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# Coordinated Transit Plan FY 2027

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## **BARREN RIVER**



### **Coordinated Public Transit - Human Services Transportation Plan for the Barren River Area Development District**

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## Overview of the Transit Coordinated Plan

The Barren River Area Development District (BRADD) is a quasi-governmental public agency that serves a ten-county region consisting of Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren Counties and twenty-four cities, providing a variety of services that include planning, economic development, grant writing and administration, and more. The service area has a 2020 population estimate of 312,062<sup>1</sup>. BRADD is the designated lead agency for this region, using the BRADD Transit Brokerage to coordinate usage of federally funded Section 5310 vehicles in the region and developing this Coordinated Public Transit Human Services Transportation Plan.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services<sup>2</sup>. Locally Developed Coordinated Plans shall include at a minimum the following four (4) items below:

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit)
2. An assessment of transportation needs of individuals to be served with the funding sought, that is, persons with disabilities, older adults, and people with low incomes.
3. 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.
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

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<sup>1</sup> (Kentucky State Data Center)

<http://www.ksdc.louisville.edu/data-downloads/estimates/>

<sup>2</sup> (Kentucky Transportation Cabinet – Office of Transportation Delivery)

<https://transportation.ky.gov/TransportationDelivery/Pages/5310-Elderly-Individuals-and-Individuals-with-Disabilities-Program.aspx>

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Counties Served	Agencies
<ul style="list-style-type: none"> <li>▪ Allen</li> <li>▪ Barren</li> <li>▪ Butler</li> <li>▪ Edmonson</li> <li>▪ Hart</li> <li>▪ Logan</li> <li>▪ Metcalfe</li> <li>▪ Monroe</li> <li>▪ Simpson</li> <li>▪ Warren</li> </ul>	<ul style="list-style-type: none"> <li>• Barren River Adult Day Care</li> <li>• Barren River Area Development District</li> <li>• Barren River Local Officials Organization</li> <li>• Cal Turner Rehab and Specialty Care</li> <li>• Community Action of Southern Kentucky</li> <li>• Housing Authority of Bowling Green</li> <li>• Glasgow Transit</li> <li>• GoBG Transit</li> <li>• Lifeskills, Inc.</li> <li>• MOGO Transportation</li> <li>• Scottsville Transit</li> <li>• WKU Topper Transit</li> </ul>

## Responsible Board/Committee

The board made responsible for approval of the Coordinated Plan is the Barren River Area Development District Board of Directors. Membership is comprised of the ten county Judge/Executives and twenty-four city Mayors within the BRADD region, as well as an appointed citizen representative from each county. The full membership listing can be found at <https://www.bradd.org/board-members/>.

This Coordinated Public Transit - Human Services Transportation Plan is also submitted to the Kentucky Transportation Cabinet – Office of Transportation Delivery (KYTC-OTD) for review and comment.

Once approved by the BRADD Board of Directors and KYTC-OTD, this plan is effective beginning July 1, 2026.

## Commitments and Partnerships

The BRADD regularly collaborates with the cities of Bowling Green, Morgantown, Scottsville, and Glasgow to help maintain and expand their public transit services. BRADD hosts a Regional Transportation Committee that holds quarterly public meetings to discuss and address the transit and transportation needs, opportunities, and obstacles present in the region. BRADD also operates a non-

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profit arm, the Barren River Local Officials Organization, which assists in planning efforts and oversight of transit operations. BRADD is a longtime member of the Kentucky Public Transit Association.

The BRADD works with local agencies to provide means of transportation for the elderly and disabled through the Section 5310 program. As the lead agency for the area, BRADD partners with these agencies to apply for federal Section 5310 funding to obtain/replace transit vehicles to serve the needs of the elderly and disabled. These organizations commit local matching funds for the vehicles, funds to maintain and operate the vehicles, and enter into a lease agreement with BRADD to operate the vehicles. These agencies are identified in the “Assessment of Available Services” section.

