. TARC expressly agrees that all funds it receives from FTA pursuant to this MOA shall be used exclusively for the specific purposes set forth in Paragraph I.A. above, as set forth in greater detail in Exhibit A hereto, and in general accordance with the terms and conditions of this MOA. TARC understands and agrees that no Federal Funds shall be used for operational expenses or other ineligible expenses. Once funds are transferred to FTA, it shall be the responsibility of TARC to obtain and secure funds from FTA that are subject to and in compliance with this MOA.

C. In the event that FHWA or FTA finds that the Federal Funds to be provided under this MOA are not eligible for any of the purposes described herein or in Exhibit A, INDOT and KYTC will provide other eligible funds (which may include state funds) to cover such ineligible expenses. However, under no circumstances shall INDOT or KYTC be obligated to provide more than \$10,000,000.00 each in funding under this MOA. Further, if INDOT and KYTC must provide alternate funding for any ineligible expense, TARC agrees to take any action necessary to assist in reversing the transfer of Federal Funds (in an amount equal to the ineligible expenses) from FTA to FHWA, and back to INDOT and KYTC.

D. The Parties may, from time to time, agree in writing to modify the funding amounts set forth in Exhibit A, provided that the use of funds pursuant to such modification remains

consistent with the requirements of Section 4.3.2 of the Revised ROD and the specific purposes set forth in Paragraph I.A. above. Any such modification in the use of funds also shall be confirmed in an amendment to the FTA Master Agreement agreed upon by TARC and FTA.

E. Beginning in the fourth quarter of calendar year 2013, and extending for the duration of construction of the Project, TARC shall provide a written status report to INDOT and KYTC, no later than 30 days following the end of each calendar quarter, identifying actions taken and funds expended pursuant to this MOA, including, at a minimum, for:

- Procurement of buses and other vehicles, including placement of orders, payment, delivery, and verification of KYTC and/or INDOT being named as vehicle lien holders;
- Implementation of a public awareness and information campaign related to enhanced bus service provided as part of the Project;
- Planning for enhanced bus service, including analysis of traffic maintenance plans and congestion mitigation measures for the Project, evaluation of new and existing transit routes and schedules, and implementation of TARC service adjustments in response to traffic pattern changes and Project construction;
- Location, planning, and construction/installation of new park and ride facilities and passenger facilities (bus stops, shelters, benches, etc.), as well as improvement of existing park and ride and passenger facilities associated with the Project;
- Acquisition and improvement of a new maintenance facility or improvements to existing facilities, purchase of new maintenance equipment, and upgrades to existing asset management systems;
- Location, acquisition, and operation of a TARC information and customer service center during Project construction; and
- Monitoring of the enhanced bus service provided pursuant to this MOA.

F. TARC and its subcontractors shall provide INDOT, KYTC, or their authorized representatives, reasonable access to TARC's records related to the use and expenditure of funds provided pursuant to this MOA, and shall cooperate with INDOT and KYTC in any audit of TARC's use and expenditure of funds provided pursuant to this MOA, as required by law or as determined necessary in the reasonable discretion of INDOT and KYTC. Further, TARC shall assist INDOT and KYTC as necessary in obtaining any FTA records, reports or other documentation concerning expenditure and administration of the Federal Funds made available to TARC under this MOA. TARC shall maintain, for a period of at least three years following the termination of this MOA, any and all records relating to its use and expenditure of funds provided pursuant to this MOA

G. INDOT and KYTC shall cooperate with TARC and provide any additional documentation requested by TARC concerning the availability of funding under this MOA, as reasonably necessary to undertake any of the actions or expenditures identified on Exhibit A.

II. COORDINATION AND COOPERATION

A. The Parties agree that, following the end of construction of the Project, INDOT and KYTC will coordinate with TARC to determine how the investment in transit equipment can continue to promote cross-river mobility. Matters that may, at the discretion of the Parties, be explored at that time include continued monitoring and adjustment of cross-river transit service to address the needs of environmental justice populations (consistent with the toll policy established for the Project to mitigate impacts to environmental justice populations), assistance in identifying funding options for TARC's operating expenses associated with the enhanced bus service, and evaluation of ridership, levels of service, costs, long-term service projections, and lessons learned.

