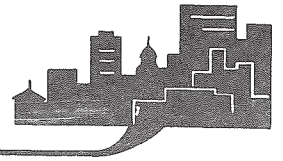


KPTA NEWSLETTER



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December 1992/January 1993

Long Awaited Drug and Alcohol Testing Proposed Rules are Out

The December 15, 1992 Federal Register contained the Notice for Proposed Rule-Making (NPRM) regarding drug and alcohol testing for the Department of Transportation.

The FTA's Drug Rules are generally the same as the ones issued a few years ago, but retracted following court orders to do so. The rules list the safety sensitive positions as dispatchers, drivers, supervisors and maintenance personnel, including private vendors which act in the shoes of the provider.

Testing categories are still pre-employment, random, reasonable suspicion, post-accident and return-to-duty (including follow-up). It is also proposed to allow one supervisor to make the judgement of reasonable suspicion. Certified labs and split-sample-testing will also be required.

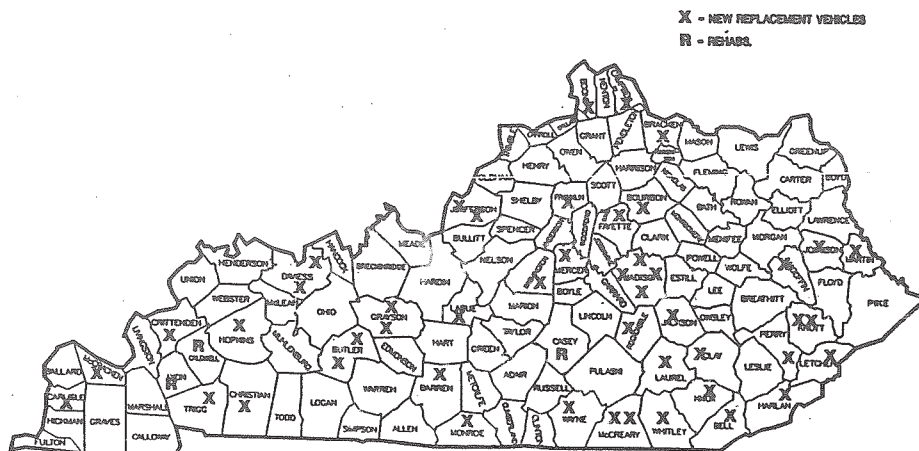
The categories will be the same for alcohol. The testing would need to be performed with a breath-testing device which meets specified standards. The testing would need to take place immediately before, during or immediately after performance of "safety sensitive" duties. A BAC reading of .02 would result in immediate relief of those duties. If BAC is less than .04, a re-test is permissible after 15 minutes. If BAC is .04 or more, no employment in a safety sensitive role for at least eight hours is permitted and would necessitate a Return-to-duty test. This rule will need to be tested against the Americans with Disabilities Act before a final rule is written, since alcoholism is considered a disability.

Because of the magnitude of these rules, comments will be received for 120 days. If you would like more information, please call the transit hotline at 1-800-527-8279.

* * * *

SECTION 16 VEHICLE REPLACEMENTS FOR 1993

The Division of Mass Transportation made its Section 16 vehicle replacement recommendations for 1993 at the end of November. One hundred requests were received and 53 replacements recommended. The following map shows the placement and number of vehicles recommended.



THINK ABOUT IT..

Know More Miss Steaks

*I have a spelling checker
It came with my PC.
It plainly marks for my revue
Mistake i cannot sea.
I've run this peon threw it,
I'm sure your please to no.
Its letter perfect in it's weigh;
My checker tolled me sew.*



Source: 1991 Far Side Calendar

The "Columbia" Hit the Streets of Lexington

During the month of October, Lextran hosted the "Columbia," the nation's first transit bus built from ground up to run on clean burning, American produced natural gas.

Lextran used the bus for two weeks to demonstrate the benefits of natural gas as a cleaner, less expensive fuel, courtesy of Columbia Gas of Kentucky, the owner and developer of the "Clean Ride."

The red, white and blue bus made its public debut on Wednesday, October 7, in downtown Lexington. The public was invited to tour the bus and take the "white hanky test." The hanky test involves holding a handkerchief to the exhaust pipe of the bus to see if any particulate pollution can be detected. With natural gas buses, the hanky always stays pure white.

A great deal of literature is available about the natural gas bus. If you are interested in this information, please contact Ned Sheehy at 606-233-0066.

