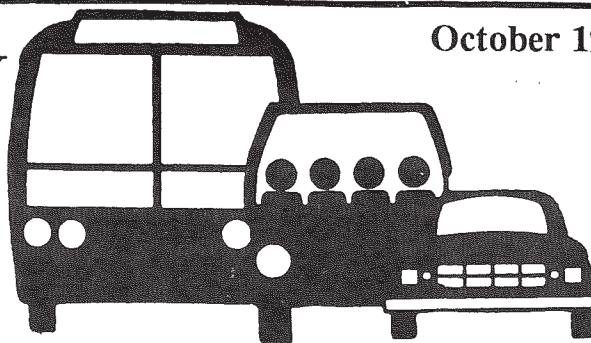


KENTUCKY TRANSIT

October 1990



A Publication of the Kentucky Public Transit Association

KPTA Nominating Committee Makes Board Recommendations

The KPTA nominating committee, consisting of Gary Garrison from Kentucky River Foothills, Sue Jeffers from Bluegrass Ultra-transit Services, Ned Sheehy from Federated Transportation Services of the Bluegrass and Brian Tingley from LEXTRAN met on Tuesday September 15, 1990 and made the following recommendations for the KPTA Board of Directors:

Mark Donaghy.....	TANK
Jim Seibert.....	TANK
Dave Arnette.....	TARC
John Woodford.....	TARC
Brian Tingley.....	LEXTRAN
Buddy Fuqua.....	GRITS
Shirley Cummins.....	RTEC
Phil Pack.....	CATS
Sue Jeffers.....	BUS
Mark Davis.....	Purchase ADD
Ned Colcord.....	Barren River ADD
James Conn.....	Fivco ADD
Ned Sheehy.....	FTSB

The aforementioned have been recommended to serve as the Board of Directors for the one year interim period before the association starts electing its officers at its own conference. Elections for this years officers will be held at the KPTA annual meeting, November 2, 1990 at the University of Kentucky Transportation Forum. If you have any comments or questions regarding these nominations please contact Ned Sheehy at FTSB at 606-233-0066.

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Replacement and Disposal

Replacement/Disposal procedures for vehicles purchased with Section 18 and Section 16 (b) (2) Federal funds have changed within the last year. Section 16 (b) (2), in particular, has been affected by these changes.

In the Section 16 (b) (2) Program, the Transportation Cabinet considers requests for vehicles that will be used to replace other vehicles. The number of vehicle replacement requests far exceed the availability of Federal and State funds. Therefore, vehicle purchasing considerations are given to maintain current fleets, and requests for expanded or new service have low priority.

The Cabinet will require documentation regarding the disposition of the replaced vehicle. Disposal procedures for all Federally-funded vehicles (Section 16 (b) (2) and Section 18) are as follows:

(1) Request to transfer the vehicle to another agency serving the elderly or handicapped (or doing public transportation, for Section 18), with that agency reimbursing the fair market value of the local share to your agency;

(2) Request to sell the vehicle(s) through a public auction process or through a bid process, and reimburse the Cabinet 90% of unit or group sale proceeds if these proceeds total \$500 or over (minus reasonable costs for selling the vehicle (s); or

(3) Request to buy the vehicles (s) yourself; reimburse the Cabinet 90% of the fair market value (again, if \$500 or over for unit or group), and utilize in other programs, etc.

(4) Request to junk the vehicle to use as spare parts and submit copy of Certificate of Registration reflecting that the vehicle has been junked.

(5) Request to dispose of a locally-funded vehicle and submit disposal documentation (bids received, bid award, title transfer, etc.).

Upon receipt of a disposal request, the Cabinet will then provide the agency with the appropriate instructions.

If there are any questions, please contact the questions, please contact the appropriate Area Manager at the Division of Mass Transportation at (505) 564-7433:

Joe Sheilley - Western Kentucky
Gail Mayeux - Central Kentucky
Ann Estes - Eastern Kentucky
Flo Parker - Southeastern Kentucky

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Technical Assistance Series: Vehicle Procurement

The Commuter Transit Association of America has compiled a technical assistance brief describing a uniform vehicle procurement system.

The brief discusses the process from "defining the vehicle you need" to "quality assurance inspections".

If you are interested in obtaining a copy of this brief please contact Ned Sheehy at FTSB (606)233-0066.

* * * * *

Drug-Testing: An Early Return?