B. The Parties may meet and confer, from time to time prior to or during construction of the Project, to evaluate the planning and implementation of enhanced bus service and to consider any modifications to the detailed schedule of funding amounts and years of expenditure set forth on Exhibit A. A meeting of the Parties may be convened by any individual Party during the term of this MOA by providing reasonable advance notice, in writing, to the other Parties, specifying the topics to be addressed in such meeting.

C. Time is of the essence with respect to the Parties' performance of their obligations and expenditures pursuant to this MOA. If a time is not specified, performance shall be required promptly and with due regard to the conditions of performance of other Parties in reliance thereon, including the requirements of the Revised ROD.

III. MODIFICATION AND AMENDMENT

A. If the Project, as described in the Revised ROD, is significantly modified, such that the need or requirements for enhanced bus service are significantly altered, the Parties shall consult in good faith regarding the necessity to amend, modify, or terminate this MOA. If the Project is terminated, the Parties shall work together in good faith to wrap up and terminate the activities called for pursuant to this MOA. In such event, TARC shall take any immediate actions necessary to avoid further expenditures pursuant to this MOA and to minimize any unavoidable expenditures; provided that INDOT and KYTC shall ensure that FTA reimburses TARC for any expenditures incurred by TARC prior to TARC having received notice of such termination or failure of appropriation for which TARC is contractually bound and which cannot be cancelled or reversed by TARC's reasonable, good faith efforts.

B. This MOA shall not be amended except upon the written agreement of all Parties. Neither this MOA, nor any of the rights, duties, or obligations described herein, shall be assigned by any of the Parties without the prior express written consent of the other Parties, such consent not to be unreasonably withheld so long as such assignment is consistent with the purposes of this MOA and the terms of the Revised ROD.

IV. NOTICE

Notice required under this MOA to any of the Parties shall be provided in writing, by hand-delivery or U.S. mail, first-class, postage prepaid, to:

INDOT: Larry Buckel
Transit Office Manager
Indiana Department of Transportation
100 North Senate Ave., IGCN N955
Indianapolis, IN 46204

KYTC: Vickie Bourne
Kentucky Transportation Cabinet
Office of Transportation Delivery
200 Mero Street
Frankfort, KY 40622

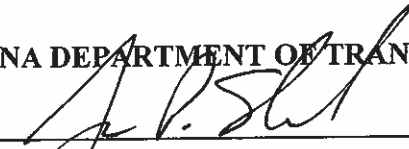
TARC: Barry Barker
Transit Authority of River City
1000 West Broadway
Louisville, KY 40203

VI. DURATION

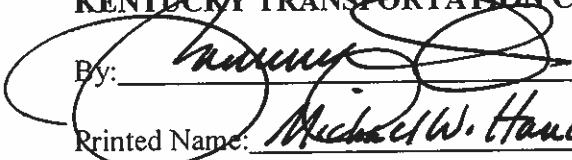
This MOA shall remain in effect until six months following completion of construction of all portions of the Project, as described in the Revised ROD.

IN WITNESS WHEREOF, the Parties have hereunto set their signatures on the dates set forth below. This MOA shall be effective as of the last date set forth below.

INDIANA DEPARTMENT OF TRANSPORTATION

By:  Date: 4/30/2013
Printed Name: JAMES P. STARK
Printed Title: DEPUTY COMMISSIONER ALTERNATIVE PROJECT DELIVERY

KENTUCKY TRANSPORTATION CABINET

By:  Date: 5/2/13
Printed Name: Michael W. Hancock
Printed Title: Secretary

Approved as to form and legality 
Rebecca Goodman, Esq.