## Goals and Objectives

The Barren River Area Development District (BRADD) mission is to preserve and advance the quality of life and economic well-being for the citizens of the BRADD through regional collaboration. The BRADD Transit Brokerage furthers this mission by expanding mobility and access to transportation resources for the citizens of all ten counties. The goals and objectives of the BRADD transit brokerage are as follows:

1. Improve elderly and handicapped transportation access through coordinated management of the FTA Section 5310 vehicles.
  - a. Assist the social service agencies in applying for FTA 5310 funds.
  - b. Provide technical assistance to the social service agencies on the efficient operation of the vehicles.
    - i. Promote increased use/coordination of the vehicles.
    - ii. Advise the vehicle operators on ways to minimize costs.
  - c. Provide training for vehicle operators to increase the safety and efficiency of their services.
  - d. Explore the possibility of contracting with single entities for expanded use of vehicles.
  - e. Report on vehicle operations to the Kentucky Transportation Cabinet.
2. Encourage the development and improvement of public transportation services in the region where possible.
  - a. Refer requests for transportation to private operators.
  - b. Encourage the use of existing transit resources for consolidated or expanded public transportation operations.
  - c. Assist private operators with service design, operations management, and financing.
  - d. Explore possibility of extended services on weekends for elderly and disabled.

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- e. Explore possibility of transit service for unemployed looking for employment.
3. To identify gaps in existing services
- a. To propose strategies to help meet the identified gaps.
  - b. To examine ways services can be coordinated.
  - c. To outline how Section 5310 funds should be distributed.

## Federal Transit Formula Grants

### **Section 5304 – NonMetropolitan Transportation Planning**

The 5304 program provides funding and procedural requirements for multimodal transportation planning in nonmetropolitan areas and states. Nonmetropolitan and statewide transportation planning processes adhere to a cooperative, continuous and comprehensive framework for the development of long-range plans and short-range programs reflecting transportation investment priorities.

Funds are available for planning activities that:

- (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- (B) Increase the safety of the transportation system for motorized and nonmotorized users.
- (C) Increase the security of the transportation system for motorized and nonmotorized users.
- (D) Increase the accessibility and mobility of people and for freight.
- (E) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- G) Promote efficient system management and operation; and (H) emphasize the preservation of the existing transportation system.

### **Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities**

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The 5310 program assists private or designated public nonprofit agencies in meeting the transportation needs of older adults and people with disabilities. The Kentucky Transportation Cabinet Office of Transportation Delivery, through the Section 5310 program, provides funds to private nonprofit entities, public bodies approved by the state to coordinate transportation services for older adults and people with disabilities, or public bodies which certify to the Governor that no private nonprofit entity or association is readily available in an area to provide the service.

Federal financial assistance under the Section 5310 program is limited to participation in the cost of capital equipment (rolling stock), cost for purchase of transportation service contract(s), mobility management, and state-level administrative costs to administer the program.

The goal of the Section 5310 program is to improve mobility for older adults and people with disabilities throughout the state, to enhance 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. In Kentucky both private and public nonprofit agencies are encouraged to coordinate transportation services with agencies that provide transportation services to the public. KYTC/OTD is the designated recipient for urban and rural areas of the State. A fully Coordinated Plan is required.

Section 5310 Operating funds (CRRSAA) will be directed to payroll and operations of transportation providers that are meeting 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.

## **Section 5311 – Formula Grants for Rural Areas**

The 5311 program is intended to provide financial assistance for the support of public transportation services, which are open to the public on an equal basis in areas outside of an urbanized area of less than 50,000 population.

The 5311 funds can be used for the costs of transit planning activities, transit operations, and purchase of capital equipment or facilities to aid in provision of transit services in rural and small urban areas, as well as provide funds for state-level administration. Federal regulation requires that 15% of these funds be reserved each year to support an Intercity Bus Program, unless the Governor of a state certifies that intercity bus needs in the state are being met.

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Through the Section 5311 Program, the Division of Public Transit provides administrative, operating, and capital assistance to public transportation projects in nonurbanized (rural) areas. The program goals are:

- Assist in meeting the transportation needs of transit-dependent people and to enhance access to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems.
- Encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation; and
- Provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

## **Section 5339 – Grants for Buses and Bus Facilities Formula Program**

The Federal Transit Administration (FTA) Bus and Bus Facilities Program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The new formula grant program was established under Section 5339, replacing the previous Section 5309 discretionary Capital Investment program. This is a formula program and must be applied for through the Office of Transportation Delivery for rural (<50,000) and small urbanized areas (<200,000). FTA requires an 80/20 Federal/Local match for this program.