As predicted by a number of folks, the Senate Appropriations Committee added to their FY'91 funding bill specific language authorizing UMTA to reissued the drug-testing rule which they had promulgated for transit in November of 1988 and subsequently had to withdraw. This authorizing language would provide that the reissued rule would override state or local "law, rule, regulation, ordinance, standard, or order." The accompanying Report does express specific concern about the burden the drug-testing rule places on small operators and directs UMTA small operators and "to provide flexibility to small operators" and specifically to provide them with "the option of acceptance review of maintenance work" performed by others, eliminating any need to extend testing to third parties. This is in line with CTAA recommendations and with a resolution recently adopted by the American Association of State Highway and Transportation Officials (AASHTO) which urges the exemption of "all third party maintenance agreements." The AASHTO resolution also urges that the required testing rate for Sec. 18 employees be reduced to only "25 percent of all sensitive safety functions" each year.

Funding Reductions Planned For Section 18

The FY 90 Section 18 appropriation has been compared to the appropriation included in the FY 91 House and Senate Appropriations Bills, H.R. 5229. If new funds are allocated to individual states as they have been in the past, the House version will result in a 20 percent cut in Kentucky's Section 18 funding, but the Senate version will result in a 2.7 percent increase in Kentucky's Section 18 funding. The following table illustrates these differences:

	FY 90	FY 91	FY 91
	Appropriation	House Bill	Senate Bill
Combined	\$70,500,000	\$57,400,000	\$72,300,000
RTAP	4,985,000	5,000,000	5,000,000
Section 18	65,515,000	52,400,000 (-20%)	67,300,000(+2.7%)
KY Section 18	\$1,797,000	\$1,437,600 (-20%)	\$1,845,500 (+2.7%)

Presently, Section 18 budgets exceed the annual federal appropriation by almost \$500,000. This difference is made up with carry-over funds and project under-runs. Our current plan, assuming Section 18 annual appropriations remain the same, consists of Section 18 agencies receiving small annual funding reductions between FY 91 and FY 94 until the carry-over balance is depleted.

The initial OMB Sequester Report to the President and Congress for Fiscal Year 1991 was released the week of August 27, 1990 and published in the Federal Register. While the initial notice has been published the actual federal funding for FY 1991 awaits the outcome of the budget deliberations. The figures included in the initial OMB report indicate a 32.4 percent sequestration for domestic programs.

Obviously, the scenario would change dramatically if the House Bill passes. Carry-over funds would be used rather quickly and agency budget cuts would be more severe. The Senate version of the Bill is so close to the present funding package that changes in agency funding would not be significantly different than our current spend-down plan.

If you have any questions, or need additional information, please contact Vickie Bourne or Jerry Ross at (502)564-7433.

Dear KPTA Members:

Your help is requested in compiling information and experiences about how KPTA member's services contribute to the economic activities in your communities.

As part of the Kentucky Transportation Forum, I have been asked to participate in a panel discussion on the economic impact of public passenger transportation in Kentucky. Examples from within the Commonwealth and your communities would personalize my comments and provide the most impact.

Please let me know the ways your transportation system has contributed to the economic health in your service area. For example, if you are doing vanpooling or work-commute services please give me some figures to quote. Also, if you are working with employers, agencies, or merchants to promote jobs or retail I would appreciate knowing about your efforts. If you are not providing these types of services, share your thoughts about what is needed to enable you to offer them.

Thanks for any assistance you can give me. You can contact me at (606)269-8854 or Fax (606)233-4099. I am looking forward to seeing you again in November at the Forum.

Sincerely,

Brenda Rice

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University of Kentucky's 27th Transportation Forum

UK's Transportation Center is holding its 27th Transportation Forum November 1-2. This year's forum has been expanded to encompass topics that are of interest to people in the transit field. Your agency is encouraged to send a representative.

Among other events, Federated Transportation Services of the Bluegrass will be conducting a train-the-trainer class for the commercial drivers license, KPTA will also hold its annual meeting and a multi-disciplined roundtable discussion will be held regarding all aspects of transportation and how they affect economic development.

27TH TRANSPORTATION FORUM "TRANSPORTATION - KENTUCKY'S KEY TO ECONOMIC GROWTH"

TENTATIVE PROGRAM

THURSDAY, NOVEMBER 1

- 9:00 A.M. OPENING GENERAL SESSION - Worsham Theatre
9:30 A.M. WELCOME AND REMARKS - Dr. Robert E. Hemenway, Chancellor, University of Kentucky
10:00 A.M. KEYNOTE ADDRESS
11:00 A.M. "Does Transportation Lead Economic Growth?"

