

Barker honored with Easter Seals' advocate Award

J. Barry Barker, executive director of the Transit Authority of River City (TARC), received the Easter Seals' 2000 Outstanding Advocate Award for an appointed municipal official on September 26, 2000. The award, presented at a special session of the American Public Transportation Association (APTA) Annual Meeting in San Francisco, recognized Barkers' leadership in promoting access to transportation services to people with disabilities in Louisville and nationally.

"For people with disabilities to be fully integrated into the mainstream of American society -in education, jobs and community life-access to transportation is essential. Barker has led the charge to

make our nation's bus system accessible, helping to achieve an 83 percent level of

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Keirsten Jagers elected Vice President of KPTA

Keirsten Jagers was elected to the position of KPTA Vice-President at the last KPTA meeting on October 4, 2000. Jagers will fill the vacated seat of Gary Kitchin, who resigned his position.

Jagers is the Transportation Planner for Barren River Area Development District.

Fuqua and Stivers Retire

Buddy Fuqua and Sue Stivers retire from Green River Intra-County Transit System (GRITS) and the Office of Transportation Delivery (OTD) respectfully.

Fuqua organized and operated the first and only Section 147 Program in Western Kentucky. He assisted in organizing the Kentucky Public Transit Association and served as Secretary and President.

He was instrumental in starting and implementing a new program called "The Rural Connection" with Greyhound Lines, Inc. and KPTA.

He has been a member of the Governors task force on Transportation.



Buddy Fuqua and Barry Barker

Fuqua has dedicated 20 years of service to a private transportation carrier, followed with 22 years of service to rural nonprofit operator.

Stivers worked for Kentucky State government for 26 1/2 years. She ended



Sue Stivers

her career in the Office of Transportation Delivery (OTD) as a Program Manager. She also worked in the Department of Finance

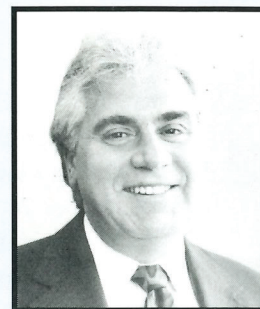
and Administration as a computer operations analyst for 13 years before. Stivers duties at OTD included the RTAP funding program, drug and alcohol database.

Stivers worked as the program

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Dear KPTA Members:

Pete Worthington will be sorely missed. In his position as chair of the Budget Subcommittee on transportation, Pete's leadership was critical to the success or failure of funding for public transportation in Kentucky. Pete would listen, strive to understand, and be innovative in identifying funds.



My best memory of Pete is of a Kentuckians for Better Transportation Fly-In to Washington, D.C. Congressman Hal Rogers was giving the group a tour of the capitol. Pete started asking questions about public transportation, giving advice which surprised me at the time. As I got to know Pete better, I realized that is the way Pete operated. Pete was practical, thoughtful, hard working, and would certainly tell it like it was. And Pete would always find time to talk.

Public transportation and Empower Kentucky are becoming increasingly successful, thanks in no small part to Pete's key contributions. His wisdom, guidance, perseverance, and just plain help will not soon be forgotten.

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

State Representative Pete Worthington 1940-2000

Marvin Lewis "Pete" Worthington was born in Maysville, Kentucky, on December 5, 1940. Pete attended Ewing Elementary and Fleming County High School (1958). He attended Morehead State University and earned a B.S. degree from the University of Kentucky (1965) in mechanical engineering. After graduating from UK, Pete accepted a position with IBM as a mechanical engineer in Lexington.

Pete and his former wife, the late Linda Powers Worthington, had three children, two daughters and a son.

In 1977, Pete decided to seek the open 70th district seat in the Kentucky General Assembly representing Fleming, Mason, and Robertson Counties. The district also included a portion of Rowan County. On election night, he shocked the nay sayers with a stunning victory. Pete quickly delivered public funding and policy victories for his district. These successes enabled Pete to be re-elected a remarkable ten times without opposi-

tion.

During his twenty-three year tenure in the Kentucky House of Representatives, he mastered the budgeting process. Pete served as Speaker Pro Tem from 1985-1992. At the time of his death, he was serving as Chairman of Budget Subcommittee on Transportation since 1995. He served on the Appropriations and Revenue, State Government and Transportation committees.

Pete was recognized as the General Assembly's transportation authority and most enthusiastic transportation advocate. During Pete's tenure in the General Assembly he was a forceful vice for better transportation for our state with an emphasis on adequate revenues and efficient use by the Transportation Cabinet.

Just three days before his death, he presided over the dedication of a new \$37 million bridge spanning the Ohio River from his district. This project was the culmination of twenty years devotion to the budgeting process.