TRANSIT AUTHORITY OF RIVER CITY

By: *Ji Barry Barker*

Date: *4/22/13*

Printed Name: *Ji Barry Barker*

Printed Title: *Executive Director*

Exhibit "A"
LSIORB PROJECT ENHANCED BUS SERVICE
TARC Priorities by Years of Expenditure as of April 16, 2013
YEAR 1 to YEAR 4 - July 2013 – December 2016
TARC – ORBP - Enhanced Bus Service Expenditures by Year - July 2013 – Dec 2016

PROJECT ACTIVITY TASKS BY PRIORITIES	Total Cost	YEAR 1	YEAR 2	YEAR 3	YEAR 4
Buses acquisition – 21 buses	\$9,492,596	\$9,492,596			
Shuttle vehicle acquisition – 4 shuttle vehicles	\$500,000	\$500,000			
TARC 3 vehicles - 8 vehicles	\$400,000	\$400,000			
Vanpool vehicles - 8 vans	\$200,000	\$200,000			
TARC Surveys - data and analysis, to establish a base line to develop service & benchmarks	\$100,000	\$100,000			
TARC Information and Customer Service Center	\$980,000	\$980,000			
Public awareness and information program	\$1,350,000	\$480,000	\$330,000	\$270,000	\$270,000
Maintenance Equipment – DPF cleaner, service truck	\$141,000	\$141,000			
Asset Management System Upgrade	\$800,000	\$800,000			
Park and TARC facilities: construct and expand	\$1,550,000	\$1,550,000			
Transit facilities: Improve and consolidate bus stops; construct new bus stops and shelters	\$866,404	\$866,404			
Facility Rehabilitation – Building improvements	\$3,567,000	\$840,000	\$2,727,000		
Total capital funds needed	\$19,947,000	\$16,350,000	\$3,057,000	\$270,000	\$270,000

The Ohio River Bridges Project Enhanced Bus Service

Transit Authority of River City (TARC) Update / Progress Report, June 2014

The below information reflects updates to a July, 2013 report provided to the Bridges Project Team. Updated ridership numbers including for services and outreach to Environmental Justice communities will be provided for Fiscal Year 14 in July.

TARC Funding and Environmental Justice

TARC passenger survey results from 2013 further underscore TARC's importance in providing access to jobs, educational opportunities, other necessities and what life has to offer for low income and minority communities and among people with disabilities.

TARC standard route ridership is disproportionately low income and minority compared to the overall population in the TARC five-county service area in Greater Louisville, based on ridership survey data from spring, 2013.

The onboard survey, performed on all TARC routes by IQS Research, which reported a margin of error for results of plus or minus three percentage points, showed:

- 55 percent of all passengers had a household income of less than \$25,000 and an additional 27 percent had a household income of less than \$35,000.
- Minorities comprise more than 60 percent of TARC passengers, with African-Americans being the single largest percentage of passengers, at 55 percent.
- 90 percent of TARC's passengers use the service at least several times a week and 70 percent ride TARC every weekday or every day, suggesting a strong dependence on TARC for mobility.
- Some 40 percent of passengers use TARC to access jobs while 25 percent ride TARC for school purposes.
- 90 percent of passengers reported owning a smartphone and two out of three had internet access, indicating communications with online tools can be an effective form of outreach. Of those with internet access nearly 90 percent said they were active users of social media sites including Facebook, Twitter and YouTube.

TARC3 - Survey results also showed that ridership on TARC3, a door-to-door service for people with disabilities, is also predominately low income and minority. Forty-one percent of TARC3 passengers are African American and 75 percent have household incomes of less than \$25,000. Income levels are impacted by the fact that 41 percent of the ridership is 65 or older.

Vehicles: 21 buses, 8 vans, 12 TARC3 vehicles

The funding for vehicles has thus far allowed TARC to significantly modernize its aging fleet with more efficient vehicles that save on operating and maintenance costs which improves service that is used predominately by low income communities and takes pressure off of TARC's operating budget. TARC's Board of Directors has authorized the bus, van and TARC3 vehicle purchases.

