

Foothills Express Carries One Millionth Rider



During Kentucky River Foothills Millionth Rider Campaign, Charlotte Bates, left, became the millionth rider to seek transportation aboard Foothills Express. Kimberly Clay, right, Kentucky River Foothills Transportation Manager, presents Bates with the award.

Foothills Express counted its one millionth rider at 10:15 a.m. on Friday, November 17 as the Foothills bus unloaded passengers at the Clark County Generations Center in Winchester. Media cameras clicked as Kimberly Clay, Transportation Director, presented a millionth-rider certificate to Charlotte Bates, a four-year client and regular participant in the Senior Citizens Program.

Also on hand were Gail Mayeux of the Kentucky Transportation Cabinet and Adriel Woodman, Executive Director of Kentucky River Foothills, who observed, "Clients use our transportation services for

many purposes, but some ride for critical services like kidney dialysis and other medical treatments." Kimberly Clay remarked, "Many riders absolutely depend upon Foothills Express; people really need the services we provide."

The One in a Million Campaign went on all week in Clark, Estill, Madison and Powell counties with daily themes for riders including "Law Enforcement Day," "Yesterday, Today, and Tomorrow," "Public Service-Our Community Representatives,"



During KRF's Millionth Rider campaign, flu shots were given to riders at the Powell County Generations Center.

"To Your Health Day," and "Public Appreciation Day." Special events included question-and-answer sessions with Health Department and law enforcement personnel, safety tips, a dental screening, flu

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TARC To Conduct Major Investment Study

TARC has received a \$75,000 commitment from the Commonwealth of Kentucky Transportation Cabinet towards the local share of a Major Investment Study (MIS). The Major Investment Study will analyze the feasibility of public transportation investments in the Greater Louisville Area, including light rail transit, high occupancy vehicle lanes, and busways, etc.

The study, which is scheduled to begin in the spring of 1996, will be financed by a \$1.2 million grant. Mayor Abramson secured the federal grant commitment by transferring Surface Transportation Program funds. In order for TARC to begin the study, a total of \$300,000 in local matching funds must be identified to match the federal portion. The TARC Board of

Directors has authorized \$100,000 towards the matching funds. The remaining funds will be raised through a combination of public and private sources. The Coalition for the Advancement of Regional Transportation (CART), a local citizen's group supporting rail and other forms of public transportation, has launched a fundraising drive to support the MIS funding effort.

J. Barry Barker, TARC's Executive Director, states: "The Kentucky Transportation Cabinet shares the vision of a better transportation future for our region, and I am extremely pleased that they will be supporting the MIS study effort."

Who's New in Transit:

Mark Q. Lee

Mark Q. Lee was the recipient of the Highway Scholarship for Civil Engineers in 1972, but chose to pursue a career in Forestry. He received his BS in Forestry from the University of Kentucky, so he never dreamed that he would be working for the Transportation Cabinet dealing with transportation issues.

After spending nearly 14 years with the Natural Resources and Environmental Protection Cabinet, Mark Lee moved on to the Division of Energy, where he has worked for five years. He deals with energy conservation issues: motor-pooling, mass transit, alternate-fueled vehicles and other alternatives to the SOV (single occupant vehicle). Lee himself bicycled to work year round for over five years.

Mark hopes the Transportation Cabinet remains committed to its mission statement and the goals it has set forth. He also hopes people remember that transportation is moving people and goods, not cars and trucks. Lee is really excited over Frankfort's



Mark Q. Lee

grass-roots efforts of installing bicycle racks on the new busses. This should lead to other cities in the state doing the same, particularly those with colleges or universities.

Sue Stivers

Sue Stivers lives on a 110-acre farm and has been married for 28 years to Gene Ray Stivers, who is a building construction contractor. Her hobbies are reading and watching movies, and Gene Ray also breaks and nationally shows quarter horses. They have two wonderful children, Teresa and Jake. Her daughter, Teresa, is married and teaches 4th grade at Ft. Wright. Her son, Jake, is presently living at home and working for his dad's business.

Sue has 21 years with state government. Before coming to the Division of Multimodal Programs, she worked 13 years for the Department of Finance and Administration as a computer operations analyst. Her duties with Multimodal are: Program Manager for Harlan Co. Community Action, Sandy Valley Transportation Systems and RTAP funding, updating statistics for Section 5310 and Section 5311 reports, and updating the vehicle and drug & alcohol database. She says, "So far it's been great working for Multimodal Programs. The people I work with have been very friendly and helpful. I've also enjoyed meeting the



Sue Stivers

people in public transit. They all seem to really care about the people they serve, and that's very commendable. I would like to say a big thank you to Jerry Fee and Greg Hamlin for having patience with me during this learning period."

Poverty (Continued From Page 3)

decreed that a family of three with an income of less than \$11,821 was impoverished in 1994. Similarly, the Commission found 681,827 people in poverty in Kentucky in 1989, nearly one of every five people in the commonwealth. Further, nearly half of those actually had incomes of less than half of the poverty line.

