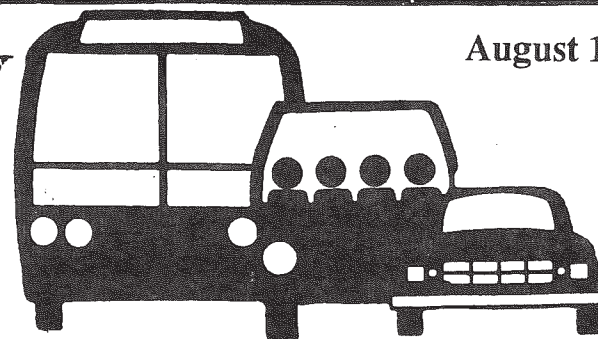


KENTUCKY TRANSIT

August 1990



A Publication of the Kentucky Public Transit Association

Senate Appropriations Committee Approve FY 91 Budget

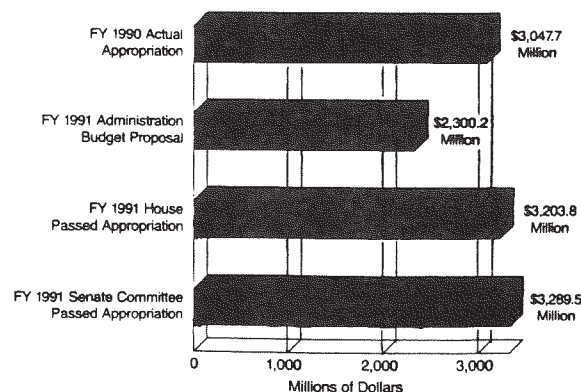
According to the August 6 edition of Passenger Transport the Senate Appropriations Committee approved a \$3.29 billion transportation funding bill. The full House-passed version of the bill (H.R. 5229), which was approved on July 12, set funding for transit programs at \$3.2 billion.

Both would bring about increases from FY 1990 and would reject the Administration's budget cuts. The Administration's budget, which was released in January, requested only 2.3 billion for transit funding. This is a 25% reduction from the current year's \$3.05 billion budget. Both, however, are still prone to be cut back to avoid the Gramm-Rudman budget knife from cutting them to its G-R requirements.

The Senate Committee's approved FY 1991 appropriations bill would provide \$1.81 billion for Section 9, \$1.2 billion for Section 3 discretionary grant programs and \$67.3 million for Section 18.

Where the Federal Transit Budget Stands

A comparison of current year federal transit appropriations with the FY 1991 Administration proposal, House-passed appropriation, and Senate Committee-passed appropriation



Graph Courtesy
of

Passenger Transport

Highlights

From The Division of Mass Transportation.....	2
General Information.....	2
CTAA Expo At-A-Glance.....	3-4
Unified Commercial Driver's License.....	4
Survey Shows Americans Will Pay To Expand Transit.....	4
General Information About The CDL.....	5
From The President's Desk.....	5
TARC Starts New Route.....	5
Chrysler Capital Public Finance Corporation Formed.....	6

From The Division of Mass Transportation

Section 16 (B) 2

The FY 1991 application process for Section 16 (b) 2 has begun. The preliminary applications were mailed out in late May and due back to the State by July 31. The Transportation Cabinet is now reviewing and ranking the preliminary applications and will notify the applicant agencies whether they are recommended to receive a vehicle or not.

The Cabinet reports that the funding situation for this year will be similar to last year, however, problems may occur due to the Americans with Disabilities Act requirements. Last years requests to funded vehicles ratio, was 159 vehicle requests with only 30 vehicles funded.

* * *

The cabinet would appreciate any comments regarding the bidding process for last year. If your agency opted to handle the bidding process or you would be interested in doing so this year, please contact the Cabinet and let them know.

* * *

Section 18

Fully executed FY 1991 Section 18 Contract agreements have been or are being forwarded to each agency with new budget formats to be used as backup with all Requests for Reimbursement (beginning July 1990). If there are any questions about your contract or the

new budget format, please contact your agency's Project Manager at the Division of Mass Transportation.

* * *

General Information

Remember Federal Regulations state that the FY 90 Audit Report should be completed within one year of the audit period and submitted to the Division of Mass Transportation within 30 days following its completion.

* * *

Listed below are current Federal Register issues of which the Division of Mass Transportation can send your agency copies. Please call the Cabinet if you have any questions about these or other issues.

