

KPTA**JULY
1999****NEWSLETTER**

1999 KPTA\KyTC Conference September 14-16 in Paducah

Mark your calendars now for the KPTA Conference in Paducah on September 14-16!

Send in your conference registrations to Paducah Area Transit (PAT) and confirm your hotel registrations at 1-800-866-3636 immediately.

The Executive Inn Riverfront is an excellent conference hotel located in downtown Paducah on the Ohio River, within walking distance of the Historic District, the Paducah Railroad Museum, the National Quilt Museum, and several other downtown attractions.

This year's host for the KPTA Conference is Paducah Area Transit (PAT) and conference chairperson

Keirsten Jagers with Barren River ADD.

The Vendor Expo will be held on September 15-16, with dedicated a session during midday on Wednesday, September 15 to insure high attendance. The hotel has excellent space to display vehicles outside the Executive Inn Riverfront and vendors can display products and services inside the exhibition hall.

Social events will include an Opening Reception and Dinner, the Annual Banquet, and Vendor Suite. The annual golf tournament will be on September 14. Activities are being planned for individuals who are not interested in the golf tournament. Tours are being planned in the Paducah area.

Watch for additional information and conference agenda in the KPTA Newsletter.

KPTA Members learn and enjoy the Big Easy

Several KPTA members embarked on New Orleans, Louisiana May 24 through May 28 for the CTAA Annual Conference and Expo.

Sue Jeffers and David Ware with Bluegrass Ultra Transit (BUS) began the weekend judging the CTAA Rodeo in the sweltering, humid morning and afternoon that actually melted several obstacle cones.

Dale J. Marsico, Executive Director of CTAA, gave the opening session speech. Marsico said last year we stood near the end of the long and difficult fight to reauthorize public and community transportation programs and activities in the United States. For us, our issues and concerns, the resulting legislation, the Transportation Equity Act for the 21st Century (TEA 21) was by any accounting, landmark legislation. Since the passage of TEA-21 we have raised the flag for

community transportation in other legislative fights in Washington.

After the opening session the members joined in a parade for a ride down the Mighty Mississippi. Everyone enjoyed the local music and joined in the activities.

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Beecher Hudson, Louisville Red Cross WHEELS, enjoyed his time with the band on the boat going down the Mississippi River.

From The Desk of The President

Dear KPTA Members:

Transportation is an integral “cog in the wheel” of Kentucky’s growth and development

Governor Paul Patton recently opened the discussion about increasing the state’s gasoline tax, perhaps by as much as 10 cents per gallon. Two compelling reasons emerge to do this:

◆ The need to improve Kentucky’s roads and overall transportation system. Kentucky’s gasoline tax of 16.4 cents per gallon is lower than in any surrounding state. Of the 16.4 cents, 15 cents goes to the state Road Fund for highway maintenance and construction. Patton noted that 45 states have higher taxes on gas. “If we have the 46th lowest gas tax, we’re probably going to have the 46th worst roads,” he said.

◆ The need to compete more aggressively with our neighboring states (Indiana, Ohio, Tennessee and West Virginia) for new development. Better roads and better transportation infrastructures, including public transportation, attract and support new development. All of these surrounding states spend more on public transportation than Kentucky, according to the most recent figures from the American Association of State Highway and Transportation Officials.

KPTA’s members have done a good job with existing resources. But with more resources, we could expand and further enhance our services.

Kentucky’s gas and special-fuels taxes (18.6 cents per gallon on diesel and other special fuels) are the main sources of revenue to the Road Fund and generated about \$410 million last year. Each penny the gas tax is increased could be expected to generate \$20 million to \$24 million in annual revenue.

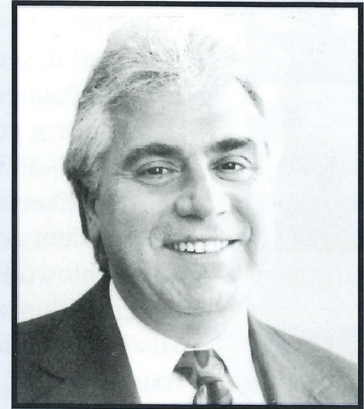
New and better roads contribute to the quality of life in Kentucky in several ways, and represent investments in future growth. Such investments promote economic and community development opportunities for towns, cities and counties throughout our state. As we reap the benefits of these investments, it is critical that Kentucky plans for the inclusion of public transportation in both rural and urban developments.

