

New Rural Committee to hold first meeting and KPTA sponsors new project - details in this edition.

KPTA NEWSLETTER

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BACK TO SCHOOL TIME IS HERE!!!!

FROM THE PRESIDENT'S DESK

Over the past several years the Kentucky Public Transit Association has "been" many things. We have promoted public transit, lobbied for funds, lobbied for and against state legislation, sponsored training and conferences and generally tried to keep each other aware of what was going on in our different operations.

We now need to think of the growth of our Association if we want to continue to accomplish our many goals. It has been sometime since we have collected membership dues. Soon you will be receiving such a bill from our treasurer. A new dues structure was adopted at the last meeting and it will be outlined on the bill. When considering your membership and encouraging others to join, please consider what the Association has done for public transit in our state and in your area.

At present the Association is working on two new ventures. The first is the formulation of a new "Rural Operators Committee." Ned Sheehy has accepted to be chairperson of this committee. The first meeting of this committee will be held soon. It is our hope that this committee will provide a forum for rural public (Section 18), elderly and disabled transit providers to meet and discuss their similar and sometimes not so similar problems. Some of the topics that will be discussed in future meetings will be; FUNDING, Medicaid transportation, drug and alcohol testing, training and any other topics that are important to you.

The second venture we have recently undertaken is to furnish reflective decals for vehicles that transport non-ambulatory persons. There is an article elsewhere in this issue that explains this program.

The important thing is, the Kentucky Public Transit Association's only function is to serve you. Without your membership and attendance at the meetings we would not have an Association. **WE NEED YOU!!** Please join in and promote KPTA's goal to become a more powerful voice in Kentucky.

TARC UPGRADES VEHICLES TO REDUCE EMISSIONS

Exhaust emissions on more than 50 TARC buses are being significantly improved through an engine upgrade program that is near completion.

TARC held a press conference on July 20 at Union Station in Louisville to discuss and demonstrate the improvements. A bus that had undergone the emission upgrade and one that had not were on hand to help with the demonstration.

The emission improvement program began in 1991 and is expected to be completed by October 1. It involves remanufacturing the engines of 57 1982 model RTS coaches equipped with Detroit Diesel 6V-92 turbocharged diesel engines. The vehicles in this group, which had been TARC's worst offenders in terms of emissions, will now meet 1989 EPA emissions standards - the highest technologically available standard for that particular engine.

The public will see significantly less black smoke, especially during acceleration, and TARC officials expect to see an equally significant improvement in engine performance. In addition, overhauling the engines will allow TARC to keep this series of buses in service for eight to 10 more years.

The program will cost about \$700,000 and is being conducted under contract with Jasper Engine and Transmission of Jasper, Indiana.

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L.K.L.P. PURCHASES TRANSIT FACILITY

On July 15, 1992 L.K.L.P. Community Action Council's public transportation program and staff moved from the central office in Red Fox (Knott County) to a facility in Hazard (Perry County). L.K.L.P. will coordinate public transportation services from this facility for Letcher, Knott, Leslie and Perry Counties. The address for this facility is: 2350 North Main Street, Hazard, Kentucky 41701 and the phone number for the new office is (606) 642-3332.

TECHNICAL ASSISTANCE ON ADA NOW AVAILABLE FROM U.S. ACCESS BOARD

The U.S. Access Board is now offering technical assistance to help with compliance issues and questions. The Board is accepting calls Monday thru Friday, 9 a.m. to 5:30 p.m. Eastern Time, at 1-800-USA-ABLE.

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9's GET WAIVER WHILE 16'S AND 18'S DON'T

Section 9 operators have been offered the opportunity to waive non-federal match requirements similar to the waiver granted to highway funds. The Urban Aid Supplemental Appropriations Bill made this waiver possible, but did not explain the repayment schedule or any other details except that the match would be due in 1994. Section 16 and 18 operators were not offered the same waiver.

