

Adair and Shah present at RouteMatch User's Conference in Atlanta



Kim Adair (Operations Manager with Paducah Area Transit) and Rajen Shah (Transportation Director with GRITS Transportation) presented their agencies usages of RouteMatch Software at the User's Conference in Atlanta. PATS and GRITS are using RouteMatch Software and PATS uses AVL/MDC through RouteMatch. *RouteMatch is a KPTA associate member.*

Shepherd gives presentation to OTD staff for Employee Appreciation Day

Pam Shepherd, Secretary of the Kentucky Public Transit Association (KPTA), addressed the employees of the Office of Transportation Delivery.

Shepherd told the employees the valuable service they are providing to the people of Kentucky. Sometimes it is difficult when you do not have complete hands on service, it is not as easy to see the benefits you are providing.



Pam Shepherd

Shepherd said, "The transit providers, OTD staff and passengers are on the same team. Without all the parts, transportation could not be provided successfully."

OTD secures the grants to provide the money so the transit providers can transport the passengers to their destination.

Shepherd said the OTD staff does not have the luxury of hearing how much the transportation services are so important to many people. From the person who is dependant on transportation to go to dialysis three times a week, the single parent who relays on transportation to go to work to take care of her family, or the elderly women who without public transportation would be isolated in her home. These stories are endless and they are the stories usually the drivers are told.

Shepherd on behalf of KPTA wanted to thank the OTD staff for all their services and dedication to transportation services throughout Kentucky.

OTD announces new staff

Maurice Brown is the newest Program Coordinator for the Office of Transportation Delivery. He previous worked in the Kentucky Agriculture Cabinet.

Brown will provide services for OTD with recipient denials, appeals and hearings.



Maurice Brown

Introducing TARC Hybird

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The new buses should exhibit up to 50 percent better acceleration compared to those equipped with a conventional diesel power train.

The hybrid-electric buses will be less polluting than the 1989 diesel buses they are replacing, with considerable reduction in pollutants that contribute to ozone levels in the Louisville area. The estimated emission reductions are as follows:

Oxides of Nitrogen (NOX) – up to 50 % less

Particulate Matter (PM) – up to 70 % less

A regular diesel bus emits the most pollution when it accelerates from a stop or goes up hill. The hybrid bus uses electric power from its batteries to accelerate, drastically reducing emissions and eliminating tailpipe smoke in these situations.



The hybrid's electric motor is virtually soundless and with less demand on the diesel engine, the hybrid bus will be much quieter. This innovative bus also accelerates and goes up hills without revving the engine.

Hybrid buses cost less to maintain, due to:

- Brakes that last twice as long, thanks to regenerative braking
- Less work load on the engine

Hybrid systems use two sources of power to move a vehicle – diesel engine and electric power. In the parallel hybrid system, the engine and transmission work in combination to furnish electrical power to keep the battery charged and move the bus. The bus accelerates from a stop under 100 percent electrical power and uses a diesel and electrical power blend to maintain speed after the vehicle is underway. It also converts the energy from braking into electrical power and stores it in an energy storage unit (battery), making it unnecessary to ever plug the vehicle in for charging.

The TARC hybrids are manufactured by Gillig Corp. (*KPTA Associate Member*) in Hayward, California. The propulsion system is manufactured by Allison Transmission GM, of Indianapolis.



Thought for the Day

People who want to understand democracy should spend less time in the library with Aristotle and more time on the buses and in the subway

-Simeon Strunsky (1879-1948)

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.



Federated Transportation Services of the Bluegrass
1460 Newtown Pike, Suite 209
Lexington, KY 40511

Introducing TARC's new Hybrid Electric buses

"Lt. Governor Steve Pence, U.S. Representative Anne Northup and Transportation Secretary Clay Bailey in attendance for ceremony"

Five new blue buses that will be on the road by the end of 2004 are the first step in TARC's journey toward better, cleaner, more economical bus technology. These hybrid-electric buses use electric power in combination with a diesel-powered engine.



