

KPTA NEWSLETTER

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♥ HAPPY VALENTINE'S DAY ♥

SPECIAL KPTA MEETING PLANNED

The next KPTA meeting will be held on February 20, 1992 in Frankfort. The meeting, however, will be different from those in the past. Everyone wishing to attend should meet at the cafeteria entrance in the basement of the Capitol Annex at 11:00 a.m. EST. We will eat together (buy-your-own) in the cafeteria and proceed to room 131 of the Capitol Annex at 12:00 noon to attend the Transportation Committee of the House. Immediately following the committee meeting we will convene the KPTA meeting.

Everyone is encouraged to attend. Contact your Representative to them know you will be there.

Parking is available in the garage off Old Lawrenceburg Road (420). Take the elevator to the annex tunnel (level 2) to get to the cafeteria.

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Andrew Card Nominated for DOT Secretary

President Bush nominated Andrew H. Card Jr. to be the next Secretary for the Department of Transportation - the position vacated when Samuel Skinner left to become White House Chief of Staff following the departure of John Sununu.

Card has worked in the White House and for President Bush for many years. He ran Bush's statewide campaign in Massachusetts in 1980 and was the director of intergovernmental relations in the Reagan White House.

His Senate confirmation should be smooth, despite the fact he has no transportation experience.

ADMINISTRATION REVERSES PROGRESS ON TRANSIT DREAM

Many of us thought that last year's fight for funding equity was over when the Administration accepted the reauthorization legislation and showed a mind set change from the transit slashing of the 1980's. Much to our chagrin, it appears that the Administration has taken the Einstein Express back to the 80's. The President's FY '93 budget requests 20 percent less than the Congress approved and even less than the Administration requested last year.

The most unsettling fact about the President's request is that it recommends 96 percent of the Congressional authorization for roads and a meager 57 percent for transit. The following are the requested cuts from authorized levels:

- 31% 16(b)2;
- 26% Section 3 discretionary capital;
- 19% formula funds;
- 16% RTAP;
- 13% metropolitan planning.

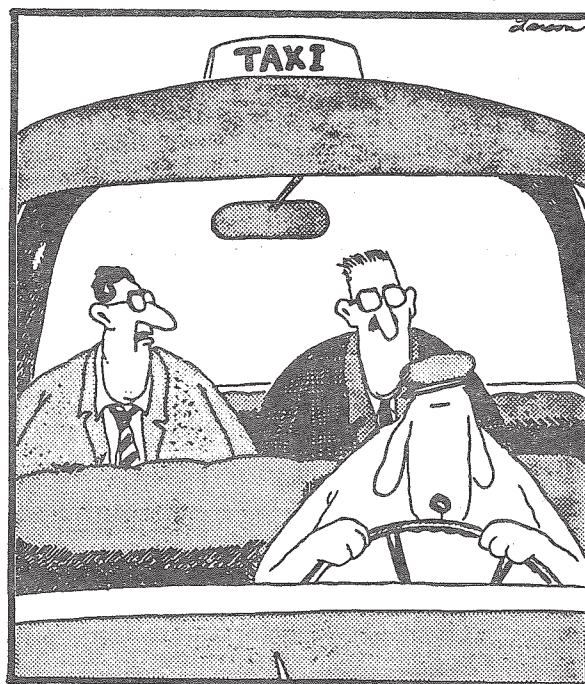
There would, however, be two increases from current year, administrative expenses would grow 13 percent and the Washington Metro would get 47 percent more.

The President's request would also cut operating assistance completely for cities with populations over 500,000 and would cap the remainder at 78 percent assistance.

Though the President's budget is not likely to be accepted, we should all feel a little remorseful that apparently our transit friend in the White House has moved out.

Think About It

Maier's Law: If facts do not conform to the theory, they must be disposed of.

