

May 1996

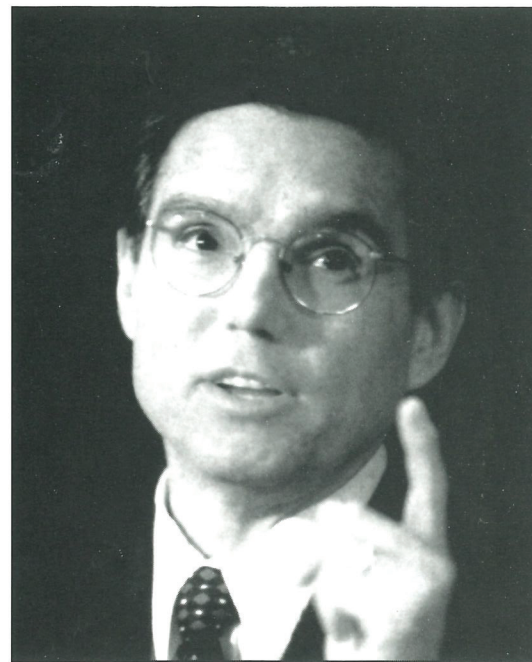
Clinton To Request More For Transit in FY' 97 Budget

Before a crowd of over 500 transit leaders, Secretary Federico Peña announced three pieces of good news for the transit industry. Speaking at APTA's Legislative Conference on March 11 in Washington, Peña said the President will be requesting more for transit in his Fiscal Year 1997 Budget than this year, including \$100 million more than transit is currently receiving in operating assistance. He also announced guidelines liberalizing the use of federal capital assistance for all transit vehicle overhauls, not only bus overhauls.

His announcements at the conference's "Partners in Transit" session were met with three rounds of standing ovations. Peña was joined at the session by Atlanta Mayor Bill Campbell and Federal Transit Administrator Gordon J. Linton.

The President's FY 1997 budget proposal, which asked for a 6% hike in transit funding, was sent to Congress on March 19. The proposal includes \$500 million for transit operating assistance, said Peña.

He cautioned, though, "I am sure there will be some in Congress who will try to zero this out or substantially cut our request. But I pledge to work aggressively and tirelessly with you to prevent that



Transportation Secretary Federico Peña

from happening."

Jack R. Gilstrap, APTA executive vice president said, "APTA applauds the President's budget recommendation for transportation programs in general and for public transit in particular. Transit riders across the U.S. are encouraged by the Administration's recognition of the

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Try Transit Week Is May 13 to 17; Daily Campaign Themes Announced

Try Transit Week, the annual campaign that calls attention to transit's benefits while urging new customers to give transit a test, kicks off on May 13. The 1996 campaign includes five suggested daily themes, running through May 17. The campaign, sponsored by APTA, has this year attracted a stellar group of co-sponsors, including for the first time, the American Association of State Highway and Transportation Officials.

Other co-sponsors are: America's Coalition for Transit NOW; Association for Commuter Transportation; Association of Metropolitan Planning Organizations; Citizen Action; National Governor's Association; National League of Cities; National Minority Business Council; and

Surface Transportation Policy Project.

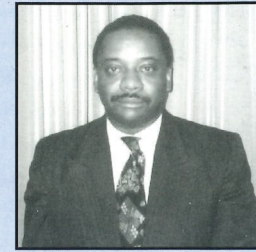
In past years, themes have been identified for each day of Transit Week. This year five have been identified but not designated for a certain day. Transit systems and their local partners can employ the themes on the day or days that best fit their local circumstances, community concerns, and resources.

Themes are: **Partnership Day**- A day to highlight how public transit systems work with both private companies and other public agencies to provide vital transportation service to a community.

Try Transit Day- Since many drivers are uncertain how to take advantage of transit, or aren't sure it will meet their commuting needs, a great variety of promotions and

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From the Desk of the President



Dear KPTA Members:

As I write these comments, the 1996 Kentucky General Assembly is coming to a close. I believe we accomplished much, but we still have a long way to go in our pursuit of additional funding and awareness of public transportation in the Commonwealth of Kentucky.

I would like to thank all members for their assistance during this legislative session, but special thanks go out to Sue Jeffers, Barry Barker, Mistianna Barnes, Bob Busch, Division of Multimodal Programs (Transportation Cabinet) and to our KPTA attorney and lobbyist, Oliver Barber. Also, a special thanks to Jack Fish and Kentuckians for Better Transportation.

Over the next couple of months, I would encourage every member to begin preparing for the 1997 general assembly by bringing your ideas and plans to our upcoming KPTA meetings as we establish our legislative agenda. Please continue to meet with your local legislatures in getting the word out about public transportation. Also try to obtain local support from groups like the Chamber of Commerce, disability coalitions, etc., as we continue to educate and pursue better funding for public transportation in the State of Kentucky.