## Coordinated Transit Meeting

The Barren River Area Development District is the designated lead transit agency for its ten-county region and annually hosts a Coordinated Transit Meeting to identify and discuss transportation needs, strategies, and priorities in the region. The Coordinated Transit Meeting was held on March 4, 2026, at 11:00 AM CST held at the T. Jack Eversole Regional Conference Center. The meeting was held in conjunction with BRADD's regular quarterly Regional Transportation Committee meeting to encourage maximum participation and attendance. Meeting agenda and minutes are available at BRADD's website: <https://www.bradd.org/>.

## Identified Stakeholders

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Public participation is essential in the development of the Coordinated Public Transit-Human Services Transportation Plan. Public participation allows for input of regional stakeholders to assist in identifying available services, transportation needs, strategies/activities/projects, and priorities. BRADD the Coordinated Transit meeting in conjunction with its Regional Transportation Committee to maximize participation and attendance. These meetings are open to the public and their meeting dates, times, and locations are shared to BRADD's public social media channels prior to the meeting.

BRADD maintains an accurate list of contact information for transportation stakeholders as part of its Annual Workplan that is developed in collaboration with the Kentucky Transportation Cabinet. This listing identifies stakeholders from the following groups/sectors: Local elected officials; road, highway, and public works; law enforcement; EMS and fire fighters; school transportation officials; underserved populations; transportation entities; planning, zoning, and local government; parks, bikeways, greenways, and conservation; economic development and tourism; industrial authorities; and advocates and private groups. Every individual and agency included on the list was sent an email two weeks prior to the meeting sharing the date, time, location, and content of the meeting.

Letters that identified the Coordinated Transit Meeting purpose, date, time, and location were sent out via USPS certified mail on January 31<sup>st</sup>, 2026 (30+ days prior to the meeting) to critical stakeholders in the region. The following stakeholders were notified via certified mail:

## **Local Officials**

Every local elected Judge/Executive and Mayor from the ten counties and twenty-four cities that comprise the BRADD region were contacted by certified mail. The ten counties include: Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren.

## **Community Based Organizations**

The Human Rights Commission, Kentucky Legal Aid, United Way of Southern Kentucky, and Housing Authority of Bowling Green were contacted by certified mail.

## **Public Transit Providers**

Glasgow Transit System, GoBG Transit, Scottsville Transit, WKU Topper Transit, and the City of Morgantown were contacted by certified mail.

## **Private Transportation Providers**

Ron and Brenda's Transportation, Dave's Transportation Service, RTEC, and Yellow Cab of Southern Kentucky were contacted by certified mail.

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## **State and Local Human Service Agencies**

Morgantown Care & Rehab Center, Community Action of Southern Kentucky, BEST Center for Independent Living, Barren River Adult Day Care, Lifeskills, Metcalfe County Health Care Center and Cal Turner Rehab and Specialty Care were contacted by certified mail. Notice was hand delivered to the BRADD Aging Services Department.

## **State and Local Transportation Planning Agencies**

The Bowling Green-Warren County MPO and KYTC-OTD were contacted through by certified mail. Notice was hand delivered to the BRADD Community & Economic Development department.

## **Assessment of Available Services**

### **Public Transit Systems**

#### **Glasgow Transit**

Glasgow Transit is the city of Glasgow's publicly funded transit system. Glasgow Transit operates a deviated fixed route for persons with or without disabilities. Passengers can request to be picked up or dropped off at locations that are up to 1/4 mile off the standard bus route. Pick up and drop off locations will be at the curb in a safe location and away from heavy traffic areas. Transit services are free and open to the general public and circulate Monday-Friday from 6:45 am to 6:30 pm. Glasgow Transit annually applies for federal FTA section 5311 funding.

Glasow Transit website:

[https://cityofglasgow.gov/city\\_departments/public\\_works/transit\\_division/](https://cityofglasgow.gov/city_departments/public_works/transit_division/)

#### **GoBG Transit**

GoBG Transit is the city of Bowling Green's publicly funded transit system. The fixed route system consists of five routes. These routes provide access to most areas with concentrations of medical offices, groceries, and other commercial businesses. GoBG operates eleven lift-

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equipped buses, six low-floor, kneeling ramp-equipped buses, and 6 vans, of which two are equipped with a wheelchair lift. GoBG also provides ADA Complementary Paratransit Service to accommodate eligible disabled individuals located within close proximity to existing stops.

Transit services circulate Monday-Friday from 6:00 am to 6:00 pm. Riders must pay a single ride fare or transit pass. The system has an annual ridership of over 71,000.