The transportation delivery process envisioned for Empower Kentucky underscores the challenges transportation providers and KPTA member’s face. Removing transportation as a barrier to employment statewide will require resources. The Federal Transit Administration has inaugurated an Access to Jobs grant program but it requires a 50 percent match. Simply stated, KPTA’s members struggle to provide high-quality, cost-effective transportation services. Public transportation improvements continue to be needed to provide all of Kentucky’s citizens with improved access to jobs, schools and other resources.

In both rural and urban areas, public transportation improves mobility for those who do not have an automobile, or cannot drive. Ideally, access to public transportation should be planned into the design of new developments, both commercial and residential. As areas grow, public transportation provides a land-saving, congestion-reducing and energy-efficient method of transportation which, is more energy efficient than the automobile, therefore, less polluting. Fewer auto emissions mean improved air quality, which is a serious issue for urban areas such as Louisville, Lexington and northern Kentucky.

We must plan future transportation systems which, are flexible, comprehensive, and responsive to the needs of the citizens of Kentucky, and those that provide them with transportation choices. As the debate move forward regarding a gas tax increase, public transportation needs to be included.

J. Barry Barker, KPTA President
Executive Director
Transit Authority of River City (TARC)



Foothill Express Improves Local Transportation

Region 11 Human Service Delivery

This year, Kentucky has seen major changes in the way local public transportation is handled for Medicaid, Kentucky Works and other programs. A new system allows riders to contact a single number in the eight county region of Kentucky River Foothills and arrange for transportation. Kentucky River Foothills acts a broker, scheduling and arranging rides for this

***Foothills Express
will transport over
76,000 riders this
year. That's a 46%
increase over last
year's trips.***

region. This involves getting around 300 calls a day and scheduling 9,000 trips a month. "It is a huge job, but already we are seeing real improvements in service," said Valerie Clem, Transportation Director. One big improvement for transportation clients is the guarantee of reliable 24 hour transportation. "In the past, if someone needed to get to a doctor's appointment on a Saturday or to a job at 10 p.m. they were

probably out of luck," said Clem. Now, Foothills has contracts with transportation providers to give 24 hour service.

Riders can now access a formal complaint system as well. This encourages providers to improve service.

In addition to acting as the eight county broker, Foothills Express continues to offer van service in the four county region. Foothills Express provides transportation for senior programs, handicapped accessible transportation, rides to medical appointments and delivery of home delivered meals. An increase in contract transportation has increased Foothills Express ridership over 20% in the last year.



Foothills Express rider Leslie Sowders of Berea says Foothills Express takes her to work, school, and the doctor. "I can't imagine how I'd get around town without them," says Leslie.

***Feature story on Human Service
Delivery Brokers each issue***

U.S. House Passes \$5.8 Billion for FY 2000 Transit Program

The full U. S. House of Representatives passed on June 23 the \$50.7 Billion Fiscal Year 2000 Transportation Appropriations Bill (H.R. 2084).

The vote was 429 to 3.

The House bill sets transit funding at the \$5.8 billion level guaranteed in the Transportation Equity Act for the 21st Century. Funding for the formula, capital, and other transit programs is nearly 8 percent above FY 1999 levels.

The full House did approve cutting approximately \$300 million in funding from the bill, primarily from the aviation program, in order to comply with tight spending

limits set in the 1997 Balanced Budget Act. Since transit and highway funding was set at levels guaranteed by TEA 21 lawmakers, as expected, looked elsewhere for the additional cuts.

The full Senate considered the FY 2000 Transportation Appropriations Bill the first of July.

The Senate bill (S. 1143) contains a provision that would prevent any state from receiving more than 12.5 percent of the aggregate formula and capital investment grants made available under the legislation. Overriding concern for the transit industry and other transportation interests is that the spending cap provision would alter TEA 21 provisions, including the "firewalls" that protect TEA 21 guaranteed funding.

The provision appears to affect only two states. When a state exceeds the 12.5 percent level, the "penalty" would be deducted from the total formula funding made available to that state. This means that smaller and medium-sized transit providers that receive only formula funding would hear the brunt of the penalty.

Taken from Passenger Transit, Vol. 57, No. 26, p. 1.

Exhibitors
Reserve Your Space for the
1999 KPTA Conference
September 14-16

KPTA Members

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Sue Jeffers began the week in classes for the CTAA Certified Transit Manager test. Other Kentucians took classes from Practical Approaches to Financial Management to Effective Human Resource Management.

Vickie Bourne, Gail Mayeux, and Sue Stivers, KyTC, visited National Safety Alliance the Drug and Alcohol testing site for Kentucky Transportation providers.