- The 21 buses purchased entered service in September, 2013 and operate on cross-river routes serving Environmental Justice communities and on some longer distance routes. These "e-Tran" (enhanced transit)buses replaced buses that had each traveled more than 500,000 miles and had been in service for over 15 years. The new buses are equipped with WIFI, overhead racks and electrical outlets unlike other TARC buses. The enhanced features are designed to attract more riders and to improve the experience of taking public transportation.
- Twelve new TARC3 vehicles were purchased and went into service in May 2014. These "body on chassis" buses are each capable of carrying up to five passengers who use wheelchairs or up to ten ambulatory passengers. TARC anticipates utilizing remaining funds in this grant to purchase up to eight more TARC3 vehicles.

The passenger vans to be purchased with project funding will help meet a growing demand in the region's vanpool (ridesharing) program. TARC provides vehicles for the vanpool program which is administered by KIPDA, the region's MPO. These vans can be dedicated to cross-river travel for groups of individuals going to a common destination and provide a cost-effective travel option compared with driving a personal car. The vans could also be used as a shuttle service linking a community or group of riders to a common destination such as a grocery store or a mall or as a circulator from park-and-ride lots to work locations. Now that Ford has discontinued production of its E350 based passenger vans, TARC and KIPDA expect to purchase an entirely new type of vehicle. Ford is set to introduce a new, more configurable, more comfortable and more efficient van during the latter part of 2014.

Communications/Outreach: Information and Customer Service Center and Public Awareness and Information program

An overarching communications plan including Environmental Justice community outreach has been developed and will continue to be followed.

Activities to date include:

- Paid Media - A launch of a paid media campaign in September to encourage ridership and draw attention to the new "eTran" for "enhanced transit" commuter coaches and other planned TARC improvements with a theme of "It's a Whole New TARC." Ads were placed on bus exteriors, bus shelters, billboards and other media, including radio stations and print publications such as The Louisville Defender whose audiences are predominately African-American, Hispanic and/or low income.
- Website – e-Tran page was launched on the www.ridetarc.org website featuring developments relating to TARC upgrades, informing the public and passengers about service impacts relating to construction, and linking to other helpful information.

- Mobile website – TARC’s website, which has been optimized for use on mobile devices, has been upgraded to include rider alerts and detours about project impacts.
- Real-time bus arrival information – TARC upgraded trip planning features to include real-time bus arrival information, both through Google Maps and TARC’s own trip planner at www.ridetarc.org. An “app landing page” featuring links to mobile applications was also added.
- Social Media – Use of Twitter/Facebook to communicate about TARC and Bridges Project construction especially impacting routes and schedules.
- Videos – YouTube videos have been produced to highlight the e-Tran coaches and the new I-65x route.
- E-Tran Commuter Coaches – An interior/Exterior design was produced and installed on all 21 coaches to highlight and differentiate them from other TARC buses. A news conference was held on the waterfront with local and state officials, and associated materials to highlight TARC improvements and encourage ridership especially cross-river.
- New cross-river route – A direct mail piece was sent to residents within five miles of the park-and-ride lot established at Ivy Tech to alert them of the new route. Posters were designed and widely distributed that showed the route, schedule, eTran coach with the message “Park your troubles in Sellersburg.” TARC also did outreach with businesses, non-profit organizations, Ivy Tech community and others for a “test ride” of the route before its launch. On the day of the launch, media was invited to the campus and TARC hosted a mini transit fair. A shelter ad on the campus property also promoted the park-and-ride lot. Other communications tools – including e-blasts and social media – promoted the new service.
- Downtown circulators/all-electric buses - As part of TARC’s plans to upgrade downtown Louisville service heavily impacted by Bridges Project construction, all-electric buses will replace antiquated trolleys by late 2014/early 2015. TARC has designed the exterior of these new vehicles and developed other promotional materials. The new buses are included in ads and other communications as part of the “It’s a Whole New TARC” campaign. These new vehicles will provide mobility and relief for passengers throughout downtown, including connectivity with Environmental Justice communities. The rides will be fare-free.
- Distribution of Information – TARC information including detours, news releases, and schedule change proposals is widely distributed throughout the region including in environmental justice communities through a variety of ways including e-blasts, website, social media, TARC’s media list distribution includes The Louisville Defender and Al Dia en America. Information is also distributed and displayed at 19 public libraries in Louisville Metro and Southern Indiana, churches, schools, community centers, housing authorities and other organizations serving low income communities.
- As construction impacts increase, TARC has plans to use a texting service to alert passengers to detours, stop relocations and other impacts especially when those changes are known with short notice. TARC also is exploring ongoing and regular

