



NEWS

From the President's Desk

As the new Association President, I would like to thank each member for this opportunity to serve you. With your help and support I am sure we can achieve our goals as an outstanding association.

When or if budget cuts are written into the new budget, it will take a

united association to develop our systems into more efficient operations.

I am looking forward to working with each of you in the future. Thank you once again.

Buddy Fuqua

DOT Drug and Alcohol Rules Are Published

How long has it been now, uh, two, no, three, no, maybe fifteen years since the first talk of drug testing by DOT agencies started. No matter how long its been, they are now out and "possibly" final.

There are several points to note about the final rule that KPTA had responded to during the comment period. First, the testing will be extended to volunteers involved in safety-sensitive positions including drivers, dispatchers, mechanics and front-line supervisors. Second, third party testing is not mandatory — reducing a probable problem that may have existed with vendors in rural areas.

The time frame for implementation is still the same: for systems operating in "Big" Section 9 areas, the rules go into effect January 1, 1995, and for systems operating in "Small" Section 9 and Section 18 areas they begin January 1, 1996.

Initially 25% of all safety sensitive employees will need to be randomly tested for alcohol and 50% for drugs.

The aforementioned rules and time frame are for FTA recipients only.

FHWA rules will need to be used for CDL holders. Since many Sec-

tion 18 systems are operated by a parent company that also runs the Headstart in their area, it is important to note that FHWA rules are different and they go into effect January 1, 1995 for employers of more than 50 safety sensitive employees.

I have asked for a clarification from DOT as to whether or not a Section 18 driver that is employed by the same agency but working for a sperate department is considered a safety sensitive employee for the head count with regard to FHWA's rules. I will let you know.

**WE WILL DEDICATE THE
RURAL OPERATORS'
ROUNDTABLE ON APRIL 13
TO THE FINAL RULES.**

Moreover, on Drug Testing

DOT released a memo on the handling of adulterated specimens. The memo is geared toward your company's medical review officer but would be beneficial for everyone. If you are interested in obtaining a copy of the memo please call Ned Sheehy at (606) 233-0066.

**What's
Inside:**

IT SNOWED 2 & 3

During an apartment fire, LexTran coaches transported families to a local hotel.

Lextran Helps In Winter Crisis

During the cold snap that seemed to be a cold millennium, LexTran was called upon to help out the people of Lexington in many more ways than just commuting.

On the evening of December 29th, a 30 unit apartment complex caught on fire in north eastern Lexington. Twenty-four families were displaced according to the American Red Cross. Two LexTran coaches were used to shelter the families during the fire and to transport them to family residences and a local hotel.

On January 19th, for six hours, Lextran buses were used by firemen

as a shelter while fighting a at a historic house in Downtown Lexington.

Two of the older buses donned chains to give them enough traction to pick up drivers at their homes, to run the routes that have difficult terrain and to pull out buses that were stuck. Lextran ran everyday during the snowstorm and the icestorm, even though some changes were made to the schedule. These changes were relayed to the Emergency Operations Center to help people find out about them.

Mt. Vernon Kentucky During the Snowstorm

During the January snowstorm, several Mt. Vernon organizations pulled together to help the people of Rockcastle County who were unable to get the Red Cross emergency shelter. RTEC, Rockcastle Senior Citizens and the America Red Cross coordinated their efforts in meal delivery and emergency transportation.

RTEC delivered over 600 meals to 84 families during the crisis period, as well as other necessities, including coal to a household without heat. Shirley Cummins, Director of RTEC praised her employees and the workers from all the other participating agencies for their effort and commitment during a very difficult time.

The winter storm covered the Wheels vans with a thick layer of ice.



TANK Adds Its Final New Buses

The Transit Authority of Northern Kentucky (TANK) put its final three of 33 new Flxible coaches on the road last month, replacing a fleet of 18 year-old AM Generals. The coaches were pur-

chased with a Section 3 grant that was awarded in 1992.

TANK transports over 4 million passengers annually within its three county area in Kentucky and Cincinnati. TANK's fleet consists of 103 buses.

Going Wasn't Easy in River City

During the week of January 17, Louisville suffered through a record-breaking 16-inch snowfall and temperatures that dipped to 22 degrees below zero. Through it all, the Transit Authority of River City's buses never lost a day of service, but the going certainly wasn't easy.

The buses were already rolling on Monday morning as the snow continued to pile up. Schools and businesses across the community were closed, and any vehicles that were already on the streets quickly became stuck in the deep snow, leading to a total paralysis of the city streets and even interstate highways.

Unfortunately, the vehicles that were stranded on local streets included many TARC buses. Although the service continued to operate on major arteries, by the end of the day more than 30 buses were stuck in piles of snow, awaiting tow trucks to pull them out. Coach operators who found themselves stranded reported countless stories of citizens who opened their nearby homes and businesses to them, offering food, beverages, restroom facilities and temporary shelter.

In the following days, TARC gradually increased service and operating hours as streets were cleared and became passable. On Tuesday, TARC was able to operate nine of its regular routes, continuing to serve only major arteries. Most side streets and subdivisions had not yet been plowed and were considered impassable. Service hours were also curtailed, beginning at 5:30 a.m. and ending by 6:00 p.m.

Fifteen buses were still waiting for tow trucks to rescue them.

By Wednesday, road conditions had improved enough to add seven more routes, though most of them were operating with detours. Service was also gradually extended into outlying areas as streets were plowed. Thursday and Friday, additional routes were added and by Saturday, service was operating near normal weekend levels. On Monday, the weekday express routes began operating and service became routine again.

passenger loads gradually increased as well, from 5,000 on Tuesday to 12,000 on Wednesday and 20,000 on Thursday. The average weekday passenger load exceeds 60,000.

The telephone information was jammed with callers, handling three times the usual number. New lines were added to accommodate the demand. Employees who owned four-wheel drive vehicles were pressed into service, ferrying employees back and forth to work and helping out with a variety of errands.

By northern standards, the snow removal process following this storm might seem slow, but in Kentucky, snow accumulation of this magnitude is a rare occurrence. Record low temperatures also contributed by slowing the melting process and causing water pipes to freeze and burst throughout the area.

As the situation returned to normal, TARC Executive Director Dave Arnett thanked tired employees by treating them to a chili lunch in appreciation for keeping the city moving despite the odds.

*Coach operators ...
reported countless stories
of citizens who opened
their homes*

Next KPTA Meeting Important

The next KPTA meeting is scheduled for Thursday, March 3 at 12:00 noon at Frankfort City Hall, 315 West Second Street in Frankfort. This will be the last meeting

during the General Assembly, so it is very important that you attend. Please call Ned Sheehy at (606) 233-0066 if you will be attending.

*Think about it . . .
The most efficient
labor-saving device
is still money.*

The KPTA Newsletter is published monthly for the Kentucky Public Transit Association by Federated Transportation Services of the Bluegrass with the financial support of the Kentucky Transportation Cabinet's Division of Mass Transportation and RTAP. Any comments, suggestions or questions should be addressed to:

Ned Sheehy
FTSB
1460 Newtown Pike, Suite J
Lexington, KY 40511



"Hey! I can hear the traffic!"



Federated Transportation Services of the Bluegrass
1460 Newtown Pike, Suite J
Lexington, Kentucky 40511