

## National Safety Alliance Chosen as new Drug and Alcohol Contractor

National Safety Alliance (NSA) has been selected as the new Drug and Alcohol testing contractor for the Kentucky Transit Agencies. The Drug and Alcohol consortium choose a committee to review the bids and NSA received the highest score. A meeting was held on December 23, 1997 in Frankfort with members of NSA.

NSA will replace SAMI February 1, 1998 and will conduct all services except the draws for the random samples which KyTC will assume. Also, KyTC will continue to do the administrative work to be submitted to FTA.

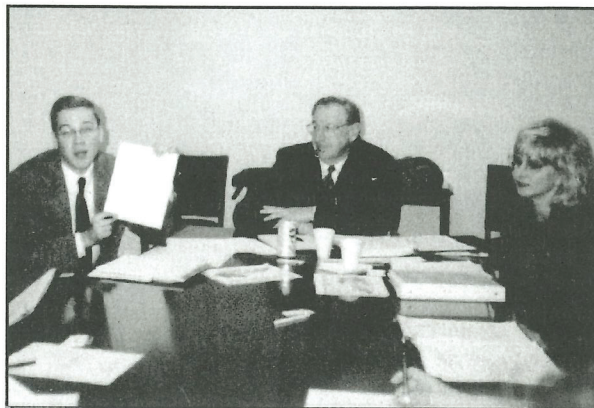
NSA was formed to provide businesses with a convenient and cost-effective means for establishing and maintaining a safe productive, drug-free workplace. Currently NSA is recognized as one of the leading companies in its field. Services and products NSA can provide, include:

- ◆ SAMHSA (formerly NIDA)

- certified laboratory testing
- ◆ Medical review by certified MRO
- ◆ Administrative Review of Alcohol Testing
- ◆ Electronic reporting of test results
- ◆ Program Administration (Blind proficiency testing and Customized billing to each agency location)

- ◆ Management Information System

NSA is a recognized leader in the field of substance abuse program management. In fact, NSA founded the Substance Abuse Program Administrators Association (SAPAA), a



*Representatives of NSA spoke to the Drug and Alcohol Committee in Frankfort. Pictured left to right Paul Raney, Client Ser. Mgr, Mac Allen, President, and Wendy Steagald,*

national association dedicated to promoting the highest standards of quality, integrity, and professionalism for the administration of substance abuse programs in the workplace.

NSA maintains independence from its suppliers (i.e., collection providers, testing laboratories, EAP providers) and utilizes only those suppliers who provide the highest level of services.

*Continued on Page 8*

## Kentucky Legislative Session moves into full swing

The 1998 Kentucky Legislative Session is half completed with several transportation issues on the table.

Representative Mary Lou Marizian of Louisville prefiled House Bill 137 to allow General Fund monies to be spent on operating expenses as well as capital for community transportation.

House Bill 137 was introduced to the Transportation Subcommittee on January 15, 1998 with a unanimous vote. The bill was sent to the Rules Committee and returned to the full House on January 21, 1998 for passage of 96-0.

House Bill 137 was then sent to the

Senate Transportation Committee for passage. At press time the bill was being sent to the full Senate for approval.

Another bill being introduced is House Bill 460, which states contracts with the Cabinet, may have to be approved by a legislative committee.

House Bill 468 is a bill introducing the changes for Empower Kentucky in the Human Service Transportation.

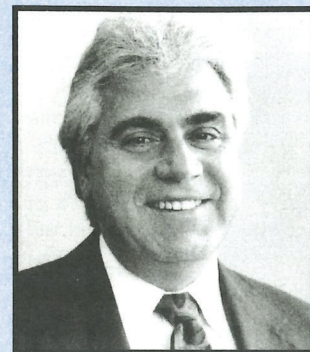
**KPTA MEETING**  
**March 31, 1998**



## *From the Desk of the President*

Dear KPTA members:

Over 24 *million* times each year, the citizens of Kentucky use public transit to get to jobs, education, medical care, shopping, church - the essentials of life. The 1000 transit vehicles on the road today provide residents a lifeline for achieving and maintaining independence, productivity and good health. Whether used by choice or by necessity, public transit keeps citizens in touch with society and ensures that all people can be active members of a community.