Eat Fries, Fuel A Bus:

TANK and Metro Buses powered by recycled cooking oil this smog season

All over Northern Kentucky – Hey, Greater Cincinnati, do you want fries with that bus ride? Beginning July 1, 288 of Greater Cincinnati's public transit buses — about 1/3 of Metro's fleet and all of the Transit Authority of Northern Kentucky's fleet — are being powered by an environmentally friendly fuel called biodiesel that's made from used cooking oil discarded by



Mark Donaghy, TANK General Manager speaks to group about benefits of biodiesel fuel at kick-off.

local fast food restaurants. The fuel is produced by a local company, Griffin Industries of Cold Spring, KY.

This is believed to be the first demonstration project in the country using recycled-cooking-oil-based biodiesel in public transit fleets, according to the National Biodiesel Board. The cost of the biodiesel is being funded by a grant from the Department of Transportation's Congestion Mitigation/Air Quality program, which encourages innovative clean air solutions. The funds are made available through OKI Regional Council of Governments.

TANK and Metro buses will operate about two million miles on the blend of 20% biodiesel/80% regular diesel fuel through the end of September. Based on preliminary tests, the transit systems expect significant reductions in emissions.

Biodiesel offers many benefits:

- Burns cleaner than diesel with fewer emissions
- Safe to handle, non-toxic, biodegradable
- Power and efficiency comparable to regular diesel
- Requires no engine modifications or special fueling facilities like other alternative fuels
- Made in the U.S.; reduces dependence on foreign energy sources

"This is another opportunity for our region's transit systems to partner to improve air quality. Our \$.50 summer fares, combined with cleaner fuels, will certainly make an impact this summer," said Mark Donaghy, general manager of TANK.

TANK provides about 4 million rides in Northern Kentucky and downtown Cincinnati and Metro provides about 29 million rides per year in Greater Cincinnati.

Barker honored.

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accessibility today, with an expectation of 100 percent accessibility by 2002," said James E. Williams, Jr., president and CEO, Easter Seals national headquarters.

Easter Seals national headquarters and Easter Seals Kentucky nominated Barker for the award, and he was selected by the Easter Seals National Board of Directors.

Easter Seals cited Barker's leadership as an advocate for access to transportation for people with disabilities, which has distinguished him nationally.

Fuqua and Stivers.

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Manager for Sandy Valley Transportation as one of the first transportation brokers in Kentucky to begin the Empower Kentucky project.

The Kentucky Public Transit Association wishes Fuqua and Stivers best wishes in their retirement and thank both of them for their years of service.

LexTran wins SWAT's Annual Spotlight Awards

The South West Transit Association (SWTA), announced its 12th Annual Spotlight Award winners in Galveston, TX during its Transit Marketing Seminar at the Galveston Island Beachfront Hilton Resort. For the first time in the awards history, there was a tie for first place. The Lexington Transit Authority (Lexington, KY) won both first place honors for its entries.

Lextran's Lexmiles campaign was a parody of the popular TV show "X-Files" and featured look alike actors, Wolf and Foley, plus similar musical themes and costuming. The campaign consisted of episodes that were used to peak curiosity and to give the continuing story feel that would keep the audience listening for the next episode. The college campaign focused on the system's semester "Getaround Pass", bus bike racks, and handicap accessibility. The episode, Abominable Tow Man, told the story of the lurking tow man who seized parked cars on college campuses. The Students episode focused on the fact that college students can ride the bus even when they are short on

cash.

Lextran's general campaign promoted its "Way to Go" employer subsidy program and was directed at riders, potential riders and employees. The public service announcement featuring this episode claimed to be the "end of the ride to work as we know it". AD-SUCCESS Marketing and Public Relations developed both campaigns, under the direction of Jenny Williams, Lextran's director of marketing.

SWTA is a regional Transit Association formed in 1979 to represent public transit providers and others interested in public transit issues in the states of Arizona, Arkansas, Kansas, Louisiana, New Mexico, Oklahoma and Texas. SWTA activities include sponsoring professional development training seminars, providing information on transit issues to federal lawmakers and administrative personnel, promoting the importance of public transportation to our communities, and assisting members with the exchange of information and ideas.

This is the third time Lextran had won this award.

TANK Ridership Exceeds 4 Million Mark

The Transit Authority of Northern Kentucky's June financial statement reports a significant upward trend in ridership. The period measured, fiscal year 2000, (July 1999 – June 2000), shows a 10.3% increase in ridership over the same period in 1999. Total ridership was 4.3 million, the first time more than 4 million people have ridden TANK since 1991.

