

KPTAMarch
2003**NEWS CENTER**

2003 KPTA/KYTC Conference set for August in Lexington

The 2003 KPTA Conference will be held in Lexington, August 11-14.

The Hyatt Regency has been chosen as the host hotel. The vendor expo will be held adjacent to the hotel at the convention center.

Preliminary arrangements include the KPTA Rodeo written test and road course on Monday, August 11, 2003 in the Cox Street parking lot next to the Convention Center. Also, classes on wheel chair training from Braun and driver fatigue and stress will be conducted in the afternoon.

Training classes and speakers have been scheduled for August 12-14, 2003. These sessions include: drug and alcohol, safety issues, elderly population discussions, and representatives from the Federal Transit Administration, National Transit Institute, Transit Cooperative

Research Program, and Project Action to name a few.

The 2003 Vendor Show is slated to be one of the best by having an indoor expo. Vendors are already reserving space in anticipation of the indoor event. Vehicles and other exhibits will

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Sue Jeffers, current KPTA president, presented Barry Barker, former KPTA president, with a gift of appreciation for serving as KPTA president for five years.

Transportation comes to a partial halt in many parts of Kentucky

The ice storm and flooding of 2003 caused many problems with transportation services beginning on February 16, 2003. The ice storm is being called the worst in history.

In Fayette County more than 115,000 homes and businesses were without power and heat.

Transportation Services were put into emergency mode for the beginning of the week.

American Red Cross Wheels

provided dialysis and urgent care transportation, but their vehicles were utilized to transport individuals without power to shelters. WHEELS transported more than 200 people from their homes to shelters. LexTran

provided hundreds of trips for individuals to hospitals and essential employment transportation. LexTran also, delivered food and supplies to shelters.

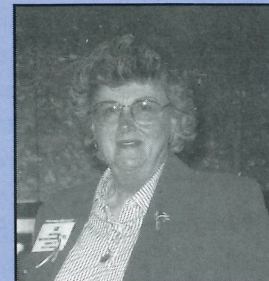
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American Red Cross WHEELS-Lexington vehicles were covered with icy branches during the ice storm on February 16, 2003.

Dear KPTA Members:

We are now scurrying between keeping up with Congress and the KY Legislators. In Washington we're tracking transit funding and the reauthorization of TEA-21. Ongoing negotiations on the FY 2003 budget are expected to be resolved soon. TEA-21 should be dealt with after they get the budget issue resolved. Highlights of the FTA budget proposal are continuing the guaranteed, mandatory spending nature of most public transportation programs, and a 50 percent increase in funds for rural public transportation. As is typical behavior for executive branch agencies, the budget request seeks to limit Congressional opportunities for earmarking specific projects. Where the FTA request is concerned, this includes seeking a transformation of Job Access and Reverse Commute grants into a state-managed formula grant program, the establishment of a New Freedoms Initiative as a network of state-managed formula grants, and the elimination of the current Sec. 5309 Bus and Bus facilities Program. As of February 14th APTA reports that both the House and Senate passed the omnibus FY 2003 appropriations bill. The \$397.4 billion bill allocates \$7.226 billion for the federal transit program, as guaranteed in TEA 21. It also includes a small across-the-board cut in discretionary spending of about .06%.



President Bush has issued his FY 2004 budget request to Congress. In addition to eliminating the Sec. 5309 Bus grants, the President's budget request helps pay for rural, Job Access, New Freedoms, and Sec. 5309 New Starts funding increases by holding urbanized areas' formula grants to a two percent increase, and by cutting Sec. 5310 grants by eight percent. The net result is a transit program for FY 2004 that remains at this year's \$7.2 billion level. All in all, the transit budget is faring better than the federal highway program.