Louisville Mayor Jerry Abramson, TARC Board Chairman Mary Morrow, U.S. Rep Anne Northup, Lt. Gov. Steve Pence, Transportation Secretary Clay Bailey, and TARC Executive Dir. Barry Barker in front of the new hybrid electric bus.

The system on the new TARC buses will have many benefits: Improved air quality, better fuel economy, less maintenance and a quieter ride. The buses will have the same body style as the traditional TARC buses, but with a bright design and the "Breathe easier" slogan. They are 40 feet long and have low-floor access. They cost about \$470,000 each and were purchased through a \$3 million federal grant secured by U.S. Rep. Anne Northup.

The new buses will save TARC thousands of dollars annually because they have 25 percent better fuel economy than a conventional urban transit bus diesel system, with an annual savings of about 3,000 gallons per bus. They are expected to get about 5.2 miles per gallon as opposed to 3.9 in the buses they are replacing.

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Voters Overwhelmingly Approve Tax for LexTran

Voters of Fayette County, Kentucky approved a property tax increase to support LexTran, the transit authority that provides service for Lexington-Fayette County. Residents endorsed the dedicated tax 54 percent to 46 percent. The tax is expected to generate approximately

\$10.9 million annually.

"We're quite pleased with the positive response from voters," said Terry Garcia Crews, LexTran's General Manager. "This is a turning point for LexTran. We are now in the position to provide enhanced service for our current riders as well as our new riders. I



LexTran supporters watch the election results on November 2, 2004.

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From the Desk of the President

Dear KPTA Members:

The leaves are turning into beautiful fall colors and it won't be long until winter is upon us.

By the time you receive this newsletter the elections will be over and there could be some political changes at the National, State and local areas.



The election means its time for the KPTA board, members and legislative committee to start again meeting with our local, national and state officials educating them on transit's needs. We will continue to focus on our two-year legislative agenda: The Kentucky General Assembly to match all federal funds for transit programs; Maintain the Human Service Transportation Delivery Program at the current funding level and structure; and Support a dedicated funding source for capital and operating funds for public transit.

It will be very important for us to communicate our needs especially at the State level. With the passage of the Health Care bill for teachers, state workers, and retired state workers the governor has said there will have to be cuts made somewhere.

Mark in your calendars the upcoming (KBT) Kentuckians for better transportation conference in Frankfort, Kentucky, at the Holiday Inn Hotel, January 26-28, 2005.

Finally, it doesn't look good for reauthorization after the elections.

It looks like congress will only try to finish work on FY 05 agency appropriations bills.

As always, I want to thank each and every member (including vendors) for their continued support of the KPTA.

As always, thank you for your ongoing support of the KPTA.

Sincerely,

Beecher Hudson

KPTA President

Director of WHEELS Transportation Louisville Red Cross

**2005 KPTA/KYTC
Conference August 15-19
Hyatt Regency
Lexington, KY**

High-Tech Trips: GRITS uses technology to improve service

The Green River Intra-County Transit System in Daviess County has once again become a model for improving bus route scheduling through computer technology.

Computers have been installed in seven of the county's 14 GRITS buses to allow scheduling information changes to be updated on the road. "That way, the drivers don't have to come into the office to get updates," said Jami Edwards, a GRITS dispatcher.

GRITS provides bus service for seniors and disabled people to medical and other appointments, which are paid for by Medicaid or subsidized by the Owensboro Transportation System. Each day, GRITS buses transport more than 600 people with no other means of transportation to appointments.

Currently, GRITS drivers who operate in the seven-county Green River district get a paper list of scheduled clients to be picked up and dropped off each day during their shift.

When changes are made to the schedule—because a new client calls for service or a client's medical appointment runs longer than planned—changes have to be called in to drivers from the Owensboro dispatching office. For buses in other counties, finding a driver with a schedule opening who is closest to a new pick-up point can take tedious thumbing through paper maps and comparing schedules.

That process is easier for drivers in Daviess County because a mapping and scheduling program, called RouteMatch, allows dispatchers to bring up a map of Daviess County on a plasma screen in the dispatching office. All Daviess County bus schedules are also displayed on the plasma screen.