SIGN LANGUAGE CLASSES IN CENTRAL AREA

Foothills Express drivers completed a basic sign language course during May. 18 drivers and office staff attended the training which was paid for by KyTC through RTAP, taught by a teacher from the Lexington Speech and Hearing Center and was held at Eastern Kentucky University.

The drivers felt that the training would help them communicate with many of their hearing impaired passengers. Mary Stone, a driver for Foothills' medical bus in Estill and Madison Counties said, "We learned the colors, which will help because the doors of the (University of Kentucky) medical center are color coded. I can ask a passenger in sign which door they need and I will be able to understand their response."

Several drivers also said they look forward to just saying " Good morning, how are you?" to a passenger with a hearing disability.

If you are interested in holding a sign

language course in your area, please contact Ned Sheehy at 606-233-0066.



Foothills driver, Larry Brooks (left) during sign-language class.

KPTA TO FURNISH WHEELCHAIR DECALS IN CONJUNCTION WITH TRAINING

The Kentucky Public Transit Association is purchasing reflective wheelchair decals to be placed on lift equipped vans and bus throughout the Commonwealth. The decals are to be furnished in conjunction with the RTAP grant project by TARC for their employee Mike McAfee to train rural fire and EMT departments. This training includes the rescue of disabled persons from vehicles and the structure of vehicles used in the rural areas such as transit vehicles, head start buses, school buses and charter buses. In teaching these classes it became obvious to Mike that many of the rural transit vehicles are not clearly identified when they have the capability to transport non-ambulatory persons.

As a result the KPTA board voted to purchase 500 decals for distribution during the training. By purchasing the decals in a large quantity, the cost was reduced.

Mike has conducted this course the past several years for departments in the Greater Louisville, Southern Indiana and surrounding areas. The fire and EMT Departments who have already been trained by Mike have commented that his is a different type of training which they have not previously received and that it will be helpful to them in their jobs when needing to rescue persons and saving equipment.

To contact Mike McAfee to arrange for the training in your area, please write to him: C/O TARC, 1000 West Broadway Street, Louisville, KY 40203. In addition to adding the decals to your vehicles, he is also painting the fuel caps for easier identification of the type of fuel on board.

*** * * THE TRAINING IS NOT LIMITED TO KPTA MEMBERS. * * ***

SPECIAL POLICIES FOR SPECIAL PASSENGERS

With ever changing regulations and rules that transit operators must follow it is always a relief to come across quick and concise guidelines to follow. As a part of the RTAP National Program's Technical Assistance Series, a brief on "Special Policies for Special Passengers" has been published.

The brief answers questions like what to do if a passenger is not ready to be picked-up for a pre-scheduled trip or which types of passenger assistance devices should your vehicles carry?

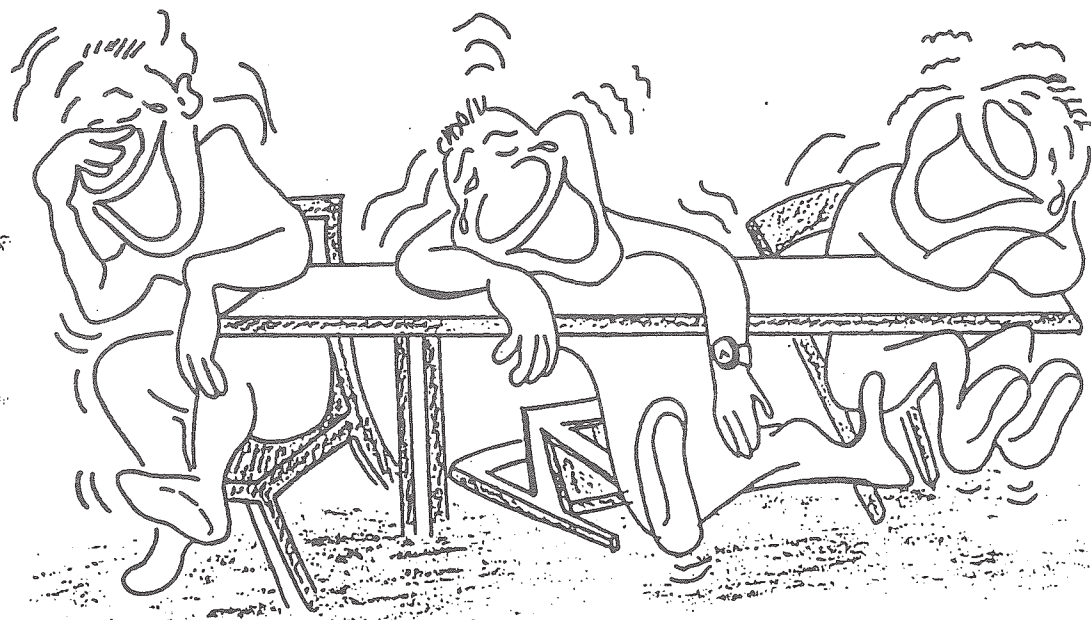
If you are interested in obtaining a copy of this brief please contact Ned Sheehy at (606) 233-0066.

