

Kentucky Rails to Rails Council Meeting

Minutes for 8/17/04

6:30 PM – Tuesday 5th floor Conference Room CHANGE OF ROOM

Lexington Fayette Co. Urban Co. Government Building

Main & Martin Luther King Blvd., Lexington KY

Next meeting will be September 21, 2004

Present: Dixie Moore, Luzia Foster, Lisa Brownell, Keith Lovan, Kristin Farrey, Eddie Farrey, George Ely, Ben Bishop, Todd Geddes, Tim Powell, Scott Southall, Phyllis Hasbrouck, Fran Belvin (107 Elam Park, Lex 40503, frnabelvin@insightbb.com,) Lynn Posze (1317 Cypress St. Paris, 40361 Lynn.Posze@uky.edu), Dave Elbon, Connie Moore (cmoore@lynimagin.com, connieartie@adelphia.net), Rebecca McNall, Jeanette Coufal, Larry Ridenour, Cheryl D. Wyatt, Cindy Deitz

KRTC Board Meeting

1. Call to Order: Keith Lovan chaired the meeting.
2. Treasurers Report. Monthly Income/Expense Report submitted. Treasurer's Report from Joe Bramer was approved. The bank balances as of August 17, 2004 are as follows:
Savings- 100.37; Checking- 2,235.24, Money Market- 20,103.37 (accumulation to be used for future acquisitions, major expenses, matches)
Total Funds- 22,438.98
3. Reviewed background information, corrections made.
Keith to check into annual Bluegrass Energy Expo. Oct 16 and 17 at Lexington Convention Center and evaluate if KRTC would want to participate and at what level.

Old Business:

4. License plates: Discussed the progress of the KRTC license plate. It was voted and approved by consensus to go ahead with plans for the KRTC license plate. The discussion was that there would likely be enough supporters of the plate to continue with the process of getting a plate approved even with the possible similarity from a "Share the Road" plate that is being promoted by a cycling enthusiast. The Farreys are working on getting a final graphic prepared for the license plate. 900 people need to sign up and send a check for \$25.00 to get the plate in circulation. Keith Lovan is to approach a state Rep. or Senator as a possible sponsor. According to Paula Nye, HB 172 which did not pass during the last legislative session but will probably be reintroduced during the January 2005 session could impact how license plates are used. HB 172 provides that any NEW special license plate will only raise funds if the person purchasing the plate makes a voluntary contribution to the organization that is promoting the plate. Current specialty plates will continue to generate funds, but new ones will only generate funds if voluntary contributions are made to the county clerk at the time the plate is purchased. If this bill is passed then the value of the license plate would be primarily advertising.

5. Progress on Brochure. Keith Lovan reported that in 2001 KRTC spent \$5500 for 5000 brochures. Randy McMillian, who did original brochure, has given a quote from \$3000 to \$3800 for 5000 depending on the quality of the paper. The Brochure is to be updated with photos from Kentucky. The lesser cost in general is due to not having to develop the brochure from scratch. George Ely made a motion and it was seconded to go forward with the purchase process. The final layout will be brought back to the board and samples of the paper will be brought back to the board to compare the paper quality. The idea was raised that might want to order more than 5000. Keith will get a quote for 10,000.
6. Progress on Display Board. Cindy Deitz continues to work on getting new photos for the board.
7. Advertising in newsletter: The discussion was to proceed with trying to do advertising in newsletter to defray costs however the limiting factor is that the editor of the newsletter is a volunteer and any advertising at this point should not add extra work for her. In the next edition of the newsletter a short notice will be included asking about advertising and corporate sponsorship. Another suggestion was to update and make our business sponsorship page more visible on our website. Scott Southall and Jeanette Coufal to investigate corporate sponsorships.
8. Getting material out to libraries and stores: It was approved to place the Display Board in a public space for viewing after its use at the Labor Day Festival in September. Dixie Moore to locate a safe and secure setting. Suggestions were organic food stores, a bike store, Quest in Louisville, The Old KY Home Tour.
9. Paying for web master services: Tim Powell, current webmaster, is developing a list of responsibilities so that KRTC can proceed with getting some paid help for the website maintenance.
10. Membership benefits: Keith Lovan presented an idea about developing a package of benefits when joining KRTC. Again, the limiting factor is finding a volunteer to put this idea together. The discussion led to the idea of having a membership director. Ideas were having discounts, membership card, decals, bumper stickers, etc

New Business:

11. Letter to Governor Fletcher: Cindy Dietz presented a draft of a letter that she would like KRTC to send to Governor Fletcher about RT and how it would mesh with goals in his administration. It was moved, seconded and voted by consensus that the letter should come from the Board. Ben Bishop and Luzia Foster to follow up on their contacts in state government to have the letter brought to Governor Fletcher's attention. Also discussed to have a copy also be sent to the Herald Leader. See copy of letter at end of minutes in background information.
12. It was moved, seconded and voted by consensus to have Todd Geddes from Louisville be on the Board. Welcome Todd.
13. Report on meeting with County Judges: Keith reported on the meeting at the Magoffin Courthouse with the county Judge Executives of Magoffin, Johnson and Breathitt. Keith, Paula Nye (state bike/ped coordinator), and Lisa Brownwell attended. Lisa described the ROW as having a steady incline up to a tunnel, grade no more than 2 % over a couple of a miles. The Virginia Creeper trail was described as steeper. The County Execs were reported to be enthusiastic. Another meeting is to be held in Louisville and discussion was had on approaching Sen. Hal Rogers for funding. The ROW still has tracks. The northern end is near Paintsville close to Jenny Wiley state

park. Corman has still not officially abandoned the trail however this action is expected. At the meeting KRTC was asked to assist in the railbanking. on behalf of the counties. There would not be a fee associated with this since it is being done on behalf of the counties. Keith Lovan will do the actual paperwork to railbank it. They also discussed developing a three county recreational authority so the three counties could manage the trail together. This information was Ok'ed at the meeting to be put into a newsletter article.

14. Cindy Deitz brought up that KRTC has been asked for sponsor a "Walk our children to School Week" in Lexington. In the discussion it was agreed to defer action at this time. One idea was that such a local project would be more appropriate for BRTF or a local group since KRTC is a state wide organization. Schools with potential RT or RT under construction would be the likely schools that RT groups would offer support.

15. Presentation on Abandoned Rail Inventory in KY by Lisa Brownell. Approximately 30 minutes. Excellent presentation with PowerPoint slides. Lisa will be leaving the area and will be sorely missed. We wish her luck in her new endeavors. Following points were made: 4000 miles of RR line were in KY in 1920, now there are around 1800 miles, 2000 miles have been abandoned. There are no abandoned lines in northern KY. Lines that were abandoned early often became roads; older abandoned lines have often been obliterated. The most recent abandoned lines are in the coal fields. The inventory indicated which lines that are abandoned that have high value for RT due to location and condition. Among her slides were pictures of the 6-7 miles in Hopkins County around Dawson Springs, Aden Tunnel in Carter County, the abandoned narrow gauge RR that is all in national forest land in McCreary County and which is near the end of the Sterns tourist RR and part of the 14.2 miles in McCreary County. She made the point that rail is the most efficient way to move goods so that to be environmentally conscious means not wanting a RR to be abandoned, but if it is, then a good use is to use it as a RT and save the infrastructure. In the discussion it was mentioned that a ROW is being railbanked in Floyd County with the Big Sandy ADD being the primary mover. The Oldham County Depot has been completely restored. The Muhlenberg Trail reports 300 users per day. The 6 mile Muhlenberg Trail was constructed with a TE grant of \$255,000 and a second grant for \$60,000, their match was 20%. The Cathy Crockett tunnels are curved. The organizers of the Cathy Crockett trail have hired consultant to look at how to proceed with the next 7 miles. There has been a recent abandonment in Floyd County; the ROW goes past coal processing sites which would be a plus to the historical and tourist value of the line.

Background Information for the Meeting.

1. KRTC has joined the League of American Bicyclists as a precursor to getting insurance for the KATY Trip through their insurance program with the United States Fidelity and Guaranty Company. One benefit of this is that any rides sponsored by KRTC can be listed in the League newsletter. The purchased insurance also covered members and volunteers of insured league clubs who are participating in a covered activity. Covered activities include recreational bicycle rides organized, conducted and supervised by an insured club and involving only league club members (ex: the Katy Trip). Club meetings and conventional fund raisers that involve only club members and invited guests and require no entry fee are also covered. Special events are

approved separated with added premium. A special event is any ride that includes an entry fee, is organized by a league club and is open to the public. As an advocacy organization, the premium is based on the number of individuals actively involved plus the average number of people who participate in rides. Dixie Moore estimated the number of our active members as 40 and we paid the minimum amt for insurance \$84.00 which was discounted to \$63.00 because of late in the year purchase.