CONCURRENT AFTERNOON WORK SESSIONS

- 1:00-5:00 P.M. KY PUBLIC TRANSIT ASSOCIATION TRAINING SESSION - Room 245
"Train the Trainer" Course on Commercial Driver's License
2:00-4:00 P.M. "State Economic Growth Policy: Present and Future"
Investments in Economic Growth: A National Perspective
Kentucky's Investment in Economic Growth
Kentucky's Economic Growth Needs: An Industry Perspective
Kentucky's Future Economic Growth Policy: A Legislative Perspective
"Transportation Innovations"
Asphalt Materials
Advantage I-75 Project
Traffic Signalization
Automated Pavement Distress Surveys

FRIDAY, NOVEMBER 2

- 8:20 A.M. GENERAL SESSION WORSHAM THEATRE
9:00-11:00 A.M. Roundtable Discussion of Kentucky's Transportation Needs for Economic Development
Waterways - Airports - Needs Survey - Public Transportation

CONCURRENT MORNING SESSION

- 10:30 - 12:00 Noon KENTUCKY PUBLIC TRANSIT ASSOCIATION Meeting
Room 245, Old Student Center

- 11:30 A.M. Report on Recruitment and Retention of Transportation Professionals and Civil Engineers
12:00 Noon WRAP-UP LUNCHEON
Presentation of Roads Scholar Certificates
Recognition of Transportation Hall of Fame Recipient
2:15 P.M. ADJOURNMENT
2:30 P.M. ASSOCIATION MEETINGS
American Public Works Association, Kentucky Chapter - Room 238
KyTC Young Engineers Meeting
American Society of Civil Engineers - Student Chapter

New Changes For TARC

The Transit Authority of River City's Board of Directors has approved two service changes that will benefit TARC'S passengers with disabilities.

TARC now will allow more than one person at a time to use the wheelchair lifts on lift-equipped coaches.

While the original purpose of installing lifts on TARC coaches had been to enable wheelchair users to use fixed route transit, TARC has also allowed other mobility-impaired passengers to stand on the lifts when boarding a coach. However, previous policy had been to allow only one person at a time, whether standing or in a wheelchair, to use the lift.

The new policy makes it easier for people who use manual rather than electric wheelchairs to board TARC coaches. It also benefits semi-ambulatory passengers who have difficulty climbing steps. While those passengers have been allowed to stand on the lift to board the coach, they can now have a travel partner stand with them to help them board.

While it is not a requirement, TARC encourages passengers who are interested in using the lifts in this manner to schedule a demonstration before attempting to use them on regular fixed route service.

In other action, the TARC Board of Directors agreed to extend the operating hours of its ACCESS service for the disabled until 2:00 a.m. on weekends. The service, which had previously ended at midnight, had been extended two extra hours on a trial basis, but the longer hours will now be continued indefinitely.

ACCESS is a curb-to-curb equipped van service to transport passengers who cannot use fixed route bus service.

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Close To Home Record Breaker

According to Passenger Transport, Cincinnati's ACCESS, the Southwest Ohio Regional Transit Authority's curb-to-curb specialized transportation service for mobility-limited people, recently provided transportation for a record-breaking 700 reservations in a single day.

When the service was established in 1977, ACCESS made 13,500 passenger trips in 12 neighborhoods. Today, ACCESS makes over 140,000 passengers trips annually.

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Commercial Drivers License Training For The Transit Industry

Federated Transportation Services of the Bluegrass will be conducting a train-the-trainer class for the CDL on November 1, 1990 at the Transportation Forum at the University of Kentucky.

All interested parties are encouraged to complete the form below and submit it back to FTSB no later than October 19. Class size has been restricted to 35 participants.

If your agency wants to send someone to this training session that will not be attending the rest of Forum, the Transportation Center will not charge them for attending this course.

COMMERCIAL DRIVERS LICENSE TRAINING SESSION REGISTRATION FORM

NAME _____

AGENCY _____

ADDRESS _____

CITY _____ ZIP _____

TELEPHONE () _____ NUMBER ATTENDING _____

Scheduled Route and After School Service For Foothills Express

According to the August 27th Richmond Register, a recent national transportation study done by Carter-Goble Associates shows need for a public bus system in Richmond.

Carter-Goble, a transportation consulting firm working on behalf of the Community Transportation Association of America, was hired to study Kentucky River Foothills Development Council's transportation programs, analyze the study's findings and make recommendations for expansion or improvements.

Adriel Woodman, Executive Director of the Kentucky River Foothills Development Council stated "We're a community of the size where we should start thinking about a public system." Woodman also said they are seeking funding for the service and "It's going to take some real public support."

The study suggests that the bus route connect downtown, Eastern Kentucky University, University Shopping Center, Pattie A. Clay Hospital and the Richmond Mall and Plaza.

Residential stops would include Telford-East Main, Madison Towers, Willis Manor and the West Main Street area with a possible Berea route if funding allows.

Eastern Kentucky University, along with city and county officials have expressed an interest in the service.

Carter-Goble is making recommendations concerning the fare structure. This information plus more specific overall information will be available soon.

In other events the City of Richmond and Foothills Express are teaming up to provide transportation for area school children, K-6, to an after school program.

According to the September issue of Footnotes, children are being transported to the Parks and Recreation Center from St. Marks and Model Schools in Richmond. They receive a snack and supervised play.

FTSB

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