GoBG Transit website: <https://www.letsgebog.com/>

## **Scottsville Transit**

Scottsville Transit is the city of Scottsville's publicly funded transit system. Scottsville Transit operates one circular fixed route within city limits. Scottsville Transit will make reasonable modifications/accommodations to its operating policies, practices, and procedures to ensure program accessibility. Transit services are free and open to the general public and circulate Monday - Friday from 7:00 am to 6:00 pm. Scottsville Transit annually applies for federal FTA section 5311 funding.

Scottsville Transit website: <https://www.cityofscottsville.org/Blog/4/city-transit>

## **MOGO Transportation**

MOGO Transportation is the city of Morgantown's publicly funded transit system. MOGO Transportation operates a demand-response shuttle service that will pick up and drop off constituents anywhere within city limits. Transit services are free and open to the general public and available Monday - Friday from 9:00 am to 2:00 pm and on Saturday from 8:00 am to 12:00 pm.

MOGO Transportation Website - <https://morgantown-ky.com/resident-resources/mogo-transportation/>

## **WKU Topper Transit**

Topper Transit is the service provided by Western Kentucky University for its campus located in Bowling Green. WKU Transportation Services is committed to providing safe, courteous and efficient transportation for students, faculty, staff and the general public to the WKU campus. A variety of transit services are provided for the WKU community.

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Transit services is free to all students, faculty, staff, and visitors. Three fixed day service routes move passengers from point to point around WKU's Bowling Green campus, its South Campus location, and the immediate area. All Topper Transit buses are ADA and wheelchair accessible. Para-transit service is provided at no charge for disabled passengers and requires registration with WKU PTS. WKU also operates TopperTaxi, an on-demand van service.

Topper Transit website: <https://www.wku.edu/transportation/transit/index.php>

## **Section 5310 Vehicle Operators**

### **Barren River Area Development District (BRADD)**

The Barren River Area Development District is the Area Development District that serves the southcentral region of Kentucky. BRADD offers a wide array of services to help improve the lives of the people living within BRADD's ten-county area. These services are related to community and economic development, financial administration & management and aging and independent living. The Area Agency on Aging and Independent Living, an organization housed within BRADD, provides resources for elderly and disabled populations in the 10-county service area.

BRADD operates 13 senior centers in its ten counties. The centers provide social activities, congregate meals, health screenings and other activities. BRADD currently operates and maintains six FTA funded Section 5310 lift/ramp-equipped vans/buses to support these senior center operations and their clients.

BRADD website: <https://www.bradd.org/>

### **Barren River Adult Day Care Center (BRADCC)**

The Barren River Adult Day Care Center/Med Center Health Adult Day Center provides services to care for and support adults with physical, social or emotional needs and provide critical social interactions for those facing isolation. The BRADCC has programs designed for seniors, persons with disabilities, persons with Alzheimer's Disease or dementia, and chronically ill patients who can maintain independence with supportive services. The BRADCC is located in Bowling Green and serves adult clients from Warren County and surrounding areas. The BRADCC currently operates and maintains three FTA funded Section 5310 lift/ramp-equipped vans/buses to support these senior center operations and their clients.

BRADCC website: <https://medcenterhealth.org/service/adult-day/>

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## **Cal Turner Rehab and Specialty Care (CTRSC)**

Cal Turner Rehab & Specialty Care offers patients skilled nursing care and short-term rehabilitation from stroke or major surgery. Hospital care and immediate emergency care is available if necessary. CTRSC is a 110-bed facility located in Scottsville. Lifeskills currently operates and maintains one FTA funded Section 5310 lift-equipped bus to support these services.

CTRSC website: <https://medcenterhealth.org/location/cal-turner-rehab-specialty-care/>

## **Community Action of Southern Kentucky (CASoKY)**

Community Action of Southern Kentucky, Inc. is a public non-profit 501 (c) (3) corporation. CASoKY provides a comprehensive range of human services to residents in the ten county BRADD region, especially those confronting issues of poverty. CASoKY provides numerous programs to the elderly and disabled. CASoKY currently operates and maintains four FTA funded Section 5310 lift/ramp-equipped vans/buses to support these services.

CASoKY website: <https://www.casoky.org/>

## **Lifeskills, Inc.**

Lifeskills is a 501(c) (3) which supports people who experience mental illness, developmental disabilities, and substance abuse as they build meaningful and independent lives. LifeSkills is governed by a 21-member, volunteer Board of Directors representing the Kentucky counties of Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren Counties. Lifeskills currently operates and maintains two FTA funded Section 5310 lift/ramp-equipped vans/buses to support these services.