The Commission heard from statisticians and experts during more than a year of meetings. It also heard from those who know poverty firsthand.

"It was just heart-wrecking at times to listen to people that were suffering," said Arnold Gaither, Director of Employment and Training in the Lexington Mayor's office. "What I really came away with is just how absolutely amazing it is that they're making it, that they're surviving."

That is precisely how Eula Hall views people who are stuck in the well of welfare.

"People who are drawing welfare are not living, they're just surviving," said Hall, director of the Mud Creek Clinic in Floyd County.

A lack of transportation, housing and child care were cited as big hurdles for people to overcome as they tried to pull themselves from economic despair.

The Commission's final report concludes that a job is critical in getting someone out of poverty. Furthermore, there was another general conclusion reached by most of the Commission members—government programs to alleviate poverty have largely failed.

Although many of the Commission's recommendations were directed toward altering government programs that could help people help themselves—stronger enforcement of child-support laws, an expanded low-income tax credit—many of the proposals are also directed at private businesses.

For example, the Commission recommends that the various state incentive programs for businesses be changed to make it attractive for companies to hire the unemployed and poor.

Another recommendation is for a tax credit for employers who provide child care.

Taken from *The Lexington Herald Leader*, November, 1995.

Foothills Express (Continued From Front)

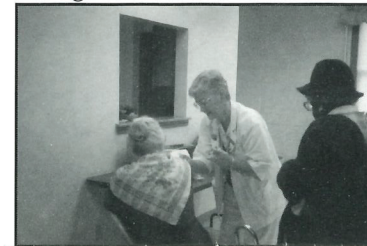
shots, lectures on Estill, Madison, and Powell County history, and numerous prizes and giveaways. Donations from many businesses in the four counties made possible drawings



During the Millionth Rider Campaign, Foothills Express riders received dental screenings at the Powell County Senior Citizens Building.

for prizes on Friday, November 17, 1995.

Gratified that the community was responding so actively to the campaign, Clay later commented, "this week gave us an opportunity to let the counties know what we are doing."



Foothills Express riders were given an opportunity to receive flu shots at the Clark County Generations Center.

Mayor Gene Kincaid of Winchester and Police Chief Sam Tipton of Estill County rode and chatted with clients during the week and gave them information

about their local communities. Magistrates Jeff Hensley, Forniss Park, Peggy Rice, and Dwight Smith accompanied riders, as did Judge Ralph McClanahan.

A full-time public transportation service of Kentucky River Foothills since 1987, Foothills Express serves four counties with low-cost transit to medical appointments, shopping, and essential services.

Taken from *Kentucky River Foothills Footnotes*, December 1995 issue.

What's Down the Road

Cycling is on the rise; between 1977 and 1990 there was a 39 percent increase in bicycle trips in the United States. The bicycle as a mode of transportation and how to make bicycling safer are currently two key issues being discussed. Two sources that can provide guidance on improving bicycling facilities are the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA).

One reason why bicycling is used as a mode of transportation is the fact that it is a viable and affordable option for those in the work force commuting five or fewer miles. Other advantages of bicycle transportation include decreasing traffic congestion and pollution, saving fuel, and numerous health benefits. Finally, a primary reason bicycling is not used as a mode of transportation is the lack of safely-designed roads and/or bicycle facilities available to users.

Holiday Shopping Season Added Weekend Service to TANK

Holiday shoppers could forget fighting traffic and parking this season. The Transit Authority of Northern Kentucky added weekend service to its #10 Cross County Connector (CCC). The CCC hit most of the major shopping centers in Northern Kentucky. It began at Florence Mall, traveled past Media Play, Kohl's, WalMart and Bigg's and then headed down Dixie Highway to McAlpin's. Then the CCC traveled to Latonia Plaza, NKU and Village Green Shopping Center in Alexandria.

Service on the CCC was extended to 9 p.m. on Friday November 24, the biggest shopping day of the year. Weekend service began Saturday, November 25 and ran through Sunday, December 31 from approximately 9 a.m. to 10 p.m. Special weekend schedules were available in Dixie Terminal or by calling 331-TANK (Normal operation for the bus

is Monday through Friday 7 a.m. to 5 p.m.).

"Sitting in traffic only added to people's stress levels during the holiday season; there was also the headache of finding a place to park. By taking the bus to do their shopping, people used the time they were riding to write out their Christmas cards or read a book and relax," stated TANK General Manager Mark Donaghy.

Passengers could register to win gift certificates and other prizes donated by retailers all along the route. Regular fare on TANK is 75 cents one-way; 35 cents for senior citizens and the disabled. Transfers are available for the next bus when traveling in the same direction.

Kentucky's Poverty Level Surprises Commission



At the FTSB Annual Board of Directors Meeting, Representative Ernest Fletcher of the 78th District discussed Recommendation 5.11 of the Kentucky Poverty Commission. This recommendation called for funding to study the transportation needs of low income Kentuckians.