Public transit also provides jobs. Over 2000 people are employed by over 50 transit organizations throughout the commonwealth. Studies show that every \$1 million invested in transit means at least 60 permanent jobs, and every dollar invested in transit generates \$3 to \$3.5 for the local economy.

Our communities depend on us to provide safe, convenient service, yet our mission is being threatened by soaring costs, declining federal funds, and limited state support. Of 43 states that fund transit programs, Kentucky ranks 33<sup>rd</sup>. On the national level, Kentucky has historically been a "donor" state, receiving only a 46 percent return on the Transit Trust Fund dollar. Meanwhile, 46 percent of our buses and vans are older than the federally-recommended useful life. Replacing them would cost \$44 million. We have all instituted cost saving measures and stretched our dollars until they scream. While communities seek more and more of our services, it is taking more of our resources just to maintain the service we have on the road today.

We are supportive of "Empower Kentucky", Welfare to Work" and other initiatives designed to enhance the quality of life in the commonwealth. In fact, we were quietly working to implement these efforts long before they made the front pages of our newspapers. Now we need to raise our voices and make clear we are willing and able to move Kentucky into the future. But we can't do it alone. We need the support of the governor, his executive cabinet, and our legislators - both state and federal - if we are to continue providing effective and efficient mobility for Kentucky's citizens.

Community transportation does not exist in a vacuum. We need partners to ensure that mobility is a key part of every economic development effort, and part of every effort to improve Kentucky. This message is finally beginning to get out, but we must repeat it, and repeat it loudly, if we are to forge successful partnerships. I urge you to explain to your local elected officials and your state legislators that an effective transportation system is key to moving Kentucky into the future. We need their support, because Kentucky's future rides on *all* of us.

J. Barry Barker, KPTA President  
Executive Director  
Transit Authority of River City (TARC)



# Paducah Community Access Center plan incorporates several services

A city plan to build a multiuse transit complex, the first such facility in the state, has caught the attention of Gov. Paul Patton and federal transportation officials.

Preliminary plans for the Paducah Community Access Center include a 12,000-square lot indoor parking and maintenance garage for the Paducah area Transit Service, expansion of the Paducah Day Nursery facility, offices and an indoor recreation center featuring two basketball/volleyball courts.

"We want to emphasize this project is in the very preliminary stages," said Gary Kitchin, general manager of PATS. But the transportation cabinet in Frankfort is very excited about our plan. I'm told the Governor knows about it and is excited.

"I can't speak for the governor in regard to his support of the plan, but my understanding is that he plans to send an emissary to Washington to help move this grant and others work to Kentucky."

The city has drawn up a grant proposal requisiting \$9.125 million from the Federal Transit Authority of the Department of Transportation in Washington. Grant regulations require the city, and any other municipality taking part in the project, to match 20 percent of any

federal funding.

"There will be no state money involved with this project," Kitchin said. We are planning to approach the McCracken County Fiscal Court to assess their desire to participate. We do provide transportation services outside the city."

Welfare reform and the transportation needs of the working poor are driving plans for a new facility, sit to be built on state-owned land on H.C. Mathis Drive, next to the Paducah-McCracken County Senior Citizens Center. Kitchin believes the city could acquire ownership of the land at reasonable price, then leverage its value as an in-kind part of the 20 percent match.

"The addition of the center will create a campus effect of several services that traditionally give birth to transportation challenges for communities. Our vision of the campus will link together public recreation, child day-care services and adult day care services with the use of public transit," Kitchin's grant proposal reads.

"We were attending a transportation conference in Louisville this past September," Kitchin said. "People from the Federal Transit Authority made a presentation about monies available for capital improvements. We talked to them about this idea after the conference and they were very supportive, especially about providing additional services traditionally used by users of mass transit-the day-care facilities, for example.