Wednesday began with individuals attending sessions including: vehicle procurement, coordination transportation, marketing in the 21 century, employment transportation, dispatching and scheduling, software, federal job training system, ADA in the 21st century, alternative financing for transit.

The EXPO's trade show had over 100 vendors, manufacturers and consultants on the floor to hand out materials and answer questions.

KPTA
Rodeo
has been
canceled

Kentuckians Enjoy CTAA Activities in New Orleans



Vickie Bourne and Sue Stivers (KYTC) and Beecher Hudson (ARC WHEELS Louisville) take time between the sessions.



Sue Stivers and Gail Mayeux (KYTC) at the Expo trade show.



Gina Boaz (GRADD), Ray Young (Maysville Transit) and Bonnie Rhoads (Owensboro Transit)



Florence Tandy and Valerie Clem (Kentucky River Foothills), Pam Shepherd (FTSB) and Beecher Hudson (ARC) before boarding the boat.



Florence Tandy (Kentucky River Foothills), Shirley Cummins (RTEC) and Ray Young (Maysville Transit) on the boat.



Sue Stivers "The Enforcer" (KYTC).



Shirley Parrish and Charletter Ellis with Murray-Calloway Transit.



Sue Jeffers (BUS), Shirley Cummins (RTEC), David Ware (BUS), and Ray Young (Maysville Transit) during the opening session.

KPTA

Subsidized Transportation extended beyond employment

Kentuckians who leave the welfare rolls for a job may qualify for an additional year of subsidized transportation. Services began on July 1, for many clients of the Kentucky Transitional Assistance Program (KTAP) who now have jobs will be eligible for help with transportation to work and to child-care providers for up to 12 months after their KTAP case is closed. Until now, welfare recipients have been able to get help with transportation only while receiving welfare.

The expanded program will be made available first to those clients living in Northern Kentucky and in parts of eastern and Southeastern Kentucky. The expansion is expected to go statewide by November. Lack of reliable transportation is cited frequently as an obstacle for welfare recipients trying to become self-sufficient. "This new service will make the road to economic self-sufficiency a bit easier to travel," said Viola Miller, secretary of the Kentucky Cabinet for Families and Children.

The expansion comes just as the Human Transportation Delivery Services Program is celebrating its first anniversary. Over the past year, the program has provided 867,975 trips for employment, child care services, non-emergency Medicaid trips, and disabled citizens.

The program is projected to save \$3 million per year by the year 2003. Services are now provided with greater safety, efficiency, and availability than before, utilizing a consolidated transportation brokering process to help hold costs to a fair market price and provide accountability. Brokers were selected using a competitive qualification-based selection process to ensure the highest quality service for program participants.

The government-assisted transportation was previously administered separately by four state government agencies—the Transportation, Health Services, Families and Children, and Workforce Development cabinets. The Office of Transportation Delivery was established in December of

1998 and the Transportation Cabinet was designated as the lead agency. Contracts to provide services in the 16 statewide regions are awarded to broker/providers and monitored to ensure client/recipient satisfaction, vehicle safety, data collection and accountability. Financing of the transportation services is shared by all cabinets through an interagency agreement.

State Transportation Cabinet Secretary James Codell is pleased with the program results after the first year. "The previous system was vulnerable to fraud and abuse, and it wasn't available in some areas. The restructuring provides safe, quality service to all Kentuckians who are eligible; and gives all transportation providers with operating authority in the area the opportunity to furnish these services. All client concerns and questions are addressed through a two-way tracking system and rider surveys, and our policy mandates any complaints to be resolved within three working days."

The program includes random drug testing for drivers, and vehicle safety inspections. Clients contact their regional broker to schedule transportation services, or the main number at 888-941-7433. Brokers are required to operate 24 hours a day, seven days a week.



Pam Shepherd, Executive Director of FTSSB, participated in an exhibit to the local Community Based Service employees on the Human Service Delivery Project.

Rural Bus System gives a lift to people who need it the most

Driving the back roads of central Kentucky, for Kevin Cunningham, is like traveling through his own neighborhood.

Five days a week, three times a day, Cunningham pilots his bus through the city and country streets between Lexington and Danville, giving a lift to some of the more than 200,000 Kentuckians who have no other means of transportation.

And while Cunningham makes stops in Frankfort and Versailles, taking riders to doctor's appointments, the grocery store and other necessary destinations, 49 other bus drivers and 50 taxis are doing the same on other streets in Stanford, Lancaster, Springfield and Georgetown.