Drivers with computers in their buses can download schedule changes from the Route Match system into their computers. Drivers who don't have that capability have to make manual changes to their paper schedules and go into the dispatching office and pick up a new schedule.

GRITS, which is operated through Audubon Area Community Services, got Route Match several years ago. The system proved successful in streamlining operations here and served as a model for other Kentucky cities, like Paducah, that installed similar systems after viewing the one in Owensboro.

"We were kind of like the guinea pigs—everyone wanted to make sure it worked for us before they bought it," Edwards said.

Rajen Shah, GRITS manager, said the nonprofit organization wants to take mapping a couple of steps

further. Shah wants to install computers in all the GRITS buses in the Green River district. And he wants each computer to have a wireless chip inserted that would allow Geographical Information System tracking of each bus as it moves along its route.

Currently, none of the buses have the wireless chip. GIS tracking of buses would provide-fast assistance in case of accidents or illness during a bus trip, Shah said.

"We are taking time to test the software and train drivers and dispatchers to use the equipment," Shah said. "Over time, we will add it to all the buses."

Shah said the computers, which cost \$2,000 each, and GIS mapping will reduce paperwork and labor dramatically and improve accuracy in scheduling. By improving its operations, GRITS will be able to budget better and reduce its costs, he said.

Shah said the free-or reduced-cost bus service has a \$2.8 million annual budget and operates yearly on \$2 million in funds from Medicaid and an \$80,000 contract with Owensboro Transit. Private pay clients make up the remaining portion of the budget.

Clients under the Owensboro Transit contract are determined eligible if they show, with a doctor's statement, that they are physically unable to get to the city bus stop or are unable to stand for periods necessary to wait and catch a bus. Clients in that program pay \$ 2 one-way for bus service.

Medicaid pays \$5 per month for each of its clients who are determined eligible to ride GRITS. That's whether they ride one time a month or 50 times. Clients in the Medicaid program ride free.

GRITS provides transportation for many private pay clients who lack transportation in the more rural counties outside Owensboro. There, trips are in town, within the county, or from county to county. All cost between \$4 and \$15.

Edwards said one patient rides three times a week to and from Louisville for a medical treatment, but Medicaid pays only \$5 a month for that patient's busing.

Shah said the agency keeps abreast of available federal, state and local grants to prop up its services and provide new equipment for GRITS. A \$225,000 federal grant is assisting in the cost for a new bus and the computers.

"We are in the service industry, so we want to provide a comfortable ride, friendly atmosphere and experienced drivers," Shah said. "We don't want to just drop people from place to place; we want the experience to be a good one."

Taken from Messenger-Inquirer, By Chris O'Nan

Cissell presents at the United We Ride Regional Coordination Workshop in Atlanta

Paula Cissell, Internal Policy Analyst III, with the Office of Transportation Delivery made a presentation at the United We Ride Regional Coordination Workshop in Atlanta, Georgia on November 15, 2004.

The presentation section was entitled "State Coordination Initiatives: There's More than One Way to Coordinate". State agencies leaders from Kentucky and North Carolina presented informa-

tion about their respective coordination efforts.

Cissell spoke on how Kentucky started the Human Service Transportation Delivery Program and the success Kentucky has received since its conception.

Della Davis, Public Transportation Branch Manager for OTD also attended the conference. Davis and Cissell attended a DBE training session presented by FTA.

Voters overwhelmingly

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am excited about the future!"

A private campaign committee, Citizens Connecting Our Communities, was organized to plan and execute a proactive campaign to promote the tax levy, and to raise funds to implement the campaign, which included electronic advertising, collateral materials, yard signs, endorsements from key stakeholders and stakeholder groups, public appearances on talk shows, and other public relations activities.

Ann Render, chair of the LexTran Board of Directors and co-chair of the campaign committee, stated: "I am proud of the work of the campaign committee, as well as of LexTran's Board of Directors, management, and employees. I am particularly proud of the hard work of representatives of the local labor union, which represents LexTran's drivers and maintenance workers. We worked together as a cohesive team."