Federal money has been used many times in the state to build transit garages," he said, "But this is the first time other services have been incorporated into such a plan. We'd like to include late-night day care for people who work 3 to 11, for example. We could rent office space to other social services agencies, food stamps or whatever, as part of the package.

"We're trying to make it a one-stop shop for people to access a variety of programs related to adult day care, child care and welfare reform," he said.

The grant proposal submitted by the city cites the increased importance of public transportation in light of federally-mandated welfare reform laws. PATS anticipates a 20 percent increase in ridership for 1998.

"We believe this increase is due to some degree to welfare reform. With the work requirements placed upon welfare recipients, we will be providing transportation to a growing work force... It is clear that the Welfare Reform Act will greatly impact our transit system," the proposal reads.

City leaders have been looking for a way to acquire a gymnasium in light of the dilapidation of the former Jetton Junior High School facility, according to Mayor Albert Jones. A solution discussed at a recent city commission workshop centered on city involvement with a new Salvation Army building near Noble Park.

"We got an estimate from them that they'd need between \$250,000 and \$350,000," Jones said. "I see that as a major problem.

"The transit authority has submitted a plan that I understand the governor likes," he said. "We all need to sit down and do a lot more work on this"

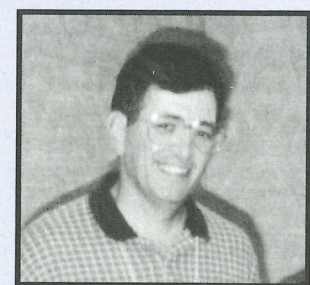
*Taken from The Paducah Sun, By James Zambroski.*

## Seibert named Accounting Executive of the Year

Jim Seibert, Assistant General Manager of Transit Authority of Northern Kentucky (TANK), has been named Accounting Executive of the Year by the Northern Kentucky chapter of the Institute of Man-

agement Accountants. Seibert also serves as KPTA's treasurer.

The honor is bestowed annually on a local accounting professional that has exemplified outstanding



achievement and integrity in their career. The award was instituted in 1992.

Jim, a resident of Ft. Thomas, has been with TANK for 17 years. He started his career at TANK as the Director of Finance, and has held the position of Assistant General Manager for the past 11 years. He has been active in the Northern Kentucky Institute of Management Accountants for 16 years.



## Linton Explains Changes in Federal Operating Assistance

The beginning of the new federal fiscal year on October 1, 1997, has introduced a major change in the way programs of the Federal Transit Administration are managed. We are not cutting back on those federal funds you need to run your systems on a day-to-day basis. But, we are eliminating the long-standing problem of federal operating subsidies by making the whole formula program more flexible than it has ever been before.

In FY 1998, grantees of all FTA programs may choose to use capital resources for a new program category called preventive maintenance. In virtually all cases, grantees electing to use capital resources for such preventive maintenance will more than offset recent reductions in the operating assistance program.

And it gets even better: The older operating assistance program required a 50:50 matching ratio. But, because preventive maintenance is now being regarded as a capital expenditure, it utilizes an 80:20 federal-to-local matching ratio.

This new provision, which more than picks up the slack created by recent reductions in operating assistance, was first suggested in the Administration's proposal for reauthorizing ISTEA. A full, multi-year reauthorization of ISTEA remains unfinished business, but in passing the Transportation Appropriations Act for 1998, Congress adopted the Administration's preventive maintenance proposal. For the moment, then, this new provision applies only to FY 1998 money.

The newly enacted flexibility has several important features.

**One:** Preventive maintenance is very broadly defined. It means any and all activities performed on vehicles and other facilities that are included under the line item "maintenance" in the National Transit Database, the system of accounts and records that was formerly called Section 15.

**Two:** Within the context of a grantee's total FY 1998 apportionment, there is no limit to the amount of FY 1998 formula funds that may be used for preventive maintenance.

**Three:** Urbanized areas with populations less than 200,000 have even more flexibility. They may choose to fund preventive maintenance as a capital expense according to the new provision, and they may continue to use formula funds for direct operating assistance, the federal share will be 80:20 and they will no longer be constrained by limitations imposed by the "operating cap."