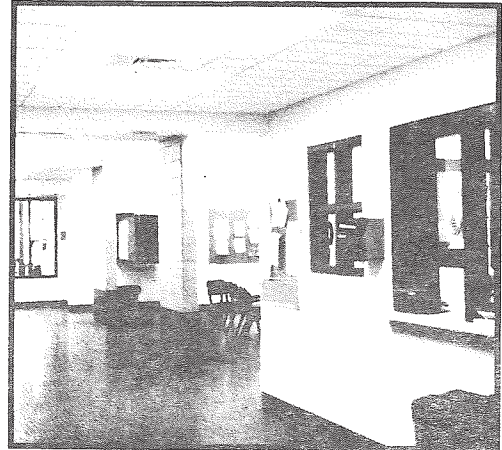
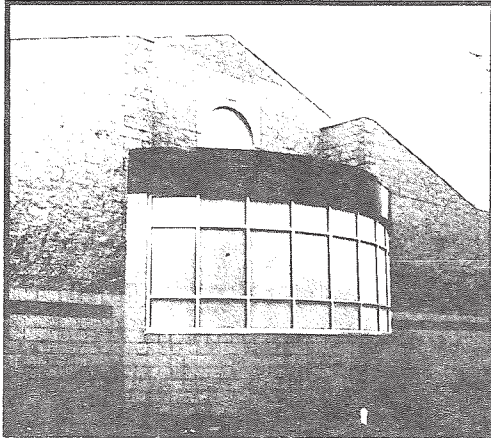


"Well, we just took the wrong exit. I know this breed, Morrison—you have to watch them every minute or, wham, they'll turn on you."

SOURCE: 1990 FAR SIDE CALENDAR

From Around the State

After more than 15 months of working out of cramped trailers, TARC employees welcomed the new Broadway Division Transportation Operations Building on December 20, 1991. During a brief dedication ceremony preceding the annual Christmas Dinner, Board of Directors Vice-Chairman William E. Summers III thanked employees for their patience and good humor and promised that the remaining new furnishings would arrive within a short time.



Construction of the new facility began in June 1991. In addition to the dispatch area and lounge, the building features a large fitness center, a conference room, enclosed locker areas and a convenient quiet room.

Construction of the new building cost about \$850,000.

If your system or agency has something exciting or interesting going on, please let us know. Monthly, we will share it with over 250 transit people. If you do not have the time to write anything, call, and we'll come down and take pictures. The newsletter is for you, but it is also from you.

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KENTUCKIANS FOR BETTER TRANSPORTATION CONFERENCE

This year's KBT conference in Lexington offered time for transit personnel from across the state to address the economic impact of public transportation in Kentucky. The session, moderated by Sue Jeffers, Transportation Director for Bluegrass Community Action Agency and KPTA President, offered different perspectives of the industry's impact.

The first to speak was Florence Tandy, Deputy Director for Kentucky River Foothills Development Council. Ms. Tandy gave an overview of the industry, discussing the economic impact that both transit personnel and transit patrons have in the state as well as the benefits derived from reduced traffic and air pollution.

Mark Davis from the Purchase Area Development District was the second speaker. Mr. Davis discussed the influence on business that the transit industry has as well as the economic benefits that come from having transportation mapped out at the same time as plans to build factories.

Jim Seibert concluded the session with findings from a study conducted in September of 1991 which examined the quickness and depth of the economic impact between roads and transit. The study showed that: public transit spending carries more potential to stimulate long run economic growth than does highway spending; transit spending has more than twice the potential to improve worker output as compared to highway spending; and net economic benefits from transit spending occur sooner for the economy as a whole as compared to set benefits from highway expenditures.

The session was well received and was followed by an answer and question that brought out questions from highway personnel as well as public transportation advocates.

From the President's Desk..

By: Sue Jeffers

Thank you for the vote of confidence you gave me to lead KPTA the next couple of years. There is so much to be done as an association to further public transportation in Kentucky. Everyone's input and cooperation will be needed.

The Legislature is meeting now, we need to be visible. There is probably very little help we can get in additional funds, but we can do our homework so that our representatives know who we are when the time comes that we need help on an issue.

We need to be forward thinking. Hank Hancock is trying to get funding for a committee to look toward a rapid rail system in Kentucky to link Northern Kentucky, Louisville, Frankfort and Lexington. Amtrak is going to have a new route through our state, (look at the feeder service that can be provided). The possibilities are unlimited. Now is the time to reorganize, recruit new members and be ready for the future.

I am looking forward to seeing all of you at the Kentucky Public Transit Association meetings. They are open to everyone and your knowledge and information is important.

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