This fleet of drivers constitutes the Bluegrass Ultra-transit System, or BUS. BUS is a rural public transportation system that operates like a city bus, except riders are picked up at their doorstep and taken directly to where they want to go.

Anyone can use BUS, which is funded by the Kentucky Transportation Cabinet, but Sue Jeffers, director of transportation for the Bluegrass Community Action Agency, said most of the riders use it because they have no other choice.

"There are a lot of people who have no other means, we are their only link," said Jeffers.

The cost for BUS services is 50 cents per person per mile and \$1 per person per mile if the rider is in a wheelchair. However, riders who have a Medicaid card may ride for free to and from their doctor's appointments.

And even though the price for BUS may seem high, Jeffers said most people are just thankful to have a ride.

"Some complain about the pricing, but we are only charging 33 percent of what it cost to operate," Jeffers said. "And most people appreciate the fact that if someone rides who needs an escort their escort rides free."

She said for riders confined to wheelchairs, even the \$1 per mile rate is much lower than what they would pay on their own.

"Vehicles equipped with wheelchair lifts can run as high as \$40,000 and then the person often has to hire a driver," Jeffers said. "This system helps them avoid that hassle and cost."

Jeffers said many riders use the system on a regular basis and develop a relationship with the driver on their route.

"They depend on us, there is a relationship and if their specific driver doesn't come they want to know where that driver is," Jeffers said.

Wilma Courtney, the BUS project manager, has a first-hand understanding of the relationship that can develop between rider and driver.

Before becoming project manager she was one of

the BUS drivers and said she had a very hard time not getting attached.

"They tell us not to get attached, but when you see the same people everyday it is hard not to," she said. "You end up talking to the riders on the way and hearing about their lives. And since many people who ride don't get out much you may be the only person they have to talk to and they consider you their friend."

Cunningham agrees. He says he connects with many of his riders, but that his most memorable passenger was an elderly gentleman named Obi.

"I used to take Obi to a senior day program and since we both grew up cutting tobacco we got pretty close," Cunningham said. "We kind of always knew what the other was thinking. We'd be passing a farm and look over at it and we could both relate."

And he adds that the people he meets during his trips across the Bluegrass make business seem more like pleasure.

"I love getting out here and talking with the riders, I feel good because I know I am helping them out with a ride, but they give me a lift inside," he said.

Taken from the State Journal, July 21, 1999, By Jessica Coy, Staff Writer

Try Transit Week September 12-18

In preparation for this year's Try Transit Week observance, Sept. 12 to 18, a promotional package has been sent to all APTA transit system members. "Try Transit Week—Your Ride's Here" is the tagline of the 1999 campaign, sponsored annually by APTA and co-sponsored by groups and organizations that support greater use of public transportation.

Try Transit Week is used to call attention to the many benefits a community experiences when more people ride together to their work, shopping, and school destination—whether on a bus or train or in a carpool or vanpool. It is also designed to honor transit employees and customers and encourage new riders.

Daily themes have been suggested for each day of the week. Monday, September 13, is Livable Communities Day; September 14, Try Transit Day; September 15, Appreciation Day; September 16, Clean Commute Day; and September 17 Transit to Work Day.

Taken from Passenger Assistance, Vol. 57, No. 25, p. 1.

FTSB New Address

Send Newsletter Information To:

694 New Circle Rd. NE, Suite #33

Lexington, KY 40505

606/233-1668 (FAX)

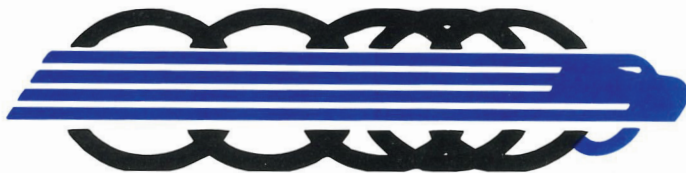
Email ftsbshep@gte.net

Thought for the Day

*Do not let your chances
Like sunbeams pass you by,
For you never miss the water
Till the well runs dry.*

- Rowland Howard -

The KPTA newsletter is published for the Kentucky Public Transit Association by Federated Transportation Services of the Bluegrass with the financial support of the Kentucky Transportation Cabinet's Division of Multimodal Programs and Rural Transit Assistance Program. Any comments or suggestions should be addressed to Pam Shepherd, FTSB, 694 New Circle Rd., NE, Suite 33, Lexington, KY 40505.



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