To repeat, though, this added flexibility in funding is only available to urbanized areas with population less than 200,000.

I think everyone will agree that these are sound and long overdue changes in the way the FTA program is managed and represent a genuine "win-win" situation for all concerned.

You have my personal assurance that our implementation of these new statutory provisions will be in the most customer-friendly manner possible and will make business dealings with the FTA easier than they have ever been before.

For more details about this new flexibility, consult our FY 1998 Apportionment Notice that was published in the Federal Register on Dec. 5, 1997.

It is also available on the FTA's Internet home page at <[www.fta.dot.gov](http://www.fta.dot.gov)>.

While questions involving individual cases are best addressed to your nearest FTA Regional Office, here are some of the more common inquiries we have received about this new preventive maintenance provision.

**Question.** If I choose to obligate some formula money this year as federal operating assistance, does that mean I can not include preventive maintenance as a capital expenditure?

**Answer.** No, it does not. You have complete flexibility to obligate money in whatever fashion best meets your needs. You may not, however, use federal funds once as preventive maintenance and once as an operating cost for the very same expense.

**Question.** We have already included an anticipated level of federal operating subsidies in our approved TIP. Do we have to amend the TIP to shift these resources to preventive maintenance?

**Answer.** As far as the FTA is concerned, a formal change in the TIP not required. As a practical matter, it would be wise to consult with your Metropolitan Planning Organization before making such a change.

**Question.** We have some carry-forward formula money available from past fiscal years that we plan to obligate in FY 1998. Can these capital funds be used for preventive maintenance?

**Answer.** No. The new flexibility has been enacted as part of the FY 1998 Appropriations Act and is, therefore, applicable only to FY 1998 funds. This could change once a full reauthorization is enacted, of course, but as of now the answer remains no.

**Questions.** Are we correct in assuming that labor costs are not eligible for federal capital funding under the new preventive maintenance category?

**Answer.** Preventive maintenance includes all direct costs associated with maintaining vehicles and facilities, including the cost of labor. Labor costs are eligible if they are part of maintenance efforts.

**Question.** By using federal capital funds for preventive maintenance of rolling stock and facilities, is the expected useful life of the rolling stock or facilities extended?

**Answer.** No.

**Question.** Is this new flexibility available to grantees in the Non-urbanized (i.e., rural) Formula Program on the Program for Elderly Persons and Persons with Disabilities?

**Answer.** In general, yes, the new flexibility applies to all formula programs. Check with your regional office for specifics, though, since there are minor differences between various programs.

*Taken from Passenger Transport, Vol. 56, no. 5, p. 1.  
By Gordon J. Linton, Administrator  
Federal Transit Administration*



# TANK's Anniversary Celebration brings 700 kids to facility; more planned for month

The Transit Authority of Northern Kentucky (TANK) celebrated 25 years of serving the citizens of Northern Kentucky.

"Twenty-five years ago a decision was made by the people of Northern Kentucky to invest in a mass transit system," says TANK General Manager Mark Donaghy. "Because of their wisdom and foresight, thousands of people are able to rely on TANK each day to get them wherever they need to go."

TANK kicked off a month-long anniversary celebration on Tuesday, November 11, with an Open House.

The Open House, held from 9:00 a.m. - 7:00 p.m. brought 700 Northern Kentucky school children and a total of about 1,000 visitors to the TANK facility in Ft. Wright.

The Open House featured a tour of the facility and a historical display of transit in Northern Kentucky, which

included the "Kentucky" trolley.

At the Open House, TANK introduced their new logo to the Northern Kentucky community by displaying a bus with the new logo and paint scheme for the public to view.



*Tank celebrates it's 25th anniversary with buses decorated with balloons and displaying the new logo.*

The rest of the month, TANK continued the celebration by offering a 25 cent fare for the three newly painted buses. This exciting incentive helped TANK passengers become accustomed to the new look and logo.

We also hosted TANK Fun Bus Parties for three randomly chosen TANK evening trips during week. The Fun Bus Parties consisted of music, give-aways, contests and prizes.