Lifeskills website: <https://www.lifeskills.com/>

## **Metcalfe County Health Care Center (MCHCC)**

MCHCC is located in Edmonton and provides short-term and long-term cares services to individuals in Edmonton/Metcalfe County. MCHCC previously operated one FTA funded Section 5310 bus. In 2025, MCHCC was sold to a private entity and became ineligible to operate Section 5310 vehicles and its vehicle was transferred to the Barren River Area Development District with the approval of KYTC-OTD.

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## **Private Transportation Service Providers**

### **Rural Transit Enterprises Coordinated, Inc. (RTEC)**

RTEC is a Public Transportation company that strives to provide affordable and available transportation in the Southeastern Kentucky area. RTEC Transportation serves 15 counties including: Adair, Bell, Clinton, Cumberland, Green, Knox, Laurel, McCreary, Monroe, Pulaski, Rockcastle, Russell, Taylor, Wayne, and Whitley Counties in Kentucky and provides over 50,000 trips a month. Services include: demand response trips to medical appointments, shopping, employment, and intercity; as well as, Veteran trips to medical facilities. RTEC is based in Mount Vernon, KY.

RTEC Website: <https://www.ridertec.org/about>

### **Ron and Brenda's Transportation**

Ron and Brenda's Transportation offers medical transportation services in Warren County. Ron and Brenda's Transportation is based in Bowling Green, KY.

### **Dave's Transportation Service Inc. (DTS)**

Dave's Transportation Service provides non-emergency medical transportation services. DTS's fleet includes 28 vehicles and serves Allen, Barren, and Monroe counties. DTS is based in Glasgow, KY.

DTS Website: <https://dts-ky.com/>

## **Other Transportation Service Providers**

### **Housing Authority of Bowling Green (HABG)**

The Housing Authority of Bowling Green offers a service program for their elderly, handicapped, and disabled residents. The mission of this program is to assist the frail and disabled elderly — committed to bringing them a high quality of life and allowing them to remain in their home and live independently. The senior program provides an active program of exercise, recreation, art, music, community outings, and health education. The goals for each participant include maintaining independence and optimal functioning, encouraging socialization, and decreasing social isolation and elder abuse. Limited transportation services to medical facilities are included as part of this program.

HABG website: [https://www.habg.org/elderly\\_disabled\\_services/](https://www.habg.org/elderly_disabled_services/)

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## Assessment of Transportation Needs

The following transportation needs were identified and discussed during BRADD's Coordinated Transit Meeting:

- Lack of Systems: Only four cities (Bowling Green, Glasgow, Morgantown, and Scottsville) in the region have public transit systems, and none of these can operate beyond city limits. This leaves a significant gap in service for a large number of individuals in the region.
- Funding: Section 5311's 50% match is difficult to obtain for local transit providers.
- Funding: Driver pay is difficult to provide at a competitive rate.
- Jurisdictional Boundaries: Need for connections to jobs, businesses, and medical services across city/county boundaries.
  - City-operated systems are restricted by city limits.
  - FTA formula grant-funded vehicles are often strictly limited to the jurisdiction that operates them.
- Education: Many citizens are unaware of available services and have negative perceptions of public transit.
- Education: Riders struggle to understand the difference between fixed routes vs. on-demand services, and which is available in their community.
- Severe Weather: Winter Weather, flooding, and other hazardous conditions challenge safety/accessibility.
- Backup Vehicles: High-usage systems require backup vehicles when undergoing maintenance.

These following needs were identified in previous years' meetings, but were not stated as needs at this year's meeting:

- Continuous Rider Policies: Individuals stay on buses all day because buses are clean and warm.
- Vehicle Shortage: There is a shortage of vehicles available for purchase.

