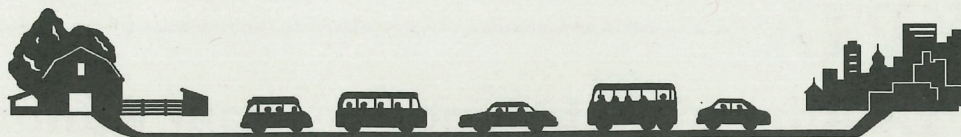


KPTA

JUNE 1994



TRANSFER NEWS

KPTA and KIPDA/TARC Receive JOBLINKS Funding

At CTAA's 1994 Expo, the JOBLINKS recipients were announced. Approved for the State of Kentucky were two projects submitted by consortiums – KIPDA/TARC and the Kentucky Public Transportation Association.

LOUISVILLE'S PROJECT

On June 13, 1994 TARC began new service in conjunction with the JOBLINKS effort. Three new routes, began serving the Bluegrass Industrial Park in southeastern Jefferson County. This brings the total of routes serving the area to four. The new routes will connect other express routes and serve the downtown Louisville area.

The service has been in demand for many years because of the excessive growth in the area. According to a statement from TARC, many jobs in the park have gone unfilled because people have been unable to get there to complete applications or work.

The full partnership for this project consists of the following: the City of Jeffersontown; Jefferson County Government; KIPDA; TARC, Louisville Urban League; Kentucky Department of Employment Services; NTS Corporation; the businesses of the Bluegrass Industrial Park and the Louisville Chamber of Commerce. Some of the aforementioned entities will contribute money and some will contribute time.

KPTA'S PROJECT

The KPTA partnership is made up of four member companies: Daniel Boone Development Council; Federated Transportation Services of the Bluegrass; Harlan County Community Action; and, LKLP Community Action.

The three southeastern operators will develop a subscription service and advocate for strong private and public partnerships. In their individual areas, each company will promote the project and strive to establish a model that can be replicated.

FTSB will formulate a three-fold training program for the human service and transit industries. The first part will address the need to understand and think about transportation before implementing or reforming a human service program. The second part will promote the human service side that many times transit providers forget about. And, the final part will be geared toward instructing human service workers about how to identify people who use transportation as an excuse rather than a legitimate barrier to becoming self-sufficient.

THE LATEST EDITION OF THE "KENTUCKY TRANSIT RESOURCE DIRECTORY" HAS BEEN COMPLETED. IF YOU WOULD LIKE A COPY, CALL NED SHEEHY AT 606-233-0066. IF YOU HAVE A DIRECTORY AND DID NOT RECEIVE YOUR UPDATE, PLEASE SEND IN THE RECEIPT IN THE FRONT FLAP.

FTA Administrator and Assistant Administrator Address the Attendees at EXPO '94 in Pittsburgh

Gordon Linton, Administrator for the Federal Transit Administration and Grace Crunican, Assistant Administrator for FTA, spoke during different sessions at CTAA's Expo '94 in Pittsburgh, Pennsylvania in late May. Linton spoke during a session entitled "Meet the Leaders," in which he discussed FTA's agenda and goals. His thoughts were upbeat and optimistic.

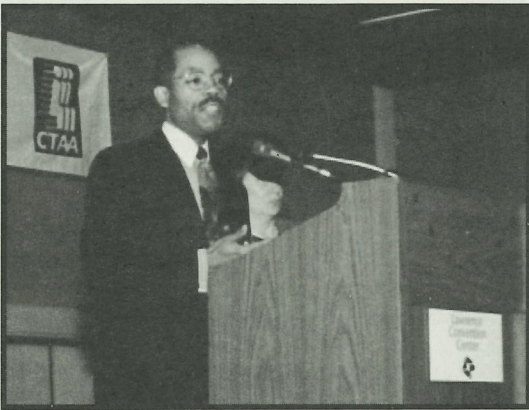
During his speech he announced two new ventures. First was a GIS program that would afford a user to view inventory and data regarding transit facilities, roads, airports, shipping ports and passenger and cargo rail facilities. He felt this would enable the public transportation mode to become accessible for intermodalism within three years.

Linton also announced that a special program for Native American transportation properties would begin this year. He did not go into much detail about this program.