LexTran attempted on two other occasions to gain approval from local voters, and both times the levy attempts failed. In 1980 the levy was defeated 2-1, and in 1995, by just six points. "This time around, we planned and implemented a much more focused and comprehensive communications strategy," said Render. "Raising sufficient funds for TV ads and other media and collateral pieces had a major impact on our

success. In addition, we had a solid effort to educate voters on the benefits of LexTran," she added.

LexTran management plans on gradually restoring all of the service cuts that were made on July 1, 2004. The service reductions were implemented in order to balance the budget. In addition to replacing service, LexTran management also plans on adding new service where there is demand for transit service. A transportation

improvement plan was recently developed by LexTran, based upon a comprehensive service analysis conducted by RLS and Associates, Inc., a national consulting firm. In addition to restoring service, the new plan includes establishing new senior services, direct service to Fayette Mall, a mall shopping area circulator service, community circulator service connecting businesses and new housing development, and a "Jobs Bus" to take people to and from work.

LexTran operates a fleet of 43 buses for its fixed route service, including a University of Kentucky campus shuttle service. It also contracts with the Red Cross to provide door-to-door paratransit service. That service is called Wheels. Annually, LexTran carries approximately 2.3 million passengers. A recent University of Kentucky study confirmed that for every dollar invested in local public transit, that the community recovers \$3.80.



Lextran supporters listen to speakers after the election.

Mayeux bids farewell to transit

Gail Mayeux with the Office of Transportation Delivery retires. Mayeux spent over 28 years with Kentucky State Government.

This will be Mayeux's second exit from the Office of Transportation Delivery. It was appreciated immensely that Mayeux came back to help OTD out for a short period.

She now is retiring to grandmotherhood and we wish her well.

Congratulations on your retirement and thanks for all your help over the years from the Kentucky Public Transit Association again.



Gail Mayeux

National Toxicology selected to remain Kentucky's Drug and Alcohol Testing Vendor

National Toxicology Specialists, Inc. (NTS) will continue as the Kentucky public transit drug and alcohol testing Vendor.

NTS has been awarded the new drug and alcohol testing RFP. The new contract begins February, 2005.

Dr. Greg Elam, will continue to provide MRO services, Dr. Howard Taylor (SMHSA Lab Inspector), and Tim Shoaf (Toxicologist).

If you have any questions or need further information, please contact Della Davis, Public Transit Branch Manager with OTD at 502/564-7433.

All RTAP Invoices are to be paid and invoiced to OTD by December 30, 2004

Watch!! Brokerage RFPs will be posted soon

Trimble and Adair awarded national Certified Community Transit Managers

Wanda Trimble, Operations Manager, of Blue Grass Community Action Agency in Frankfort and Kim Adair, Operations Manager with Paducah Area Transit in Paducah have been designated as Certified Community Transit Managers (CCTM) by the Community Transportation Association of American (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. Trimble and Adair, through their years of service have demonstrated proficiency in human resources, finance,

operations and development of transit programs.

This program is the first of its kind in the community transit industry. The program marks a giant step forward in professionalism of community transit.

Community transportation is an essential public service without which millions of Americans would be shut off from the mainstream of community. Certified Community Transit Managers play a vital role in making transportation more accessible, affordable and available.

Trimble and Adair join Sue Jeffers, Director of Transportation at BUS and Shirley Cummins, Executive Director at RTEC as CCTM recipients.

Beecher Hudson, transit chief:

Louisville American Red Cross WHEELS worker steers program that serves about 137,000 riders a year

Job: Director of the American Red Cross Wheels program.

Commitment in years: Hudson has been with the American Red Cross for 24 years.

Age: 51.

Education: Bachelor of arts in sociology and social work, Kentucky State University; coursework for a master's degree in public administration, University of Louisville.

Family: Married, two children.