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## Strategies, Activities, and/or Projects to Address Needs

The following transportation Strategies, Activities, and/or Projects to Address Needs were identified and discussed during BRADD's Coordinated Transit Meeting:

- Education: Better educate citizens to change the public's mentality towards public transit to increase their willingness to support and utilize growing transit systems.
- Education: Target vulnerable population groups (international, low-income, disabled, and elderly) in the region and provide education on transit opportunities in their area.
- Rural Area Transportation: Continue to work with and persuade county governments to provide transit access to rural citizens to connect to goods and services through partnerships with city systems.
- Regional Transit Coordination: Create a regional transit committee with the focus of expanding transit services throughout the BRADD region or make it a prominent focus of the Regional Transportation Committee. Evaluate planning and funding opportunities to develop an intercity pilot program and/or establish new systems in areas in need.
- Local Funding Commitments: Increase support from local elected officials to be willing to provide local match and explore other grant funding options.
- Support BRADD's Aging Services: Assist BRADD's AAIL with developing county transportation resource guides.
- Support BRADD's Aging Services: Emphasize transit and include transit providers in development of county strategic plans to identify projects that improve transit access in each county.
- Support BRADD's Aging Services: Identify potential applicants of 5310 grant vehicles in counties that do not currently have operators.

## Priorities for Implementation

The following transportation Priorities for Implementation were identified and discussed during BRADD's Coordinated Transit Meeting:

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## 1. City-County Collaboration

- Encourage expansion of access for city transit services beyond strict city limits boundaries.
- Increase access for more users and important destinations.
- Identify regional collaboration opportunities

## 2. Education

- Inform potential riders of the available services and benefits.
- Share best practices.

## 3. Gather Support of Elected Officials

- Educate officials, including city council members, magistrates, judge/executives, mayors, and more of the importance of local transit options in their area.
- Invite officials to ride buses, observe day-to-day operations, and emphasize the need for this service and the usage from citizens.

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## Section 5304 Applicants

The Section 5304 program provides funding to state Departments of Transportation and Metropolitan Planning Organizations to support cooperative, continuous, and comprehensive planning for making transportation investment decisions statewide. The Barren River Area Development District is eligible for Section 5304 funding and applies for funding annually to support local transit development efforts in the region.

The following agencies will be included in a Section 5304 application for this fiscal year:

- The Barren River Area Development District will apply for \$25,000 in Section 5304 funding for FY27
  - Federal Funding: \$20,000
  - Local Match Funding: \$5,000

## Section 5310 Vehicle Inventory

BRADD maintains an inventory of active Section 5310-funded vehicles in the region that are a part of the BRADD Transit Brokerage. The following vehicles are currently active:

Lessee/Operator	Vehicle	Community
Barren River Adult Day Care	2007 Ford E35Y Allstar Bus	Bowling Green / Warren County
Barren River Adult Day Care	2005 Ford Bus	Bowling Green / Warren County
Barren River Adult Day Care	2016 Ford Allstar	Bowling Green / Warren County
BRADD/BRLOO	2012 Dodge Grand Caravan 4 Pass Van w/ Ramp	Regional
BRADD/BRLOO	2012 Dodge Grand Caravan 7 Pass Minivan	Regional
BRADD/BRLOO	2013 Ford E350 12	Regional
BRADD/BRLOO	2012 Dodge Grand Caravan 4 Pass Van w/ Ramp	Regional
BRADD/BRLOO	2002 Ford E350 15	Regional
BRADD/BRLOO	2019 Ford E350	Regional
Cal Turner	2016 Ford Allstar	Scottsville / Allen County
Community Action	2002 Dodge Ram 11	Regional
Community Action	2005 Ford E350 12	Regional
Community Action	2005 Ford E350 12	Regional
Community Action	2007 Ford	Regional
Lifeskills	2012 Ford E350	Regional
Lifeskills	2009 Ford E350	Regional

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## Section 5310 Application & Funding Process

The BRADD works with local agencies to provide means of transportation for the elderly and disabled through the Section 5310 program. As the lead agency for the area, BRADD is the applicant and recipient of all Section 5310 funds. Agencies interested in obtaining and operating vehicles partner with BRADD as sub-applicants, providing the local matching funds for the vehicles, funds to maintain and operate the vehicles, and enter into a lease agreement with BRADD to operate the vehicles at no charge. If multiple agencies request to be included on an application in a given year, their needs are ranked and prioritized by the Regional Transportation Committee.

Section 5310 vehicles have a lien placed on them by KYTC-OTD to ensure that they serve their federally-defined purpose. In the event that an agency is no longer able or eligible to operate these vehicles, their lease agreements are terminated, and the vehicles return to BRADD. BRADD then coordinates with other agencies in the region to find a suitable operator.

## Section 5310 Applicants

BRADD solicits interest from potential Section 5310 operators and applicants year-round. The following agencies will be included in a Section 5310 application for this fiscal year:

- No agencies requested to be included in a Section 5310 funding application for fiscal year 2027.