Grace Crunican addressed the group during a session about coordination. She reviewed the findings from a roundtable discussion initiated by the DOT/HHS Coordinating Council. The roundtable was held to get input from different parts of the country about how to get to a coordinated network and the barriers to such a network. The findings are as follows:

- Identify the cost of HHS transportation to give people a basis by which to evaluate;
- DOT should offer regulatory oversight so everyone plays by the same set of rules;
- Mandate coordination on the Federal level;
- Mandate the planning process for the coordination;
- HHS needs to afford consistent asset allowances;
- Allow for rural auto-lease programs for self-sufficiency participants;
- Pay for some cost sharing demonstrations;
- Eliminate OAA Title II fare prohibition;
- HHS & DOT should monitor and ensure access to health care;
- Implement an on-going evaluation mechanism.

Crunican also promoted the idea of resurrecting the DOT/HHS Regional Consortia which had disbanded.



Gordon Linton addresses CTAA attendees.

SEACT Conference Held in Lexington

The Southeast Chapter of the Association of Commuter Transportation (SEACT) held its annual conference in Lexington, May 11 - 13. The conference featured well received sessions and open discussions that highlight the efforts to meet the changing transportation needs of the 1990's. The conference was informal with time for people to network on a variety of transportation subjects.

David Schaars from the Lexington Bluegrass Rideshare program was the conference chairman and was pleased with the attendance which totaled 72. The attendees were transportation professionals from 10 states.

Mr. Wayne Berman from the FHWA Office of Traffic Management, presented an informative discussion of Traffic Demand Management and the impact of CMAQ funding.

The National Association of Commuter Transportation conference will be held in Miami, Florida, September 18 - 21, 1994. The 1995 Seact conference will be held in Huntsville, Alabama. Please contact David Schaars at 606-233-7665 for any information concerning these conferences.

The Cabinet's Corner: Private Sector Changes

A final notice was published in the April 26, 1994 Federal Register rescinding the Federal Transit Administration's Private Enterprise Guidance. This policy was effective May 26, 1994. As of that date the following has been rescinded: FTA's policy statement, "Private Enterprise Participation in the (Federal Transit) Program" (49 CFR 41310, October 22, 1984); Circular 7005.1, Documentation of Private Enterprise Participation Required for Section 3 and 9 Programs; Chapter X of Circular 9040.1C, Section 18 Program Guidance and Grant Application Instructions; and Chapter IV of Circular 9070.1C, Section 16 Capital Assistance Program Guidance.

With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress explicitly gave local decision-makers and transit operators wide flexibility in determining what best meets the needs of their area. ISTEA emphasizes that criteria for choosing among public and private transit providers should be left to local transit agencies and community officials.

The major revisions and/or rescissions involve the following:

- An agency no longer will have to use a fully allocated cost methodology when comparing costs with a potential private operator. Any reasonable and generally accepted accounting method that is appropriate for a given setting may be used.
- The old policy stated that institutional barriers (local laws/policy/labor agreements) were not acceptable reasons to limit or not utilize the private provider. This is no longer applicable since local concerns still play a great part in local decision making.
- An agency no longer will have to review services on each route every three years to determine if services could be provided more effectively by the private sector. Local authorities can now determine the frequency of such reviews.
- Under the old process, an agency's appeal process had to include the opportunity to appeal to FTA if disputes could not be resolved at the local level. Now, a formal appeals process leading to FTA is not necessary since FTA or the State will be conducting reviews of grantee compliance.

Private operators must still be given "fair and equitable treatment." As stated in the final notice, "The participation of private enterprise in the Nation's transit industry is not only encouraged by the FT Act, it is essential to the health and success of that industry. The questions addressed in this notice [are] not whether, but how, FTA will go about encouraging that participation."

Private providers must be advised throughout the local planning and consultative process through invitations and inclusions at coordination meetings, public hearings, etc. They must be allowed, along with other interested parties, to examine and comment on an agency's proposed program of projects or application for funds. The planning regulations issued jointly by FTA and the Federal Highway Administration (FHWA) to carry out mandates of ISTEA require a "continuing, comprehensive, and coordinated" transportation planning process in metropolitan areas and States. This involves public participation and more coordination among State agencies, Metropolitan Planning Organizations, transit operators, and other interested parties, including private operators.

Pursuant to FTA's policy changes, the Cabinet will send out guidance soon to Section 18 and Section 16 grantees on specific requirements regarding the private sector. A copy of the final notice can be forwarded to any agency upon request.

An agency no longer will have to use a fully allocated cost methodology when comparing costs with a potential private operator. Any reasonable and generally accepted accounting method that is appropriate for a given setting may be used.