To encourage the reauthorization of TEA-21 we can take the following steps as suggested by APTA. Attend any local meetings held by members of Congress and ask transit related questions and make the case for increased transit funding in TEA-21 reauthorization; create a list of projects and services that TEA-21 has funded in your area and submit it to your local media outlets; arrange a meeting with local reporters to discuss the importance of reauthorization for your local community; join NAPTA and participate in an online town hall meeting (visit www.napta.net) (KPTA has already joined); send a letter congratulating your U.S. Representative or Senator on being elected or re-elected. Urge him or her to support increased investment in public transportation as part of TEA 21 reauthorization. You can get a sample letter at pt2info@apta.com.

At the Kentucky Legislature the budget is faring no better than in Washington. The Legislators are hustling to see what programs can be cut with the least resistance. Matching funds for federal Sec. 5309 funds for FY 2004 was not in the budget. But then as stated above these funds may not materialize out of Congress either. At the Kentuckians for Better Transportation conference in January John Carr stated, "that the state would do everything in their power to match any federal capital funds we could get". This remains to be seen.

Pam Shepherd and I have been appointed to represent KPTA on a work group to focus on the transportation needs of people with disabilities. The workgroup is to include representatives from the various commissions and task forces on behalf of people with disabilities. We attended the first session accompanied by Kalem Juett, Office of Transportation Delivery. Much of the first session was devoted to transportation related problems. We discussed the various funding source and restrictions for providing transportation and feel that the group as a whole has a better understanding of our "side" of the business. We are looking forward to future meetings and feel that communication will be the key to cooperation of both parties to provide the best services possible. If any KPTA members have any input or innovative ideas about transportation for persons with disabilities please contact Pam or me.

Sue Jeffers, CCTM, KPTA President
Transportation Director
Bluegrass Community Action Agency

TANK celebrate 30 years of Service to Northern Kentucky

Multi-Faceted Celebration included historical vehicle display and mural viewing at Covington Transit Center

The Transit Authority of Northern Kentucky (TANK) is celebrating 30 years of serving the citizens of Northern Kentucky.

Sunday, November 9 marked the day that TANK buses first rolled onto the streets of the region 30 years ago, turning a new page in the long-history of mass transportation in the tri-state.

"Thirty years ago a decision was made by the people of Northern Kentucky to invest in a mass transit system," says TANK General Manager Mark Donaghy. "Because of their wisdom and foresight, thousands of people are able to rely on TANK each day to get them wherever they need to go. Although our region has undergone many changes, as has TANK, the importance of mass transit and the important role it plays in our community continues."

TANK celebrated their role in the community on Wednesday, November 20 with a 30th Anniversary celebration at the Covington Transit Center, located at 220 Madison Avenue. November 20, TANK honored several people for their exemplary representation of the many exceptional people that have contributed to the success of Greenline and TANK over years. TANK invited the public to view the completed "Artistry In Motion," TANK's first public art project, as well as a display of historic vehicles from throughout the years. The event was free to the public and rides on Bus 209, a refurbished 1948 Greenline bus, were given following the celebration.

THE STORY OF BUS #209

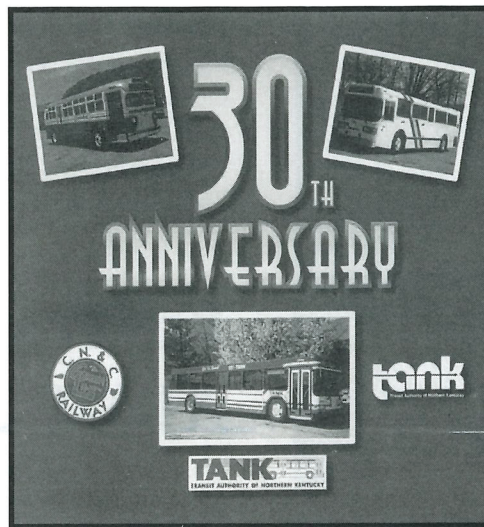
TANK is pleased to announce the restoration of bus #209, a 1950 model GMC bus that

operated in Northern Kentucky at the end of the rail era.