There are many faces to poverty in Kentucky—a poor family in the mountains; a single black mother in Louisville or Lexington; an elderly person in Western Kentucky.

The pervasiveness of poverty in Kentucky and its diversity surprised many members of a commission who have examined the subject for the last year.

"I think there's a common consensus in Kentucky that poverty is isolated in Appalachia. It's not the case," said state Rep. Paul Mason, D-Whitesburg, a member of the Commission on Poverty.

Although the percentage of people living in poverty is highest in Eastern Kentucky, the largest number of poor people are in the urban centers of Louisville, Lexington, and Northern Kentucky.

The Federal government has

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Kentucky Transportation Cabinet

MISSION

We aspire to:

Provide a safe, efficient, environmentally sound, and fiscally responsible transportation system which promotes economic growth and enhances the quality of life in Kentucky.

GOALS

We are committed to:

- Lead the nation in development and operation of quality transportation systems.
- Deliver the best possible service to all customers.
- Integrate sound environmental practices in all we do.
- Promote employee excellence through improved communication, professionalism and career development opportunities.

NHS Legislation Clears Congress; Controversial Transit Provisions Dropped



At a Kentucky Public Transportation Meeting during November, State Deputy Highway Engineer John Carr, above, discussed transit appropriations for the upcoming year. Carr encouraged KPTA members to increase public awareness and knowledge of public transportation.

sage will do more for the economic well-being and productivity of this nation than virtually any other piece of legislation considered on Capitol Hill. The NHS was mandated by the Intermodal Surface Transportation Efficiency Act of 1991. With the congressional action, some \$6.5 billion in highway funding will be released to the states after being held up by a provision in ISTEA that required that Congress pass the NHS bill by Sept. 30, 1995, or the highway funding would be held back.

The approved bill designates 160,955 miles on

the NHS, to include the Interstate System and other roadways. Shuster has called it "the backbone of the nation's transportation system."

For transit, the final bill addresses the Section 1003(c) shortfall, an estimated \$2.7 billion in reduced FY 1996 highway authorizations, by rescinding \$513 million in highway funds and provides that the funds be distributed under a specified formula. It also allows states to make up for any lost amount by transferring authorized funds that were not obligated as of Sept. 30, 1995. States will not be permitted to transfer funds that are suballocated to an urbanized area with a population of 200,000 or more unless the Metropolitan Planning Organization for that area consents in writing.

In addition, the bill makes adherence to ISTEA statewide manage-

ment systems voluntary. The National Highway System bill also:

- guarantees that cities considered non-attainment areas that have complied with Clean Air Act standards will be eligible for CMAQ funding at no less than their share of such funds in Fiscal Year 1994;
- includes an extension to the temporary waiver from axle-weight limitations for public transit buses traveling on the Interstate System;
- requires that the transportation conformity requirements of ISTEA and the CAA only apply to areas that have been designated non-attainment under the CAA, and to areas that have been redesignated as attainment, but that are still subject to maintenance plan requirements of the CAA;
- repeals the requirement of pre-employment alcohol and drug testing of transit employees, but permits agencies to continue the testing; and
- directs the U.S. DOT to create a pilot program to examine the potential of State Infrastructure Banks to leverage state, local, and private sources of capital funding.

The House on Nov. 18 approved S.440, the National Highway System Designation Act of 1995, which addresses the so-called Section 1003(c) funding shortfall but does not include several controversial transit-related provisions.

The House action came just one day after the Senate approved the bill, which was ironed out by a joint House-Senate Conference Committee.

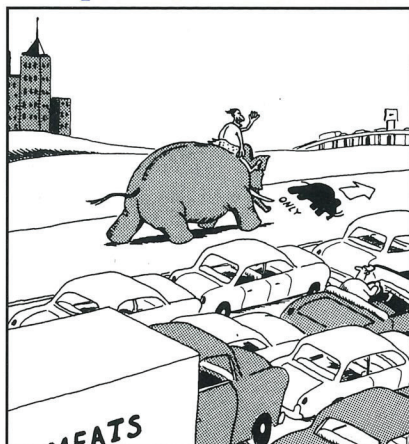
"With the House and Senate approving the NHS Conference Report, the next and last stop on this road is the Rose Garden," said Rep. Bud Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee responsible for forging the NHS authorization bill in that chamber. "It cannot be overemphasized: the designation of the National Highway System is one of the crowning achievements of the 104th Congress and its pas-

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KPTA

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Special Commuter Lanes



A look At The far Side

SOURCE: Cows of our Planet
1992 Far Side Collection

KPTA OFFICERS

President.....	Beecher Hudson (502) 561-3631
Vice-President.....	Gary Kitchin (502) 472-0668
Secretary.....	Mistianna Barnes (606) 233-0066
Treasurer.....	Jim Seibert (606) 341-8265



Federated Transportation Services of the Bluegrass
1460 Newtown Pike, Suite J
Lexington, Kentucky 40511