The Transit Authority of Northern Kentucky is proud to continue our 25 year history of transportation service to this community.

## Remanufactured LexTran Buses Arrive in Lexington

LexTran officials have announced that three of twelve remanufactured buses arrived Thursday, January 8. The buses, which will be put into regular service immediately, are completely new with the exception of the engines and the transmissions. Over 60% of the buses engines have all been re-built within the past two years. Remanufacturing the 81 model buses will extend the life of the buses by approximately six years.

As a result of community survey information, five of the remanufacturing buses will be reduced from 40 foot to 30 foot buses. Additionally, seven LexTran buses will be remanufactured but remain the same length. All twelve buses will be fully accessible, for people with disabilities, once the remanufacturing is completed. One of the recently delivered buses is the new 30 foot bus, the other is a 40 foot remanufactured bus.

LexTran will continued to receive a remanufactured bus approximately every two-four weeks two-four weeks with completed delivery scheduled for late spring or early summer.

Additionally, LexTran is in the process of retrofitting the remainder of the LexTran fleet with wheelchair lifts which will make the entire fleet fully accessible by the end of fiscal year 1998. According to LexTran General Manager Stephen Rowland, "this is one more step in

LexTran's commitment to providing quality, first class transit service to the Central Kentucky community".

The LexTran buses were remanufactured by Blitz Body, Inc. of Chicago at a cost of \$95,000 each. A new LexTran bus would cost approximately \$250,000 making the remanufacture a definite cost saving measure for LexTran and the City of Lexington.



*LexTran General Manager Steve Rowland conducts an interview with a local television station. He is standing in front of the new remanufactured buses.*



## Free Nicholasville Express Bus Service in February

LexTran has announced plans to offer their Nicholasville Express Bus Service FREE for the entire month of February. The Nicholasville Express Bus Service, a commuter bus service with stops at Fayette Mall, Central Baptist Hospital, the University of Kentucky and Downtown Lexington began in October 1997. Though the service has enjoyed some success in attracting riders, especially University of Kentucky students, the ridership is not yet at a level to justify continuing the route. LexTran hopes that the FREE RIDE in February will give other Nicholasville residents who work or go to school in Lexington an incentive to try out the new service and this would result in increasing ridership to the needed levels.

"We think that if people will try the bus they will be pleasantly surprised at the comfort of the ride and the difference in their stress level when they arrive at work. They also will be able to accomplish things such as reading the morning paper, making their to do list, or even catching a nap," explained Marketing Director, Jenny Williams. "LexTran also will use "new" (recently renovated) buses on the route which will make the ride even nicer," she concluded.

The giveaway is worth \$50 (the cost of the monthly pass) and could according to figures received from Bluegrass AAA, save commuters roughly 10.8 cents per mile, in operating costs alone and 55 cents per mile in total automotive costs. "It is our hope that once people try out the bus they will see that it is the easiest, least expensive, and most enjoyable way to get to work," said General Manager Stephen Rowland. "If we can get enough Nicholasville residents riding the bus we will be able to keep the route, and this would be good for both Lexington and Nicholasville," he continues.

The service which was funded through a Federal, State,

and Local Government Grant was set up to reduce the congestion and air pollution caused by the large number of vehicles traveling to and from Lexington and Nicholasville each day. It was also set up to ease parking problems and to open up employment opportunities between the Lexington and Nicholasville Communities. The service is expected to attract employees of the Nicholasville Wal-Mart, Fayette Mall, Central Baptist Hospital, and Downtown Lexington who do not use their car as a part of their job. LexTran also is trying to attract riders among employees and students at the University of Kentucky who live in Nicholasville. "Our target market is still the same," explained Williams. "We know that there are a certain number of people who go to work, eat near their work location and travel home most days with their car remaining in the same parking space all day long. These are the people that could save hassle and money by taking the bus," she concluded.

If there is an emergency where someone riding the bus needs a ride home LexTran is offering a "Guaranteed Ride Home" program where the person is guaranteed transportation home.