survey samples of passengers and the public to provide valuable input for service improvements both during and after project construction.

- TARC is also considering options for electronic customer information kiosks that could be placed at high-traffic areas near downtown and community locations such as community centers, libraries and the Nia Center where improving the design of the customer service center is also a possibility.

Maintenance Equipment, Asset Management System Upgrade and Facility Rehab (Building Improvements)

Taken together, the cost reductions associated with these projects could allow TARC to retain 40 to 80 or more hours of service to the community every week.

Maintenance Equipment: TARC used \$69,000 in Bridges funding to acquire a particulate filter cleaning system. The new system was installed in March 2013 and is now in use. These filters remove particulates from the exhaust stream of our buses. They become plugged up and needed cleaning approximately every 10 to 15,000 miles. Two costs will be avoided with the new system: the cost of transporting each filter to the vendor and the vendor charge for doing the cleaning. TARC will save thousands of dollars each year from this simple investment.

Facility Rehab: TARC's Broadway Maintenance Facility is over 55 years old, and its heating, paint booth and other systems are all original to the building. The intent with these funds is to conduct multiple projects to replace those aged and very inefficient systems with new systems. Our overarching goal is to significantly improve our operating efficiency. TARC will also use these funds to complete rehabilitation projects on Union Station. The principal project to be completed is the replacement of Union Station's HVAC system. Again, we expect to significantly reduce TARC's utility costs as a result. The total reduction in utility costs associated with these improvements will be as much as \$50,000 per year. TARC completed procurement for architectural and engineering services that resulted in a contract awarded in May 2014. With this new contract in place TARC will now begin engineering and design on all of the above projects.

Asset Management System: TARC will use \$800,000 in ORBP funds to upgrade its 12 year-old enterprise asset management system. We hope to improve maintenance planning and efficiency. Asset management includes condition monitoring, an activity that allows an agency to be proactive in its maintenance planning. Efficiency improvements associated with this upgrade could mean cost reductions of \$100,000 annually. TARC has scheduled this upgrade to occur in its fiscal year 2016.

Park and TARC Facilities Transit Stops and Passenger Amenities

Park-and-Ride lot established at the Ivy Tech Campus in Sellersburg
A new 65X express route established to Southern Indiana

- To improve cross-river mobility during the Downtown Bridge construction and the Spaghetti Junction rebuild, in January 2014 TARC introduced a new express service between downtown Louisville and Sellersburg in Southern Indiana. The new 65X route provides express commuter service to downtown employment areas from a new Park and Ride lot at the Ivy Tech Campus to Medical Campus on Broadway, Preston and

Jackson Street. In addition, this service provides connections for college students at Ivy Tech and JCTC in downtown Louisville.

- A new shelter and signage is implemented by TARC using the ORBP enhanced bus service funding. The Park and Ride area has been established in coordination and with support of the Ivy Tech College. The operating costs for route 65X are funded by TARC's budget.