Beecher Hudson, KPTA President
Director WHEELS Transportation
Louisville Area Chapter, American Red Cross

Transit Among 1997 Public Policy Priorities Being Developed

Louisville's Lifespan Forum is a coalition working to improve the lives of older adults in the community. Each year at the annual meeting in June, the Lifespan Forum Board of Directors determines the direction of advocacy efforts for the coming year by approving a set of Public Policy Priorities. The process of developing 1997 priorities has begun under the direction of the Public Policy Committee, chaired by Greg Hudelson, government relations specialist with the Metro United Way.

Efforts to educate the general public on several key issues addressed during the 1996 legislative session will

continue into the 1997 year, beginning July 1. These include: support for Alzheimer's disease research and education, recognition of elder abuse as a major social problem, government support for public transportation and improvements in the local paratransit system.

Mr. Barry Barker of TARC was instrumental in getting Lifespan to include transportation in its 1997 legislative agenda.

Reprinted from *Lifespan Forum* Volume 3, Number 4, page 1.

Transit Week Continued From Front

reduced-fare rides are offered on Try Transit Day to entice drivers out of their cars.

Appreciation Day- A day set aside to honor the men and women who make transit go—the operators, mechanics, dispatchers, maintainers, other hard-working employees, and customers.

Clean Commute Day- A day used to show how sharing the ride—whether on a public transit vehicle or in a carpool or vanpool—cuts pollution generated by vehicles and helps clean the air.

Community Day- A day that can be used to demonstrate how public transit makes each community more livable. From being a catalyst for economic development, to providing essential transportation for

workers to get to their jobs, to being a mobility lifeline for the elderly and persons with disabilities, to easing congestion, public transit is a major factor in binding a community together and in creating a vibrant, livable community.

The strategy behind Try Transit Week is to conduct promotional, marketing, and media activities on each day of the campaign. For more information, contact APTA's Dennis Kouba at (202) 898-4118 or Rhonda Goldberg at (202)898-4120.

From *Passenger Transport* Volume 54, Number 14, page 3.

Community Transportation Day Covered in Washington Publication

An article on the KPTA-sponsored Community Transportation Day, held on February 7 in Frankfort, appeared in the APTA's *Passenger Transport* newspaper. The article and a photograph of the crowd, reprinted here, were submitted by Mistianna Barnes and Mary Ramey of FTSB. Entitled "150 Attend Transit Rally in



This photograph of the crowd at Community Transportation Day appears in a recent issue of *Passenger Transport*.

Kentucky," the story appears on page 2 of the March 25, 1996 issue and is well worth reading. This is just the kind of

publicity which will help us achieve our goals of increased funding for and education about public transit.

Budget Continued From Front

important role transit fulfills in our nation's transportation system and the need for balanced investments in that system.

"Everyone knows that in some areas, there are great differences between the Administration and Congress, both on priorities and the amount of available dollars to

be spent on those priorities. The President's budget provides a responsible approach to setting priorities in Federal Transportation Programs within the limits of our national resources."

From *Passenger Transport* Volume 54, Numbers 12 & 13, pp. 1,8; 1.

Transit Veteran Philip Price Dies

Philip R. Price, director of maintenance for the Transit Authority of River City since 1993, died March 28 in Louisville. He spent 45 years in the bus industry, serving in various capacities as an owner and operator, in transit bus sales, and with private and public transit systems in marketing, operations, and maintenance. In 1951, following Korean War service in the U.S. Marine Corps, Price returned to his hometown of Chance, Maryland, to serve as operations manager of Price's Bus Line, a company founded by his father, Thomas H. Price. From 1960 to 1967, he was the owner and president of Price's Charter Service in Salisbury, MD.

In 1967, Price became vice president of operations for the WMA Transit Company in Prince George's County, MD., one of the Washington areas acquired by the Washington Metropolitan Area Transit Authority upon the transition to public ownership in 1973. He served WMATA until 1983, first as supervisor of contract sales in the Office of Marketing and then as general superintendent of bus maintenance. Price subsequently was employed by Neoplan U.S.A. in transit bus sales and then joined Flexible Corporation as vice president of regional sales in 1984, a position he held until joining TARC in February 1993.

From *Passenger Transport* Volume 54, Number 16, page 15.

ADA Update:

EEOC Issues Final Regs on Pre-Employment Questions and Medical Exams

The EEOC recently released final guidelines on pre-employment disability-related questions and medical examinations. The final guidance has altered the situations in which an employer may inquire about reasonable accommodations. The most significant change from EEOC's interim guidance provides that an employer may ask an applicant with an obvious disability that it reasonably believes will need to be accommodated, what kind of accommodation the applicant needs. However, the final guidance still

prohibits asking any disability-related questions or conducting any medical examinations before a job offer is made.