2. April Haight of the Daniel Boone RT group from Morehead reports that the required survey is finally complete. They ran into trouble with a piece of property that the City of Morehead thought they owed, but didn't-- KY DOT does. The surveyor is putting the drawings together now. They still have their grants for some of the bridges. They need to negotiate access over a DOT restricted drainage which they are assured will happen.

3. Kenny Book reports from Winchester. The city has hired a civil engineer to do the surveying of the first mile of RT in Winchester this fall for which they have a \$39,800 grant. This is the first step to acquiring easements. The city has \$39,800 for the match in their budget this year. Winchester has also gotten a \$50,000 grant from the Department of Local Government Recreational Trails for a bikeway/walkway to Lykens Park from Mutual Ave and Mt. Sterling Rd. The match for that project has also so been budgeted. The northeast bypass will have wide shoulders for a bikeway. It will run from Maple Street to Irvine Road, Route 89, It should be ready this fall.

4. KRTC has been invited to participate in the first annual Bluegrass Energy Expo. Oct 16 and 17, Lexington Convention Center. The expo is a project of the Kentucky Solar Partnership (KSP) and Appalachia-Science in the Public interest (ASPI). While maintaining their solar focus they are committing their groups to a leadership role in a broader, more integrated effort to address energy issues in Kentucky and Appalachia. This effort will involve education, promotion and application of energy-saving and renewable energy products, services, and design. Possibility to be registered in their directory and guidebook. To register by mail: Kentucky Solar Partnership, 50 Lair St., Mt. Vernon, KY 40456-9806. On-line: www.greenprofessionals.net/ky. By fax: (606) 256-2779. Phone (606) 256-0077 with any questions you may have, or email Andy McDonald at andyboeke@yahoo.com.

5. A meeting was held August 12, 10 AM at the Magoffin County Courthouse on August 12th at 10:00 am to discuss the possibility of a eastern KY RT with the three Judge Executives from Magoffin, Johnson and Breathitt County. Keith Lovan from KRTC attended. He reported that the Judges are favorable toward the idea. R. J. Corman has not yet made his official request for abandonment of the line. The line has great potential. There is a lot of great scenery. It is not the typical flat rail trail. The proposed abandonment starts at Evanston in Breathitt County passes south of Salyersville (Magoffin County) and slightly east and south of Paintsville (Johnson County). Small county place names that are on the line are Tiptop, Caver Station, Carver, Sublett, Royalton, Marhsallville, Ivyton, Riceville, Swamp Branch, Dobson, Leander, Denver, Collista, Hagerhill. It parallels sections of Kentucky Roads 542, 1635, 867 and 825. Based on maps, the majority of the surroundings are privately owned farms and woodlands.

6. KRTC is calling for volunteers to staff the KY Rails to Trails Booth at the Winchester Daniel Boone Festival Saturday and Sunday Sept 4 & 5. It will be at College Park. Winchester has some proposals that are in the works and keeping up public display of support is important at this critical time. Kenny Book would like if Rails to Trails could have a presence in the parade on To volunteer contact Dixie Moore@insightbb.com

7. Copy of the body of Cindy Deitz's draft letter to Fletcher.

Dear Governor Fletcher,

I was very pleased to see the June 24, 2004 Herald-Leader article "Fletcher targets obesity with new initiatives". As a board member of the Kentucky Rails to Trails Council, I work towards providing Kentuckians with opportunities for active living.

The article reported potential initiatives to reverse the obesity problem, including education, change in insurance coverage and the Get Healthy Kentucky! program. I would like to emphasize other initiatives that will help promote healthy lifestyles and benefit the Commonwealth financially.

Transportation Enhancement (TE) Funding

While walking is the number one exercise recommended for preventing obesity, Kentucky spends a very small fraction of its TE funds on bike/pedestrian projects, compared to the national average, and states surrounding us. Kentucky needs to provide places that are inviting and safe for bicycling and walking. It is not a coincidence that the states that recruit and retain new businesses, and have less obesity, are states that have very livable communities. Trails, sidewalks and bike facilities are elements in livable communities that add to quality of life. The attached chart shows Kentucky's TE spending compared to our surrounding states and states known for their bicycle/pedestrian friendly communities. The chart shows a correlation between spending and the percent of the population that is less obese (active) and to those states with higher population growth (livability).