Impact on TARC passengers and stops

- Due to the construction impact on TARC passengers and stops in the Spaghetti Junction area, TARC is monitoring construction activities and making adjustments to stop locations and signage on an ongoing basis. TARC staff makes regular site visits to assess and minimize potential impact on TARC users along surface streets: Main, Market, Jefferson, Liberty, Preston and other streets in the downtown area. Detours for the routes have been developed and implemented as needed based on the traffic delays or lane closures. TARC is using internal resources to manage ongoing service monitoring and adjustment in the construction zones.
- Based on the progress of the ORB Project and impact on the surface streets and TARC services, TARC will develop plans for permanent transit facilities improvements in the downtown area and in Southern Indiana. These improvements will include on-street facilities (stops or bus pull-offs areas and ADA access ramps), and sidewalk improvements including waiting areas, shelters, signage, benches and other amenities as needed.
- In June 2014 TARC has retained an engineering consultant's team to assist with developing design and construction plans for existing and future park and ride facilities and major stop improvements. Based on the scale of the project for park and rides and other improvements, TARC will use the existing TARC's contractor (through an existing contract with Metro Public Works) or hire another company to work on the construction.

Park and Ride sites and potential transit centers

- One of the major transfer points in the TARC system area is the NIA Center on West Broadway and 29th Street. This facility serves significant number of TARC users and the public, and it is a high priority location for improvements as a transit and information center. The NIA Center is located in the area that meets the goals of the ORBP environmental justice mitigation plans to minimize potential impact on low-income and minority populations.
- TARC is in the process of determining other major improvements in the service area, such as the new or existing park and ride lots, and new, improved or consolidated bus stops at major routes and transfer locations. TARC is primarily focused on improving facilities in the environmental justice areas and along major commuter or high frequency routes that carry significant number of passengers and provide connections to jobs, education and services.

- Potential high priority locations for new or significantly improved Park and TARC sites are: a location along 45X that serves Preston Hwy south of Gene Snyder Freeway (Commerce Crossing area), a location along Grant Line Road in the New Albany Area, and Park Place Mall on Dixie Hwy or an appropriate site in the Valley Station Area.
- Potential transit center is considered at the intersection of Dixie Hwy and 7th Street Road. This area is a transfer point for north-south and east-west routes 18, 50, 29 and 63.
- The intersection of W. Broadway and Dixie Hwy is one of the highest transfer points in the TARC' system area. As part of the intersection redesign and relocation, and in conjunction with the two major development proposals on the south side of W. Broadway, major improvements are planned for transit facilities with potential for a smaller transit center at this strategic location. TARC is working with Metro Public Works to coordinate the intersection plans and transit improvements.

Ridership

- TARC continuously monitors ridership system-wide including the crosstown routes and the enhanced bus service routes. As it could be expected for all travelers in the ORB Project construction areas, TARC vehicles experience moderate delays in the AM and PM peak hours and throughout the day on surface streets. Ridership levels could be impacted by various conditions including traffic congestions, school closing, weather conditions, etc. In July 2013 TARC provided to the ORBP team ridership and level of service data for FY 13. As a follow up, in July 2014 TARC will provide the same level of information for the FY 14 and evaluate increase or decrease in ridership and level of service.

Potential new bus service to the Big 4 Bridge

- TARC is exploring options for service enhancement on both sides of the river and in the downtown area. These service enhancements may include shuttle buses that would connect Big 4 Bridge and major destination points in the downtown area, providing transfers to a number of local and express commuter routes. Shuttle service or a circulator to the Big 4 Bridge would improve cross-river travel providing additional opportunities for pedestrians and bicyclists in the morning and evening peak hours. Additional service will be implemented based on the available operating funds.

TARC Short and Long-range Planning Goals

- TARC is working with KIPDA and Louisville Metro agencies on short and long range planning efforts to address community-wide mobility issues and promote sustainable transportation options in the Louisville Region. TARC is partnering in major transportation planning processes Move Louisville, Connecting Kentuckiana and the Downtown Mobility Plan to improve public transportation and cross-river mobility in the TARC service area. The ultimate goal is to provide mobility choices for all users and serve the community with an efficient and sustainable transportation system.