BUS #209, the first new diesel powered bus purchased by Cincinnati Newport and Covington Railway, cost \$15,760 at the time of purchase and did not have today's luxuries of air conditioning, power steering, anti-lock brakes, electronic destination signs or handicap accessibility. (A comparable transit bus with today's technology sells for \$300,000.

The bus was discovered in Seattle, WA in April 2001, owned by a former bus operator for King County Metro. It was brought home to TANK to be restored to its' former glory. TANK's

Maintenance department has done all the associated work themselves. TANK will use the bus for promotional and historic events in the community. It will join two other historic vehicles that have also been refurbished by TANK Maintenance employees: a 1975 AM General (the bus that ushered out #209) and the Kentucky Streetcar (which was replaced by #209).



June 6, 2002 TANK's Maintenance Department proudly poses with the nearly completed Bus #209.

FTSB celebrates its 20th anniversary

Federated Transportation Services of the Bluegrass (FTSB) celebrated 20 years in business at the annual board of directors' breakfast December 10, 2002.



Sue Jeffers, (BUS and FTSB Chair), Brenda Rice and Florence Tandy former FTSB employees.

FTSB honored former executive directors, employees and board members at the Hyatt Regency in Lexington.

The first executive director Hank Phillips was unable to attend. FTSB was entertained with stories from the second executive director Brenda Rice and one of her former employees Florence Tandy.

In the past twenty years FTSB has had seven executive directors and gone from a one-person operation to a multi-million dollar company.

Congress approves federal transit appropriations

U.S. Congress approved transit appropriations for their FY 03, which if passed by the Senate and President would be available in FY 04 for transit agencies.

Fulton Co. Transit Authority RV Cutaways - \$180,000

Henderson Area Rapid Transit Bus - \$96,000

Henderson Co. Facility - \$500,000

KYTC, Community Action Groups - \$1,425,000

Laurel Co. Intermodal Facility - \$5,000,000

Paducah Area Transit Authority Buses - \$480,000

Pennyrile Allied Community Services Transit Facility - \$372,000

Pikeville Parking and Transit Facility Enhancements - \$1,000,000

Red Cross Wheels - \$2,000,000

Statewide, Bus, and Bus Facilities - \$7,500,000

TANK - \$1,500,000

TARC - \$2,000,000

Jim Seibert resigns from TANK

Jim Seibert, Assistant General Manager of the Transit Authority of Northern Kentucky (TANK) and KPTA treasurer has resigned his positions.

Seibert is going to become the fiscal director for Campbell County beginning on February 24, 2003. He will be in charge of the setting the county budgets for the jail, road department and sheriff's department.

He has been with TANK for over 20 years. He started his career at TANK as the Director of Finance and has held the position of Assistant General Manager for the past 14 years.

KPTA wishes Jim well in his new endeavors and appreciates all his years of service as KPTA Treasurer and an exemplary member of KPTA.

LexTran win Gold ADDY Awards

LexTran won a Gold ADDY in the Lexington Advertising ADDY Awards for their Radio Spot "Dream Boy". We also won Five Silver ADDY's. 2 for the 25-cent fare campaign and three for the Dream Boy (1) for the TV Spot, (1) for the poster, and (1) for the Campaign.

LexTran also won this years SWTA (Southwest Transit Association) Spotlight Awards once again for our 25-Fare for Cleaner Air Campaign that we did in conjunction with the Ozone Reduction Committee. This is the fourth out the last six years LexTran has won this coveted award. The headline read "Spotlight Award heads back to it's Old Kentucky Home".

LexTran just started it's CMAQ grant program for Free Transit for UK Students in September. We are currently completing a survey to see how the program is going and should have results completed in early March. The program is eligible for CMAQ funding for up to three years. We also have received grant approval for CMAQ funding for the second year of our outrageously successful reduced fare transit program that was funded last summer. This program will begin again on June 1st.