TRANSPO HIGHLIGHTS PAST, PRESENT, FUTURE OF KENTUCKY TRANSPORTATION

On July 29, Don C. Kelly, Kentucky Transportation Cabinet Secretary, announced that "Transpo," the state's event to honor the 200-year history of transportation, will be held September 28-30, 1992, in the Lexington Civic Center. Partners sponsoring the event with the Cabinet include the University of Kentucky, Kentuckians for Better Transportation and the Kentucky Public Transit Association.

The event is an officially sanctioned bicentennial event and commemorates 200 years of transportation in the Commonwealth of Kentucky with educational components that chronicle that history. In addition to the educational displays, exhibitors associated with all aspects of transportation will showcase their equipment, systems, technology and processes that are shaping the future of transportation.

If you are interested in attending this year's event please contact, Terry Keys at the Kentucky Transportation Center at (606) 257-2670.



*"We have read your proposal and
are giving it serious consideration . . ."*

Hob

Federal Drug and Alcohol Testing Rules for Transit

From the Division of Mass Transportation

Drug-testing for transit agencies funded by the Federal Transit Administration will again be imposed. In November 1988, the federal government issued regulations governing drug testing procedures for "safety-sensitive employees" (drivers, dispatchers, maintenance personnel, and first-line supervisors) of transit systems receiving funding under Sections 9 and 18. The rules would have required testing for evidence of illegal drug use prior to employment, for reasonable cause, upon return to duty, following accidents, or at random. However, in January 1990, the testing requirements were suspended after a federal circuit court of appeals struck down the regulations in a case by a transportation worker's union.

In October 1991, Congress passed legislation to reinstate drug-testing requirements. The Omnibus Transportation Employee Testing Act of 1991 was signed into law.

The new law requires the issuance of regulations by October 28, 1992. Transit operators under Sections 3, 9, and 18 will conduct alcohol and drug-testing of their employees who are responsible for safety-sensitive functions.

Providers will not be eligible for federal funding assistance under these programs if they do not implement a testing program in accordance with the aforementioned regulation.

Further information will be addressed in this newsletter and directly to Section 9 and 18 operators regarding these guidelines.

THINK ABOUT IT..

"After all is said and done...there are some things only intellectuals are crazy enough to believe."

George Orwell

TRANSIT SYSTEM SPOTLIGHT

As announced in the last newsletter a new article would be written monthly to spotlight transit systems from across the state. This task seeming simple, resulted, however in one great problem - where does one start? Which system should go first? So after countless hours of pondering, I decided to start at the top - the farthest point north one could go in the state and ended up in TANK Country, home of the infamous TANK MAN.

The Transit Authority of Northern Kentucky began operations in 1972 following the dissolution of the Green Line system in the northern most part of the state. This November will mark its 20 year anniversary in business and 10 year anniversary in their current facility.