## Section 5310: Design Detailed Service and Financial Options

There are no plans for the Barren River Area Development District to fund the purchase of vehicles for Section 5310 agencies without state and/or federal assistance.

## Section 5310: Select and Recommend a Plan of Action

The Barren River Area Development District will explore options for increasing the public's awareness of and education on how to access both Section 5310 and other area public transportation options utilizing Section 5304 funds. BRADD will also look to continue helping partner agencies in the administration of their public transportation systems.

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# Coordinated Transit Plan FY 2027

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## **Section 5310: Competitive Selection Process**

Projects funded through the 5310 program are derived from the Coordinated Transportation Plan and meet the intent of the program. The top priorities for selecting projects are to preserve cost effective services and ensure timely capital replacement to maintain a state of good repair. Applications are solicited on the BRADD website, advertised in social media, and through a list of interested parties that are contacted by letter and e-mail. The Barren River Area Development District reviews applications and utilizes the Regional Transportation Planning Committee as a resource to assure that projects are derived from The Coordinated Plan. BRADD staff score all applications to the 5310 Funding prior to the committee's/Board of Directors' review.

### **Project selection criteria:**

1. Project preserves existing services.
2. Project is coordinated between providers avoiding duplication.
3. Project is cost-effective.
4. Project implements one of the strategies recommended in the Coordinated Transportation Plan for Elderly and People with Disabilities or improves service coverage as recommended in the Coordinated Transportation Plan.

Once projects are scored and ranked, adjustments are made at the following BRADD Board of Directors meeting. BRADD strives for a consensus recommendation, considering scoring, discussion during meetings, and the balance of competing needs in the face of insufficient funds to meet all identified needs. If utilizing the Regional Transportation Committee during the process, the BRADD Board of Directors vote on the final project recommendation from the Regional Transportation Committee, and the approved list is funded. If not using the Regional Transportation Committee, the BRADD Board of Directors review the project scoring and ranking after the public meeting and vote to approve the final project listing.

## **Section 5310: Documentation to Confirm Agency and Community Commitments**

No agencies requested to be included in a Section 5310 funding application for fiscal year 2027. Therefore, no Documentation to Confirm Agency and Community Commitments is included in this plan.

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## **Section 5310: Implementation & Funding Plan for Selected Alternative**

There are no plans for the Barren River Local Officials Organization to fund the purchase of vehicles for Section 5310 agencies without state and federal assistance. An alternative to purchasing a new vehicle would be to shift the lease of a Section 5310 vehicle from one agency to another to provide a serviceable vehicle if there is sufficient need.

## **Section 5310: Ranking/Funding Criteria**

No agencies requested to be included in a Section 5310 funding application for fiscal year 2027. Therefore, no Ranking/Funding Criteria are included in this plan.

## **Section 5310: Project Budget**

The Barren River Area Development District is a member of the Kentucky Public Transit Association and purchases all vehicles using KPTA's annual bid list. For more information, visit [kypublictransit.org](http://kypublictransit.org).

No agencies requested to be included in a Section 5310 funding application for fiscal year 2027. Therefore, there is no Project Budget included in this plan.

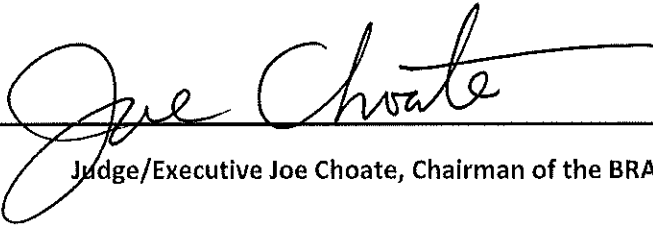
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# Coordinated Transit Plan FY 2027

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## Signature Page

The FY2027 Coordinated Public Transit-Human Services Transportation Plan for the Barren River Area Development District has been reviewed and approved by the BRADD Board of Directors.



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Judge/Executive Joe Choate, Chairman of the BRADD Board of Directors

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Date

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# Coordinated Transit Plan FY 2027

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## Signature Page

The FY2027 Coordinated Public Transit-Human Services Transportation Plan for the Barren River Area Development District has been reviewed and approved by the Barren River Local Officials Organization.



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Mayor David Burch, President of the Barren River Local Officials Organization

3-25-26

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Date