TARC is getting greener with hybrid-electric buses

Louisville, Kentucky (Feb. 18, 2003) The Transit Authority of River City (TARC) yesterday moved closer to a greener tomorrow with the approval by the TARC Board of Directors to purchase five 40-foot low-floor hybrid-electric buses from the Gillig Corporation. The advanced technology vehicles are powered by a propulsion system from Allison Transmission that combines a traditional diesel engine with a clean and efficient electric motor. TARC expects to receive the buses in June 2004, with service to begin July 2004. TARC is now in the process of determining what routes will be served by the new vehicles.

Allison's hybrid-electric propulsion system offers 30 to 50 percent better fuel economy than conventional diesel buses, according to independent tests conducted by Southwest Research Institute. The hybrid-electric propulsion system also reduces emissions up to 90 percent when ultra-low sulfur fuel is used with a particulate trap.

The TARC Board authorized TARC to purchase the vehicles at a price not to exceed \$2,963,913. The amount includes the buses, training, spare parts, shop tools, and equipment. Rep. Anne M. Northup secured the funding for the purchase through a Federal Transit Administration Discretionary grant. In addition, Northup secured \$2 million to renovate TARC's bus storage and repair facility in the budget bill passed last Thursday by the U.S. Congress.

"These new vehicles are important for the reduction of pollution and congestion in the Louisville area," Northup said. "The buses will help ensure that commuters traveling to and from work each day have safe, reliable public transportation."

Metro Mayor Jerry E. Abramson praised TARC's efforts to reduce pollution throughout our community and Northup's leadership in securing funding for the project. "This is the kind of forward thinking that improves our quality of life and helps bring us together as one community," Abramson said.

"We are entering a new phase in public transit in Louisville by using hybrid-electric buses on TARC routes normally served by diesel buses," said TARC Executive Director J. Barry Barker. "These hybrid-electric buses will be quieter, more efficient, and have much lower emissions than their diesel counterparts, without losing any performance."

The Allison drive system is a parallel hybrid

system, with two paths providing power to the wheels – a mechanical path working alongside an electrical path powered by batteries. The electric motor allows the engine to operate in its most efficient region.

When the bus accelerates, it is powered primarily by the electric motor, which uses advanced nickel metal hydride batteries. As the bus gathers speed, the mechanical power from the diesel engine starts to blend with the power from the electric motor, allowing the engine to operate cleanly and efficiently. Once the bus reaches a cruising speed, it is again powered primarily by the electric motor. The motor also captures the energy given off during braking and sends it back to recharge the batteries. This regenerative braking results in a bus that is remarkably clean and fuel-efficient.

Hybrid-electric vehicles are considered green, and environmentally friendly, because they're less polluting and less dependent on fossil fuels.

In March 2002, TARC held a demonstration of hybrid-electric buses it was evaluating for purchase, which were targeted for service on shorter shuttle routes. The Gillig-manufactured buses that it has committed to purchase are larger, provide a more reliable technology, and can be used in any type of service including regular routes and shuttle routes.

2003 CTAA Conference

Philadelphia, PA

May 17-23

Register on line

www.ctaa.org/expo/new.asp

2003 KPTA/KYTC.....

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be in the same location. Lunch will be served on the trade show floor.

If you know of any vendors you would like to see at the conference call Pam Shepherd at 859-233-0066 or email pam.shepherd@ftsb.org.

Other special events and sessions for the conference will be announced later.

KPTA members will be receiving registration mailers soon.

Voters Approve of LexTran

LexTran commissioned M C Squared Consulting to do a Voter Survey of their opinion of LexTran in November 2002 and the results were overwhelmingly positive. The telephone survey of 502 registered Lexington voters, was conducted November from September 20 to October 1st. Interviewing was postponed due to a fatal accident involving a LexTran bus and resumed on November 6th. The survey gauged attitudes toward public transportation. Here are some highlights of the poll:

- 51% Female; 49% Male, 86% White; 8% Black; 3% refused, 66% married; 10% widowed; 18% single; 11% divorced; age distribution slightly older than population at large. 37% (55) or older; 22% under 35. 53% Democrat; 30% Republican; 12% independent.