**Next KPTA meeting: Thursday, January 21, 1993
at RTEC in Mt. Vernon, 12:00 noon. Notices and
maps will be mailed.**

**Next Rural Operators Roundtable: Thursday,
February 18 in Elizabethtown. Notices and maps
will be mailed.**

Transit System Spotlight

RURAL TRANSIT ENTERPRISES COORDINATED

Just over seven years ago, there existed no public transportation system in Knox, Laurel, Rockcastle and Whitley Counties - actually there was very little cohesiveness with regard to any transportation in the area. In 1985 Shirley Cummins became the Director of Rockcastle Senior Citizens Center. The center was not much different than any other center, except for the fact that now this one had Shirley.

With the position, Shirley inherited two vans that were over six years old, in a poor condition, unreliable and owned outright by the center. She remembers her joy, when in 1986, Rockcastle was granted a 16(b)2 vehicle. It was the center's first, and brought with it a certain degree of security.

The following year, Shirley realized that they now had a good dilemma - they could help out other agencies in the area with their transportation. In 1987, Shirley applied for Section 18 funds to run her vehicles. In 1989 Rural Transit Enterprises Coordinated was begun, even before Section 18 funds were obtained in July 1990.

RTEC has promoted service coordination from the site-base rather than the system base and is truly a well run example of what can be done through coordination if you have the right person behind it.

The Kentucky Transportation Cabinet has recognized RTEC at the last two KTC/KPTA conferences as the Outstanding Eastern Kentucky Section 18 Grantee in 1989 and as the Outstanding Statewide Section 18 system in 1991. In 1991, the Kentucky Public Transit Association also recognized Janice "Freebird" Vanzant as Dispatcher of the Year.

RTEC continues to grow and get even better. They have taken the lead in setting up a voucher tracking software program with funding through RTAP and have established a regional RTAP committee to ensure that training needs are met in their area.

RTEC is a superb system. Shirley claims that everyone (RTEC is staffed with highly motivated and knowledgeable people) around her is responsible, including her area fiscal courts, for RTEC's success. Notwithstanding the achievements of RTEC's staff, the only thing that is more impressive than RTEC's success is the drive and modesty of RTEC's Executive Director.

System in Brief..



Service Area: Bell, Knox, Laurel,
McCreary, Pulaski,
Rockcastle, Wayne and
Whitley Counties

FY '91 Stats 165,000 passengers
330,000 miles

Fleet Own and/or operate 39 vehicles
through coordination efforts



RTEC OFFICE STAFF OUTSIDE THEIR MOUNT VERNON OFFICE

13C OFFICE HAS MOVED

Effective October 1, 1992 the U.S. Employment Service, in the Employment and Training Administration began handling the employee protection programs set forth by Section 13c of the Federal Transit Act.

The move was simply a move within the Department of Labor. Staff for the office will remain same.

IF THEY WANT TO STAND, THEY SHOULD BE SAFE

The Department of Transportation published a Notice of Proposed Rule-making on November 17, 1992, that would amend several aspects of the Americans With Disabilities Act.

A couple of the amendments pertain to the bus-transit industry. The first change would specify that providers permit standees to use the lift to board the bus, regarded that the vehicle meets the specifications in part 38 of the Act. Currently the Act does not specify whether or not the lift must meet the 38 specs before a provider would need to allow standees on the lift.

The other change is a clarification of whether or not a transit operator must ensure that a passenger with a disability has access to priority seating or wheelchair lock-downs.

If you wish to comment on these issues, please submit them by January 19, 1993, to Docket Clerk, Docket # 48463, DOT 400 7th Street, S.W. Room 4107, Washington D.C. 20590.

**REMEMBER, ADA PLANS ARE DUE JANUARY 26, 1993.
CALL YOUR STATE CONTACT WITH QUESTIONS**

TARC RECEIVES DEMONSTRATION PROJECT FUNDING FROM PROJECT ACTION

According to the Project Action Update, TARC plans to work with the Disabled Citizen Computer Center (DCCC) in Louisville to develop a computer-based interactive program to conduct "top-to-bottom" training of transit personnel including managers, information personnel, mechanics and drivers on their responsibilities under the ADA and how to effectively interact with and assist people with a variety of disabilities.

As part of the training, TARC and DCCC will prepare and present a multi-media presentation on the ADA and how to alter behavior and improve communication in dealing with passengers with disabilities. Particular attention will be given to overcoming negative attitudes on the part of transit personnel regarding people with Alzheimer's disease.