Transit agencies and others who are involved in the hiring of employees are encouraged to obtain a copy. If you would like to receive a copy of EEOC's final guidance, contact Rose Ann Ward at (517) 335-2598.

From *The Interchange* (Michigan Dept. of Transportation) Winter 1996, page 6.

Seven Large Transit Agencies Threaten Withdrawal From APTA

Seven transit agencies—including Houston, Chicago, New York and Boston—threatened to withdraw from the American Public Transit Association (APTA) this month in a dispute over nomination of a president for the group. The current APTA head, Jack Gilstrap, has announced his plan to retire this year.

In response, APTA's board of directors dropped the nomination of former Houston Mayor Mary Whitmire and decided to restart the search for a new chief executive. Houston's Metropolitan Transit Authority (MTA) threatened to resign because transit officials believed Whitmire was "unqualified." The Houston MTA's opposition is apparently prompted by a longstanding conflict between Whitmire and her successor as

mayor. The other transit agencies threatened to withdraw because they were dissatisfied with the executive selection process.

APTA's board is considering a new search process that draws candidates from a broader base of applicants. The largest transit agencies expressed concern about the dominance of smaller systems in APTA's internal politics.

Some association members also complained Whitmire's nomination was influenced by her association with former Houston Metro general manager Alan Kiepper, who headed the search committee. While Whitmire was Houston's mayor, she hired Kiepper to run the MTA.

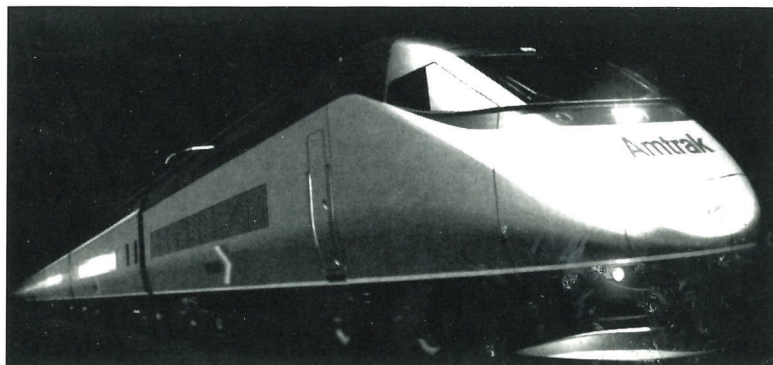
From *Urban Transport News*
Volume 24, Number 7, page 53.

My, How Times Have Changed...

Some changes are hard to accept. In 1829 Martin Van Buren, then the governor of New York, wrote this to the President:

"The canal system of this country is being threatened by the spread of a new form of transportation known as 'railroads'. . . . As you may well know, railroad carriages are pulled at the enormous speed of 15 miles per hour by engines, which, in addition to endangering life and limb of passengers, roar and snort their way through the countryside. The Almighty certainly never intended that people should travel at such breakneck speed."

From *The Manager's Intelligence Report*, March 1996, page 11.



If Van Buren could see us now: Amtrak's American Flyer will introduce 150-mile-per-hour service on the Northeast Corridor in the fall of 1999.

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Northeast Division

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606-564-9411

West Division

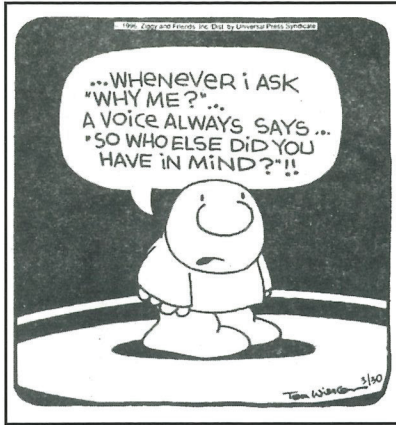
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Frankfort, KY 40622
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Vampire Claims Discrimination!

A warehouseman in Brasov, Romania, who claims he is a vampire, is suing his employer for \$120,000, claiming that he is being discriminated against because his health condition (being a vampire) prevents him from being able to work during daylight hours and under bright fluorescent lights. The worker asked if he could work in the dark since the inside lighting is diminishing his strength, and, he claims, he will die if working conditions are not changed. It seems that exposure to fluorescent lighting will, over time, diminish

his immune system and lead to a painful death, much like exposure to sunlight, he claims, will lead to his immediate death. The owners of the warehouse have refused his demands to turn out the lights, referring to possible safety hazards this will cause. The company is currently trying to make other accommodations for the worker.

From *The Advisor* (Ira Jane Hurst & Associates) March 15, 1996, page 3.

For Sale or Lease

8 1994 15-passenger raised roof vans. Excellent mechanical condition. For more information, please call Bob Busch at CATS 1-(800) 548-2287.

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 Mary Ramey, FTSB, 1460 Newtown Pike, Suite J, Lexington, KY 40511.



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