- In general, questions on taxes showed 42.5% expect taxes to go up a little next year, down from 48.5% in 2001. 40.3% think Lexington's taxes are higher than other cities down from nearly a majority (47.2%) of those surveyed who thought so in the 2001 survey.

- 57.9% of the voters surveyed think the Council is doing a good or excellent job providing services (up from 54% in 2001), while 40.7% think they are doing only fair or poor (down from 42.6% in 2001). In a question rating value of services provided for taxes paid 47.5% felt the value was good (up from 44.2% in 2001) while 46.3% rated the value as only fair or poor (down from 48.8% in 2001).

- On a question to raise taxes for Public Transit 54% agreed while 35% said no (40% agreed while 54% said no in the 2001 survey).

- In a ranking of 10 public services, public transit ranked 4th behind police, fire, and storm sewers in the post-survey (after the respondent was asked a series of questions about the service provided by Lextran and the recipients of that service). In the pre-survey, LexTran ranked 7th.

- Overall, the perception of the quality of service LexTran offers has decreased. Those rating the service as "good" have decreased 11%. Those rating the service as "fair" or "poor" have increased 11%. The decrease in overall opinion among voters may be linked to negative news events at the time of the survey (contract negotiations, Halsey King review & safety issues with buses) but cannot be stated with certainty.

- There is still an overall positive attitude toward LexTran and it is confirmed by perceived changes in service. 38.9% feel service has improved in the last year compared to only 6.6% who feel it has gotten poorer.

- More than 70% of those surveyed knew that LexTran provides service for : Choice Riders, Sporting Events, Those Without a Car & 25 -Cent Summer Service. Initially only 60% considered that LexTran provided service to seniors.

- The most important services LexTran provides, according to voters is, service to seniors (42%), those with no car (25%) and the disabled (19%).

- Expanding routes and scheduling was the number one suggestion for improvements to LexTran.

- Less than half of those interviewed remembered hearing either "quite" a bit or "something" about the publicized employee terminations with the remainder remembering "only a little bit" or "nothing at all".

- A total of 24% disagreed with the termination, with only 12% feeling strongly about this.

City of Paducah to take over Security Cab

Paducah Area Transit's Board of Directors has been working with Mayor Bill Paxton to save Paducah's taxi service. The board voted to work with the City to create a new corporation, which will buy the assets of Security Taxi. There were no dissenting votes. The contract for purchase was signed.

The city is forming a new corporation named Paducah Taxi Service, Inc." to run and operate the new City taxi service. Our plan is to employ the current drivers and other operations personnel as much as possible. The new corporation will be headquartered at the same location, 600 South Sixth Street.

This purchase of the assets of Security Taxi includes the rolling stock, parts inventory, and other equipment. It also includes Security Taxi's operating permit from the State Transportation Cabinet and several important contracts held by Security Taxi.

The new corporation will pay for the assets it is acquiring. No public transit money will be used. Local banks have stepped forward to help preserve Paducah's taxi service.

This purchase covers only the assets of the current Security Taxi operating entity. Paducah will have a new taxi company, using many of the existing assets, but also buying new taxis and other new assets as needed, in the months and years ahead, to create a truly first rate taxi service for the people of Paducah

There will be changes in management. The members of Paducah Area Transit Board have agreed to serve on the board of the new corporation.

We want to upgrade operations throughout the Paducah service area, and provide a very high level of customer service.

PATS is proud to be participating in this important transaction for the people of Paducah. PATS' mission is to offer the citizens of Paducah the highest quality transit and transportation services. PATS will continue to look for ways to provide innovative and high quality services wherever there is a community need.