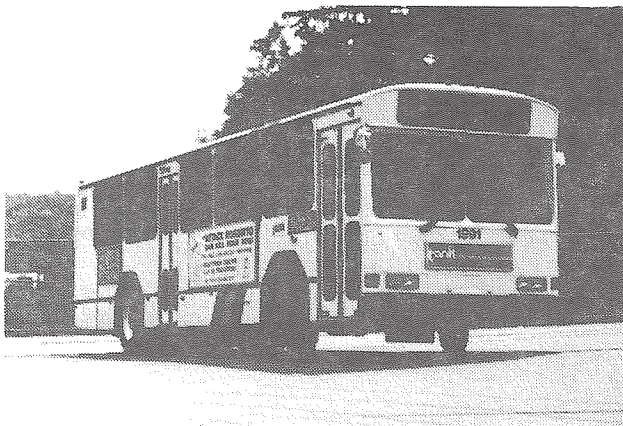
SYSTEM IN BRIEF:

Logo:

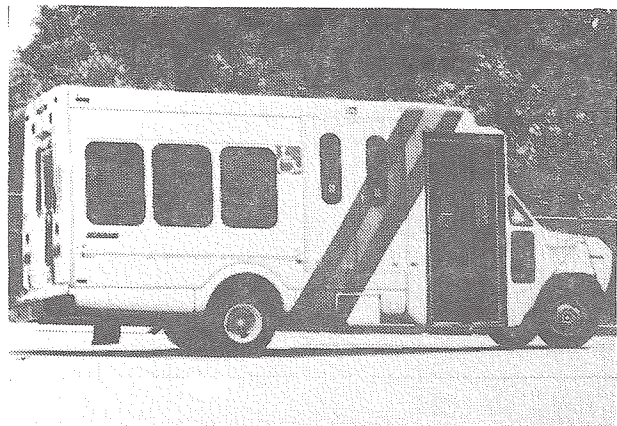


Service Area: Boone, Campbell and Kenton Counties in Kentucky and feeder service into downtown Cincinnati.

Fleet Size: 102 vehicles (Coaches through Transettes)
13 wheelchair accessible



A STANDARD TANK COACH



PARATRANSIT VEHICLE IN "RAMP" PROGRAM

Annual Ridership: Four million passengers (3 million of which are passengers to Cincinnati).

spotlight continued

**Paratransit
Service:**

The Regional Area Mobility Program (RAMP) is operated by TANK. Operation of five vehicles on a daily basis with one backup vehicle. Overflow is contracted out to Yellow Cab Inc.

Employees:

TANK employs 175 people. One hundred and fifty are drivers and mechanics and are members of the Amalgamated Transit Union (ATU). The remaining 25 employees are management and support staff.

Management:

General Manager, Mark Donaghy has been with TANK for eight years total and is employed by ATE Management which is based in Cincinnati. Mark is on the KPTA Board of Directors.

Assistant General Manager, Jim Seibert has been with TANK for 11 years and is also employed by ATE Management. Jim is also KPTA Treasurer and has been very active in KPTA functions for many years.

Long Range Goals:

- Provide the best service possible for the disabled community in Northern Kentucky through compliance with the Americans with Disabilities Act - not to just comply with the letter, but to comply with the spirit.
- Expand and improve the fixed route service and carpooling efforts to help the area become an attainment area for Clean Air.

TANK AWARDED MAJOR FEDERAL GRANT

The Maintenance personnel at TANK have been extremely busy using every resource and skill available for the past five years. Thirty-seven of TANK's regular fleet are over 17 years old and have traveled an average of almost 600,000 miles each (the life expectancy of a bus is 12 years).

Soon, however, these buses will be retired. In late May, Congressman Jim Bunning, (pictured here) held a press conference at TANK to announce to the media and community that TANK had been awarded a discretionary federal grant of \$3.8 million by the FTA. This award represents about 5% of the available funds for the entire country.



In addition, more than \$2 million will be provided to TANK by the 3 county fiscal courts in the service area and \$580,000 from the Transportation Cabinet for match.

With a total of over \$6.38 million, TANK plans to purchase between 30 and 37 new vehicles. Each will be lift-equipped, have "kneeling" capability, and include particulate traps to reduce engine emissions.

TANK is hoping for arrival of the new coaches before the end of 1992.