KPTA sponsored Andrew Hiner and his wife Kathy's trip to Pittsburgh as the prize for winning the Kentucky state-wide roдео in October 1993. Andrew, from Sandy Valley Transportation in Paintsville, represented Kentucky in the National Van Roдео held in Pittsburgh prior to Expo '94.

APTA Chairman visits Kentucky

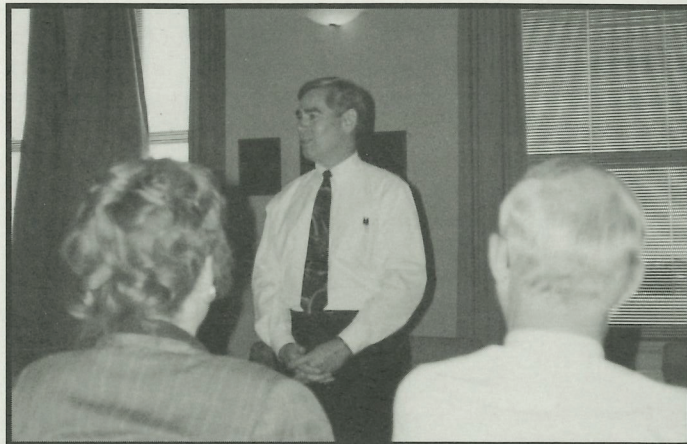
Rod Diridon, Chairman for the American Public Transit Association addressed the Kentucky Public Transit Association at its mid May meeting in Louisville. Diridon is also the Chairman for the Board of Supervisors for the Santa Clara County Transportation Agency in California.

Diridon is travelling the country promoting the Transit NOW Coalition and its local subsidiaries. Kentucky has two of these chapters, the Kentuckiana Rail Task Force in Louisville and the Bluegrass Coalition in Lexington.

Diridon spoke about the incredible drive that gets behind a cohesive coalition, especially one that has been built on public and private partnerships. His example for how well these coalitions work was his home of Santa Clara, which in his own words is "lightly urban." The area has undertaken an extensive light and medium rail project that, despite its critics is doing surprisingly well. The critics felt that the area was not densely populated enough to sufficiently support the system.

Diridon concluded his address by encouraging everyone to build coalitions that consist of more than people who agree to sit around the same table. He said they must be cohesive and ready to work together for a long time. One of the rail lines that just recently opened has been on the drawing board since the early seventies.

For more information about establishing a Transit NOW Coalition in your area please contact Transit NOW at 202-638-0215.



Ron Diridon addresses the Kentucky Public Transportation Association.

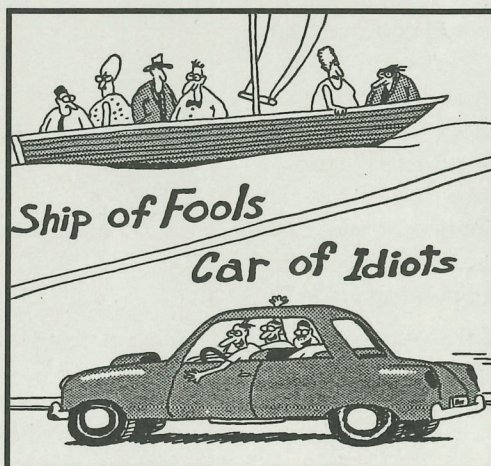
Events in July

- July 6 RTAP Committee meeting at the Kentucky Transportation Cabinet in Frankfort. Contact your RTAP member for information.
- July 21 KPTA general membership meeting at the Kentucky River Foothills Development Council's Generations Center in Winchester. Contact Keirsten Jagers at 502-781-2381 for information.
- July 25-26 Kentucky Transportation Center's 31st Annual Forum on Transportation "Learning from the Cold War of '94 and Planning for the Future" at the University of Kentucky in Lexington. Call 1-800-432-0719 for information.

The KPTA Newsletter is published monthly 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 Mass Transportation and RTAP. Any comments, suggestions or questions should be addressed to:

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Think about it ...

We have two quotes for this issue. The first was said during EXPO '94 and the other was attributed to her.

"[something is wrong when]..an empty space on a bus is a sin, but an empty road is an opportunity.."

'How many bombers would the Pentagon have if they had to get their local match from bake sales.'

- Grace Crunican,
Deputy Administrator, FTA