Several factors seem to be contributing to the increase. One of these, TANK's SOUTHBANK SHUTTLE, which has continued to be a huge success since its debut in May, 1998, can account for approximately 25% of the increase overall. The SOUTHBANK SHUTTLE alone experienced an increase in ridership of 50% from last year's number. Other routes with growing trends during this period include routes from Hebron, Villa Hills and the routes serving southern Campbell County. Park & Ride continues to be a popular service; TANK routes with Park & Ride lots are among those growing at a rapid pace.

"A general feeling of aggravation toward driving has helped create this rise in ridership," stated Mark Donaghy, TANK General Manager.

"People are frustrated with construction and traffic and are having difficulty finding low-cost parking downtown. Added to this is the fact that many companies across the area are doing more than ever before to encourage their employees to use transit. Some are even subsidizing part of the cost of transit as an added benefit."

In the past year, TANK has also started a progressive new service, called DayTripper. This service provides public transit service via vans to areas in Northern Kentucky that aren't served by fixed route bus service. DayTripper started in March, 2000 and after just five months carries more than 600 people each month.

"The TANK board has been very innovative in their efforts to expand service to new areas of our community," said Donaghy. "The ridership increase trend proves that our flexibility with trying new things is working. People that have never ridden the bus are now receptive to trying it. These numbers show Northern Kentucky that investing in and supporting mass transit expansion is a smart move for the community."

Kentuckians at the CTAA Conference in Florida



Shirley Cummins (RTEC), Wanda Trimble (BUS), Karen Goben (RTEC) and Sandra Dixon (LKLP).

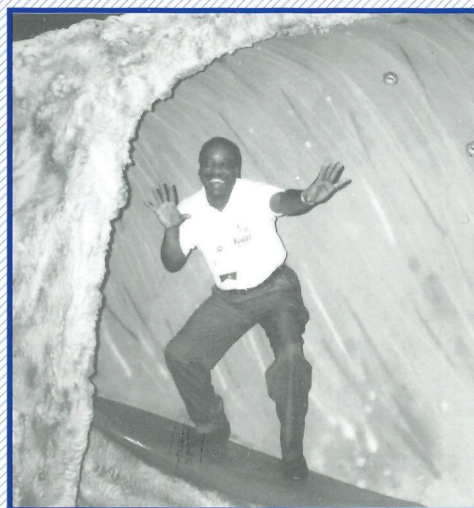


Bonnie Rhoads (Owensboro Transit) and Valerie Clem (Kentucky River Foothills).

*Kentucky Transit
Providers enjoy activities
at the CTAA Conference
in Fort Lauderdale.*



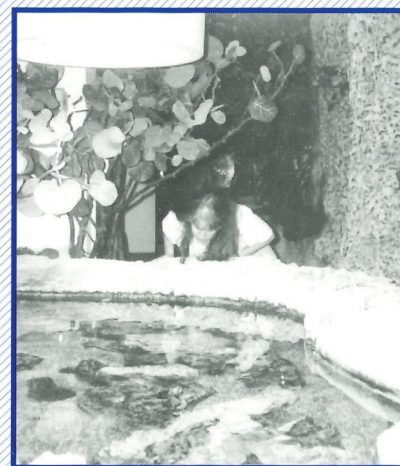
Sue Jeffers (BUS), Vickie Bourne (KyTC), Robin Croley (KyTC), Mike Jackson and Bruce Brown (LKLP).



Beecher Hudson (ARC Louisville).



Vickie Bourne (KyTC), Ray Young (Maysville Transit), Bonnie Rhoads (Owensboro Transit) and Pam Stone (HART).



Petra Espinosa (Kentucky River Foothills).

RTEC Can Truly Be A Person's Best Friend

For Sharon Hines of Pulaski County, RTEC has been a blessing.

"If we didn't have RTEC, I'd have to bum a ride from a friend or co-worker," Hines said.

She and her 10-month-old son Aaron are regular RTEC passengers. Hines has gotten to know RTEC driver Theresa Loveless pretty well.

"Theresa is one of the good ones," Hines said "We talk about work and the latest cute thing our children have done."

Loveless doesn't have to ask the directions to Hines mother's home, she has made this trip before. Loveless picks Hines up at her home almost every day. They drop Aaron off at his grandmother's house, then they head to Oakwood where Hines is a cottage worker. She'll get a ride home after her shift is over from another RTEC driver.

"You get to know your clients pretty well," Loveless said. "We pretty much see the same clientele day after day." But that is changing slowly, with more and more Pulaski County residents discovering RTEC.

Janice Allen said she rides with RTEC two or three times a month—"Whenever you need a ride they're there when you need them," Allen said. "They are a lot of help when you don't drive."

Alice Burton felt pretty much the same way. "I don't know what I'd do without RTEC," she said. "I'd have problems."