Where it all started: Before this job, Hudson worked for Kentucky's Department of Justice in the corrections bureau. "A friend of mine said there is a job at the Red Cross ... it was my interest in working with the elderly and disabled that brought me into this job."

Helping others in need: "I am responsible for providing transportation to elderly and handicapped residents in a seven-county area. We provide transportation to recreation (activities), for shopping, nutrition and medical appointments. I direct the ongoing operation of providing services to the disabled."

Driving range: "We have a 75-mile radius that allows us to go into Southern Indiana and go all the

way to Lexington."

Requirements for service: "They are established by the various contracts we have. The primary requirement is that you be 60 years of age or older. For disabled, you can be of any age."

Large clientele: "We transport about 137,000 people in a year."

Staffing: There's a staff of "28 volunteers who are drivers and 55 paid staff."

Fundraising: "One of the new programs is a van wrap program. It's an advertising program like on TARC that allows companies to advertise on our vehicles."

National recognition: At the American Red Cross national convention, Hudson received the national community services award. "It was a real shock. You're competing against folks from all over the country. ... It starts at the local level. Someone here sent my application into the regional office and it had to go to the national office and they awarded me this honor."

Hall of Famer: "I was inducted into the Kentucky Transit Hall of Fame last August."

Taken from The Courier Journal, August 23, 2004, by Mary Ann Gerth.

Caring Council, United Way taking action community survey targets

A hypothetical local senior citizen has untreated diabetes and some teeth that need dental attention. She might not go to the doctor, and especially not to the dentist, because she can't afford to pay the bill or the high deductible her insurance company imposes.

Or it could be that she can't get to the doctor easily — she has no car and isn't aware that transportation is available.

What the Community Caring Council and the United Way of Southeast Missouri have discovered through their three-year community assessment partnership plan is that the major problems the community faces — transportation, affordable medical care, drug and alcohol abuse, and family issues — are intertwined.

At a Thursday morning meeting the council and the United Way said they are now ready to consolidate community efforts to make them more efficient and make people more aware.

Jeff Brune, director of the Cape Girardeau County Transit Authority, said the transit office is already implementing some of the goals.

Although \$728,934 is coming into the county for operating funds "transportation is still our No. 1 problem," Brune said. "That screams for the need for coordination."

Surveys and other information-gathering is already underway, Brune said, to create a system that will put all transportation services under one agency and model it after the system working now in Paducah, Kentucky, a city similar in size to Cape Girardeau.

"Paducah combined its resources and services and the number of people riding just went through the roof," Brune said.

Education and awareness are also goals of the committee working on affordable health care. Judy Aslin of Southeast Missouri Hospital said that low-income and other underserved people need especially to be reached and informed.

Many low-income and uninsured people are unaware of Cross Trails Clinic, which now has a dentist in its Cape Girardeau clinic and offers a sliding scale for people who have trouble meeting their deductible.

Interdependent on each other also are affordable medical care and greater awareness of mental health treatment. Tim Gould, president of New Visions, said that depression, stress and anxiety can be the result and the cause of illness. What's needed most, Gould said, is to rid the public of the stigma attached to mental illness.

And alcohol and drug abuse are often linked with mental health, said Marla Mills of the United Way. Along with educating the public about the effects of substance abuse and the awareness of treatment, Mills said that access is another dimension that must be addressed.

Families who need help with parenting skills, violence, housing issues and other quality of life issues aren't reached, said Denise Stewart of the area Girl Scouts council.

"We have programs people don't come to, probably because they don't have transportation," she said. "We want to create awareness of our program."

Stewart mentioned Love Inc. (Love In the Name of Christ) as one possible community resource that can serve as a clearinghouse for people who have various family needs. Having one agency fielding requests will make it easier to reach more people, she said.

"We want children to be successful," she said. "We want families to be self-sufficient. It's not too much to ask."

The Community Caring Council is the umbrella organization coordinating all the agencies dealing with the four community needs.

"We've been talking about coordination for a long time," United Way director Nancy Jernigan said. "It's time now to take the next step."

Taken from Southeast Missourian, by Linda Redeffler