Transportation Conference Activities



Rajen Shah (GRITS), Shirley Cummins and Linda Proctor (RTEC), Kay Brooks and Jeff Hackbart (Frankfort Transit)

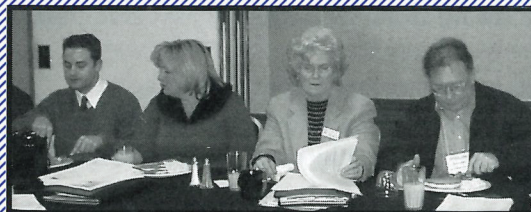


Gina Boaz (GRADD), Jennifer Alvey (GRADD), Ollie Barber (KPTA General Council), Mike Rogers (Ashland Bus), and LaVaughn Brown (FTSB)

*Kentucky Transit
Providers attend activities at
2003 KBT Conference
in Lexington*



Barry Barker (TARC) and John Carr (KYTC Deputy State Highway Engineer).



Kalem Juett and Paula Cissel (OTD), Twana Johnson (PACS) and Steve Tribble (Lake Cumberland Community Action Agency)



Rajen Shah (GRITS), Twana Johnson (PACS), and Ed Brady (ARC WHEELS-Lexington).



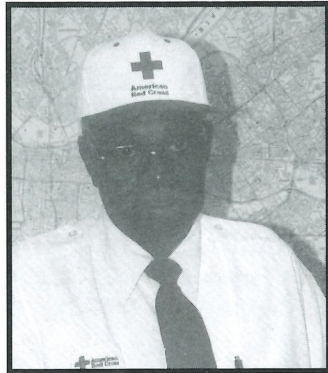
John Woodford (TARC), Aaron Cox (Kentucky River Foot-hills), Beecher Hudson (ARC WHEELS-Louisville), and Ed Brady (ARC WHEELS-Lexington).

American Red Cross WHEELS Louisville Driver Honored

On September 23, 2002, American Red Cross WHEELS Louisville Driver Kean Samuels was honored by the Metro Disability Coalition of Jefferson County with their Breaking Barriers Award.

Samuels was selected for the exceptional dedication he has shown in providing transportation to the disabled community.

In his fourth year as a driver in the TARC-3



Kean Samuels

Service, he drives a daily route that starts at 5 a.m., assists with the training of new drivers, and regularly drives additional assignments in an effort to help WHEELS consistently meet the needs of our disabled riders.

The American Red Cross applauds the selection Kean Samuels for this award and adds its appreciation of the outstanding job that he does as a member of our transportation team.

*Send KPTA news articles to
pam.shepherd@ftsb.org.*

TARC Receives 'Healthy Workplace Award

In recognition of its human services programs for employees, the Transit Authority of River City in Louisville, Ky., received the Psychologically Healthy Workplace Award from the Kentucky Psychological Association in ceremonies Nov. 14. The award program recognizes organizations that make a commitment to workplace well-being, and to creating a psychologically healthy work environment for employees.

TARC was honored in the category of large non-profit. In its application for the category of large non-profit. In its application for the award, the system provided personal testimonies from staff members who have benefited from TARC programs including Ambassadors, bus line inspection, the work-place violence policy, self-defense training, and tuition reimbursement.

The Ambassadors program recognizes and rewards with pins, caps, and special prizes, team members agency-wide who go "above and beyond" to provide exceptional service to customers and/or fellow team members. Customers and/or team members can submit nominations. The program was recently revised to include prizes for monthly Ambassador honorees and recognition for nominators.

TARC's Bus Line Inspection Training program allows maintenance team "graduates" to perform required on-site inspections of buses in production through every phase of construction.

The system is working with the Center for Women and Families to provide domestic violence training and assistance. TARC also has been conducting a Domestic Violence Awareness campaign that includes employee awareness training. Supervisors receive special training to assist employees who experience domestic violence.

Operations can participate in self-defense classes and training, providing instruction in scattered tactics for self-defense and psychological training to defuse potentially threatening situations. These classes empower employees, both male and female, by giving them the confidence and skills to deal with difficult and potentially threatening situations on their buses.

TARC's tuition assistance program provides up to \$3,000 per fiscal year in tuition assistance to employees with at least one year of service. This program has helped a number of team members to acquire college degrees.

Taken from Passenger Transport, December 11, 2002

Transportation comes.