Burton is a regular RTEC rider to and from her job

as a housekeeper at Oakwood. On the way home, they stop at the baby-sitter's to pick up her son Nathan. Burton said she usually schedules with RTEC up to a month in advance, then phones any work schedule changes, if necessary.

Loveless is one of 15 RTEC drivers residing in Pulaski County. She said five additional drivers commute from Mt. Vernon, where RTEC's garage and base is located.

Each RTEC driver is provided with a fax machine on which they receive the next day's schedule. Most drivers end up with gaps between passenger pick-ups.

Loveless said during the slow times, she parks in a shady spot to catch up on paperwork or to clean the 15 passenger van she drives, "I like to stay busy," she said.

Loveless explained most drivers usually park somewhere around the hospital because a good percentage of their passengers are coming to and from medical appointments. After an appointment is over, passengers can call RTEC to get a ride home. Having a driver close by saves time for clients and RTEC.

Loveless' co-workers tease her over the radio about the secret computer she must use to remember where all of the doctor's offices are located. "I don't know where all of them are," she said.

*Taken from Commonwealth Journal, By Ken Milligan
June 29, 2000, page 1.*

Ware achieves Certified Community Transit Manager

David Ware, Operations Manager, Blue Grass Community Action Agency, Frankfort, Kentucky was designated as a Certified Community Transit Manager (CCTM) by the Community Transportation Association of America (CTAA).

The Certified Community Transit manager Program recognizes community transit managers for specific skills they have acquired through experience, education and

professional development and a passing score on the certification exam.

Two years in the making, this program is the first of its kind in the community transit industry. The program marks a giant step forward in the professionalism of community transit. Ware is the second person at Blue Grass Community Action Agency to receive this certification. Sue Jeffers, Program Director was certified in 1999.



David Ware

Berry Winner of Angel Award

Glenda H. Berry, assistant to TARC Executive director J. Barry Barker, was named winner of the 2000 Today's Woman magazine Community Angel HER (Honoring Excellent Role models) Award, which recognizes "a woman who has provided help and assistance in our community, leaving her mark on those she has aided."

Glenda was honored as "a true champion of the Louisville community" for "her dedication to countless organizations and causes," and for her efforts to "improve the quality of life for citizens throughout Kentuckiana." A 24-year veteran of TARC,

Barry praised Glenda's commitment to "keeping Louisville livable, and to making it a better place to live and do business in the coming years and for the next generations." He added that Glenda is a "respected voice in the Louisville community for minorities, the elderly, and citizens with disabilities."



Glenda Berry

Employment Law Seminar conducted for Southeast RTAP Region

Barber, Banaszynski & Associates conducted a seminar on employment law for agencies in the Southeast Kentucky RTAP region. The meeting was held at the Charcoal House Meeting room in London on June 29.

The agenda included: Workers Comp, EEOC compliance, ADA, FMLA, At-Will Employment, Affirmative Action, and others. The seminar was designed to be helpful to managers, directors, agency leaders and supervisors. Ollie Barber and Tom Banaszynski cited examples of court cases and the rulings brought down by the courts.

Thirty-seven individuals attended the seminar and left with valuable information to take back to their respective agencies.

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Foothills Express purchases four new vans

Foothills Express recently purchased four new vans. Three of them are wheelchair accessible. The City of Richmond donated a 10% match, \$14,000; they needed to purchase four new vans.

"This will help us better serve our wheelchair population," said Valerie Clem, transportation Director. "We can reduce the number of trips made between Berea and Richmond and then into Lexington, creating significant savings in operating cost." This brings the total number of Foothills Express vehicles to 23.

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Electric Buses for TARC

John Woodford, Jim Buckner, Dwight Maddox, Jim Barrett and three members of TARC's maintenance team visited the Chattanooga Area Regional Transportation Authority (CARTA) in Chattanooga, Tennessee, in late February for a briefing on CARTA's fleet of electric buses and a tour of the Advanced Vehicle Systems (AVS) manufacturing facility where the buses are built.

TARC is considering adding electric buses to its fleet to provide service as a medical center circulator, a U of L shuttle, and in Indiana's Green Belt. TARC is considering utilizing a hybrid electric operation that would combine battery power and a turbine engine fueled by diesel fuel to provide a longer mileage range.

The TARC team is completing an in-depth evaluation of the impact electric buses would have on TARC's maintenance facilities. Jim Buckner reports that an important feature of hybrid-powered electric buses is their reduced emissions and quieter ride.

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

Thought for the Day

*Public Transportation Notice:
"When you exit this vehicle,
please be sure to lower your
head and watch your step.
If you fail to do so, please
lower your voice and watch
your language.
-Thank you.*

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