- UMTA's Revised 504 Regulations - March 26, 1990
- Commercial Drivers License Requirements (CDL) - June 22, 1990
- Guidance for New Restrictions on Lobbying - June 15, 1990
- Underground Storage Tanks - June 18, 1990
- Bus Testing - Aug. 23, 1989
- Transit Bus and Van Materials Selection Recommended First Safety Practices- July 02, 1990

* * *

CTAA EXPO AT-A-GLANCE

By Sue Jeffers

This year the Community Transportation Association of America's Exposition held in Phoenix, AZ. June 26-29 was better than ever. On Tuesday the First National Paratransit Rodeo was held with drivers who had won local and state competitions participating. This event will no doubt be bigger and better next year.

The highlight Wednesday was the Keynote Speaker, UMTA Administrator Brian Clymer. He stated that some of the changes that are: currently being pursued at the federal level are: a change of agency name to Federal Mass Transit Administration to broaden and better describe the systems funded, a change in the way Sections 16 (b) 2, 18 and 9 funds are allocated by allowing states' discretion of funds, a new formula for the gas sales tax- currently \$1.1 billion per year authorized and fund is accumulating more revenue than expenditures, and raising the level of research and planning.

Clymer also talked about proposed changes in the Section 16 (b) 2 program. He indicated the funding would be based on a percentage, that it would permit lease of vehicles to public bodies and allow for expansion by transfer of funds from the Section 18 and 9 programs.

He explained that the ADA and Clean Air Acts should be looked at positively as a means to a broader base of support, that "reauthorization is an opportunity to strengthen transportation", and that the drug rule language would be set aside and that the new language would include alcohol. UMTA plans to hold seminars next spring and all operators were encouraged to participate.

Clymer closed his address by announcing \$250,000, in technical assistance to CTAA to coordinate HHS with UMTA and to identify and set up a data base.

On Wednesday and Thursday many Concurrent workshops were held. The topics were so

varied and vital it was difficult to decide which were the most important to attend. Many of us shared information from the workshops we attended.

The Trade Show was open on Wednesday and Thursday. The vendors showed the latest in vehicles, mobility accessories, communication and computer systems and technical advances. One of the most unique booths was that of a state DOT. They brought their new Blue Bird bus from the east coast to show off their training facility. They have converted the bus to a mobile classroom complete with driving simulators, video player, sight testing equipment - all necessary to give thorough driver testing and training in the field. They explained that this is an RTAP state funded project.

Friday morning the CTAA state delegates met at 7:00 A.M. to organize and set up committees. Lots were drawn for length of delegate terms from 1 to 3 years. Kentucky drew an initial term of 3 years. After the initial terms all will be for 3 years. As the committees are organized more information will be coming back to the membership through the delegates.

At the closing session on Friday we were briefed on UMTA policy by Larry Schulman and Rich Steinman. They announced that the National Transportation Policy "Moving America: New Directions, New Opportunities: A Statement of National Transportation Policy, Strategies for Action" was now available in full and in summary form.

There was so much discussed and so much to learn it is impossible to relate everything in one article. As time allows at meetings and in the KPTA newsletter I'll try to relate more of what I learned. As usual the CTAA Expo was a place to gather information in regards to; operating a system, organizing a state association, seeing new equipment and learning of new or changing Federal regulations.

I sure appreciate the opportunity the KPTA afforded me to attend the EXPO and share with

you whenever possible.

If you are interested in obtaining a copy of Moving America: New Directions, New Opportunities: a Statement of National Transportation Policy, Strategies for Action please write:

Office of the Assistant Secretary for Public Affairs
Office of the Secretary of Transportation
U. S. Department of Transportation
400 Seventh Street, S. W. Room 10414
Washington, D. C. 20590
or phone: (202)366-5567

Survey Shows Americans Will Pay To Expand Transit

According to a report in the July 30 edition of Passenger Transport Americans responded favorably to expanding transit and would not mind digging into their pockets to pay for it. Nearly two-thirds of those polled said they would not mind a gas tax increase to expand mass transit and maintain our county roadways. The same amount of people, however, said they would not support a gas-tax increase to reduce the federal deficit.

Other findings from the study show that 75% of the polled Americans felt "there were too many people driving alone in their cars, especially during rush hour" and that 82% felt "we must begin now to provide more transportation choices and reduce dependence on driving alone in personal cars".

When asked what should be done to reduce traffic congestion 35% said that public transportation should be expanded while only 22% felt that the highway system should be expanded. As a side note, eight percent of the first or second preferred responses for this topic were to increase parking fees to discourage people from driving alone or simply driving.

In short the respondents wanted to expand transit to reduce traffic congestion, auto-related air pollution and allow for economic growth through efficient transit systems.

For more information about this survey, contact Transit NOW, 1317 F. Street, N. W. , Suite 600, Washington, D. C. 20004; telephone (202) 638-0215.

Unified Commercial Driver's License

The Commercial Driver's License Law, that passed during the 1990 Legislative Session will go into effect January 1, 1991. Every operator of a passenger vehicle that carries more than 15 passengers and one driver will need to obtain this new license.