Safe Routes to School

Safe Routes is a community-based program that encourages students to increase their daily physical activity by reducing barriers to walking or biking to school. Denmark has cut bicycle and pedestrian related deaths among school age children by 80 percent since starting a Safe Routes program. Many U.S. states, including Maryland and Pennsylvania, now provide funding for Safe Routes initiatives.

Smart Growth

There has been significant research recently on how community design impacts health (see attached journal references). The research shows that we must build more livable communities that will motivate people to attempt to change their lifestyles. Land use and transportation planning decisions should strive for a balanced system that supports public health objectives. Trails, sidewalks and bike facilities should not be viewed as an amenity, but as basic

infrastructure. People moving to Kentucky expect recreational and fitness opportunities. Smart Growth communities provide citizens with these opportunities while attracting new residents and tourists.

University of Ky. Prevention Research Center

The UK Prevention Research Center (PRC) produced the first report on obesity in Kentucky for the Kentucky Department for Public Health. The report is an excellent example of providing the latest research in an easily understood format for the public. The UK PRC is an essential partner in our efforts to prevent diseases from obesity and inactive living.

Unfortunately, the Center has lost its funding from the Centers for Disease Control and Prevention. Securing other sources of funding for the UK PRC would provide continued research and reporting of Kentucky's obesity epidemic.

State Trail Office

The State needs a coordinated effort to oversee the budgeting and management of regional and statewide trail initiatives. Presently, there is a part-time rails-to-trails staff person in DLG. Greenways and rails-to-trails could link destinations throughout the State and bring in millions of dollars in tourism, our third largest industry. However, for this to happen, a full time staff and funded program are needed so that there can be coordination with local health departments, school districts, MPO's and State Departments for a comprehensive and efficient approach. Several states, such as Indiana and Ohio, give extra points for evaluating TE applications if the project is part of the state trail plan.

There is currently a legislative task force to study the Lexington-Big Sandy Rail Trail from Coalton to Lexington. This project has tremendous potential and opportunity, not only as a regional tourism draw, but also for local, daily use by citizens in Morehead, Mt. Sterling, Olive Hill, Winchester and Lexington.

Active Living By Design Task Force

In May 2003, participants met in Louisville to hear and discuss active living. Professionals from various disciplines -- from fitness, health, transportation, schools and planning to elected officials and advocacy groups were in strong support and recognized that an active lifestyle requires a concerted effort from many groups. Since the workshop, there has been no follow-up on the State level. A task force could push for planning and funding of projects and bring the public and private sectors together.

As a Governor and physician, you are well aware that when it comes to health, you pay now, or pay later. If we choose to pay now -- to provide the policies, facilities, prevention and programming needed for active living, we will avoid paying later in both dollars and lives. We will also make Kentucky a more desirable place for people to visit and stay. Kentucky is far behind rest of the United States. It's time that we catch up -- no longer for the sake of providing economic opportunity, recreation and alternative transportation, but now for the health and fitness of our citizens as well.

On behalf of the Kentucky Rails to Trails Council, thank you for your interest in trying to make Kentucky an even better place to live. Please feel free to call me at (859) 258-3267, or our Chair Keith Lovan, at (859) 258-3478.

Sincerely,
Cindy Deitz

8. Comparisons between states of TE Funding, Fitness and Livability Factors submitted by
Cindy Deitz.

Transportation Enhancement Funding by State 1992-2003						Fitness and Livability Factors	
State	Rail Trail		Bike/Pedestrian		Total	Active Lifestyle	Population Gr 10 yr %
	\$ (million)	%	\$ (million)	%	%		
IN	19.4	11	71.2	38	49	45.9	
IL	38.7	15	114.0	46	61	45.6	
MO	7.9	6	90.0	66	72	39.9	
OH	23.6	12	101.4	54	66	46.1	
TN	1.4	1	126.5	70	71	36.9	
VA	12.9	8	47.2	30	38	47.6	
WV	19.1	17	57.6	60	77	48.4	
KY	1.7	2	16.7	16	18	28.9	
US		9		45	54	45.3	
CO	4.9	6	58.0	67	73	53.0	
FL	44.3	15	163.9	55	70	45.5	
MN	17.7	18	50.6	52	70	48.5	
OR	15.1	20	42.4	57	79	52.9	
WA	19.1	17	57.6	50	67	55.5	
WI	12.6	10	61.1	49	59	52.3	

Sources:

<http://www.railtrails.org/whatwedo/policy/TEstatecharts.asp>

http://www.cdc.gov/nccdphp/dnpa/physical/stats/us_physical_activity/index.htm

<http://www.census.gov/>