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Bluegrass Ultra Transit lost their power and phones for two days. On Tuesday limited service with the use of mobile units and cell service to drivers were used to service the public.

Downtown shuttle running, officials hope it can help alleviate parking shortage

The downtown shuttle service during the Christmas season was the start of something new in Pikeville, a regular bus service for the city.

Greg Hamlin, director of Sandy Valley Transportation Services, which provides transportation services for human and health service agencies in the Big Sandy Area Development District, said he hopes the city will decide to keep the service on a permanent basis, so they can build on what they started during the holidays and continue to offer a low-cost alternative to riders.

For now, however, SVTS is running, at the request of the city commission, a handicapped-accessible shuttle route in the downtown area designed to encourage shoppers and workers to park in the riverfill area and ride the bus, freeing up scarce street-side parking spaces.

Pikeville City Commission agreed to keep the service up and running, after getting reports that the service, which is run by Sandy Valley Transportation Services, was considered a success during its two-week run during the holiday season.

Hamlin, director of SVTS, said 277 riders used the shuttle bus during that two-week period.

Hamlin said using public transportation has many benefits, such as helping the environment by reducing the number of cars on the road, as well as enabling people who use the shuttle to save gas money.

Hamlin acknowledged that there are some obstacles in place that discourage people from using the service, such as the perception that public transportation is inefficient. It's going to be safe and just as efficient (as using your car), he countered. And it will be dependable.

But the biggest obstacle might be that people just like to drive their cars. Hamlin said people do seem to enjoy the independence driving their cars affords, but he asked potential riders to give it a try. They just might find out it's just as convenient.

Hamlin estimates it costs between \$2,000 and \$3,000 per month to operate the service in Pikeville.

The service will operate five days a week, from 7 a.m. to 5 p.m. Hamlin said the service will run Monday through Saturday, but the shuttle will not be available one undetermined day during the week.

SVTS is funded through a \$500,000 grant each year, with funding coming from federal, state and local sources. SVTS primary duties are working with the senior citizen centers in the Big Sandy Area Development District, shuttling seniors to and from doctor's appointments in the area, as well as to larger healthcare facilities in Louisville and Lexington.

Portions taken from Peter W. Zubaty, News Editor

Pikeville Transit Center to provide transportation service

The goal of the Pikeville Transit Center (PTC) will be to provide an adequate and efficient transportation service targeting both general and specific transportation services for the Pikeville community. The PTC will be a one-stop facility addressing the community's transit needs. Specific transportation services shall include, but not be limited to: serving individuals with special challenges; employment sites; housing projects; educational facilities; senior citizens centers; individuals with limited transportation alternatives; and, the general public.

The facility will include a congregate area for obtaining general transit information, purchasing tickets/tokens, etc., and office space area for the scheduling and dispatching activities. The general public as well as many recipients, clientele and representatives from human and health service agencies will also be using the facility as a meeting

place to discuss the area's transit needs and to develop transit services to help meet those needs.

Contingent upon adequate funding, Sandy Valley Transit System (SVTS) also plans to develop deviated-scheduled community transit routes throughout Pike County with the final destination being the PTC. The PTC will also be the origination point for the area's inter-city transportation, including those intercity services funded by the Pike County fiscal court.

PTC will be a transit facility utilizing the latest technology for scheduling, dispatching and vehicle utilization to address and efficiently meet the transit needs of the Pikeville community as well as improving the overall community transit services for Pike County.

"SVTS is proud to serve the people of Pikeville and Pike County."

**Call FTSB
if you have
KPTA Newsletter Items.
859/233-0066.**

Thought for the Day

"If you have the right executives on the bus, they will do everything within their power to build a great company, not because of what they'll get for it, but because they simply cannot imagine settling for anything less.

Their moral code requires building excellence for its own sake."

-Jim Collins

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 Office of Transportation Delivery and Rural Transit Assistance Program. Any comments or suggestions should be addressed to Pam Shepherd, FTSB, 1460 Newtown Pike, Suite 209, Lexington, KY 40511.



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