The date of complete compliance is April 1, 1992. Drivers that meet the following conditions can be grandfathered in until that time:

Applicants who have a valid Kentucky operator's license who have been regularly employed for the previous two years and whose past two-year driving history record does not include:

- * No more than one serious moving traffic violations (excessive speeding, reckless driving, following too closely, or improper lane change).
- * No license suspensions, cancellations, or revocations.
- * No disqualifying offenses.
- * No more than one license at one time.
- * No convictions for driving under the influence in any type of vehicle.
- * No felony convictions in a commercial motor vehicle.

To be considered for grandfathering, the following items must be provided:

- * An abstract of your driving record for a two-year period prior to your application.
- * Evidence of your employment and experience during the same two-year period as an operator of the class of commercial motor vehicle that will be operated after the CDL is received.
- * A current DOT medical card or proof of a current physical recognized by Federal Motor Carrier Safety Regulations.
- * Regularly employed shall include any employment time lost due to illness, employment lay-off, and other considerations which may have contributed to irregular employment over the last five (5) years.

Each applicant will need to take a knowledge test and road test. Applicants who transport toxic waste, flammable or hazardous materials or drive the highly unstable double/triple trailer may be exempt from the road test if they can show they have experience and a good driving record, however, passenger transportation workers must take the roadtest.

The knowledge test will consist of 50 questions covering general driving materials and an endorsement section with 20 questions which covers the drivers particular field, such as, tanker truck or passenger transportation.

The road test will be conducted in the vehicle the applicant intends to drive. The applicant must furnish his/her own vehicle. The road test will consist of three individual tests, these are the pre-trip inspection, the basic control skills test and the road test. The scores of each will be combined to come up with the total score.

General Information About The CDL

- If a driver is driving without a CDL when he/she should have one, a court can fine both the individual and their employer up to \$5,000 or place both in jail.

- The cost of the CDL for transit workers is \$20.

- All applicants should be advised that by obtaining this license they will forfeit their regular Class "D" license and will be driving their personal automobile under the stricter laws of the CDL.

- If you have any questions about the CDL please contact Ned Sheehy at FTSB at (606) 233-0066.

* * *

From The President's Desk

by Dwayne Stice

Summer has remained a busy time for the transportation providers across the Commonwealth. KPTA continues to represent your interests and provides an information network for items of concern to the transit community.

We will be working with Division of Mass Transportation officials concerning funding and administrative matters and working together to properly implement new federal requirements such as the Disabled Americans Act and the Kentucky version of the Uniform Commercial Drivers License. The KPTA will be holding a business meeting in Louisville either August 16th or 23rd. We will be sending an announcement with the exact date shortly. If you have any agenda items for

the meeting, please contact me at (502) 444-8700 or Mark Davis at (502) 247-7171. It is indeed a challenge to maintain our services with reduced

funds, but our efforts to maintain service for our patrons show the dedication of our transit professional community. Let's keep up the effort!

Also: The Paducah Area Transit System transported its 1,000,000th passenger on June 28th. Mrs. Ida Menser was honored by Paducah Mayor Gerry Montgomery who is an original member of the Paducah Transit Authority. Mrs. Menser received a month's worth of passes as one of her gifts. PATS began operation in February, 1981 and has shown continuous growth since its inception.

* * *

TARC Starts New Route

To better serve its Southern Indiana passengers, TARC started running Saturday service on its Route #72 on July 28. The route serves New Albany, Clarksville, Jeffersonville as well as downtown Louisville.

"We had heard from a lot of passengers that Saturday Services would be a big benefit to them," said TARC Executive Director, David Arnett.

The service will be provided by Metro Ride, Inc. under contract to TARC using a 25 passenger van marked with TARC's logo. It will be part of TARC's experimental service program and will be evaluated in six months to see if there is sufficient ridership to warrant its continuation.

Chrysler Capital Public Finance Corporation Formed

In 1990, Chrysler Capital Public Finance Corporation formed a new department to assist urban and rural transit systems in the financing of their capital equipment needs. Loans are available to public agencies and some non-profit organizations. Terms vary from project to project, but are structured to accomodate the useful life of the equipment with tax-exempt interest rates.

According to Chrysler the eligible equipment includes many types of vehicles, such as: vans, small buses, trolleys, medium buses, articulated buses, standard size buses, suburban buses, mini buses and transit buses.

Chrysler is extending this offer to: elderly and disabled transportation services, rural transportation authorities, small urban transportation services and urbanized area transportation authorities.

If you would like more information, contact Darrell Jarman with the Chrysler Products Program (800)443-3902.

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Kentucky Transit

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