As a part of the 2015 Transportation Plan a study of commuter patterns was prepared by the Lexington Area Metropolitan Planning Organization. The transit portion of the 2015 Plan proposed express route service between Nicholasville and Lexington, recognizing that close to 50% (7,402) of Jessamine Countians who work are employed in Fayette County. LexTran hopes that each of these residents will consider giving up their car at least one day during the month of February and RIDE FREE with LexTran. The opportunity will save them money and give them an opportunity to see what it would be like to ride the bus to work.

## Louisville Moves on Narrowing Long-Term Transportation Options

The Transit Authority of River City Board of Directors has voted to consider electrified light rail, exclusive lanes for buses and carpools, enhanced bus service, and roadway improvements following the recommendations of the nine-member Transportation Tomorrow policy Committee.

The committee reflects input from a citizens' Work Group, business and neighborhood leaders, and citizens living in the study area, of "South Central Corridor." This area extends south from Jeffersonville, Ind., encompasses downtown Louisville, then stretches past the airport to the Gene Snyder Freeway.

The board's decision completes the second phase of TARC's T<sup>2</sup> major investment study of transportation needs and solutions for the twenty-first century. Since the beginning of the effort last March, TARC has held more than 200 meetings to gain community input, including one-on-one interviews with community leaders and a T<sup>2</sup> Citizens' Summit in October.

"The board believes very much that it is in the public interest to look at transit options that will improve service well into the twenty-first century," said Marvin Hirn, vice chairman of TARC's Board of Directors. "Not only are we seeking the best technical input, but we are also ensuring the public has their say in creating a

system that best serves the public interest."

"Public transportation is the lifeblood of a vibrant, progressive community, and the citizens of greater Louisville have worked with TARC to determine what steps this community might take," said Mayor Jerry Abramson. "Light rail systems and bus and carpool lanes are innovation that have met with success in other cities, and can have a significant impact on the quality of transportation—and, in fact, the quality of life in Louisville."

"All of the options before us potentially offer greater efficiency and increased mobility throughout our community," said County Judge/Executive David Armstrong. "The progress of this study continues to move us toward fulfilling the transportation vision for the county as laid out in Cornerstone 2020."

Dropped from further study were building reversible flow and additional highway lanes on I-65 between downtown Louisville and the fairgrounds; commuter rail using existing tracks; automated guideway trains such as monorail; and new, untested technologies.

From now until March, TARC will further evaluate the remaining options through citizen input and technical analysis. In June, the TARC board will select a package of transportation improvements for the South Central Corridor and a strategy for funding them.

*Taken from Passenger Transport, Vol. 56, no. 2, p. 3.*



# Clinton Proposes Cut in FY 1999 Transit Funding

## ***Provides Flexibility, Hike in Pass Benefit***

President Clinton proposed on February 2 a federal transit budget for the next fiscal year of \$4.78 billion, a 1.4 percent reduction from the current funding level.

The budget request once again includes a provision to transfer the rail modernization and discretionary bus programs into the formula program. This provision, which was proposed by the President last year, is consistent with the Administration's reauthorization proposal, but is not included in the leading congressional bills for renewal of the Intermodal Surface Transportation Efficiency Act.

APTA President William W. Millar said he was "deeply concerned" by this provision and disappointed by the lower level of federal investment proposed for public transit. "APTA will continue to press for higher funding levels through the appropriations process and in the effort to reauthorize ISTEA. APTA will seek full commitment of the federal gas tax revenues that the American people continue to pay into the transportation trust funds," he said.

The proposed budget for Fiscal Year 1999 would eliminate operating assistance, but continue the expanded capital definition in the FY 1998 appropriations act. For urbanized areas, formula funds could continue to be spent for preventive maintenance activities. For urbanize areas with populations under 200,000, all federal transit funds could be used for capital or operating needs, with a local match of 50 percent for operating and 20 percent for capital purposes.

"We are pleased with President's proposal to provide flexibility in the way transit systems in larger metropolitan areas can spend federal capital formula funds and in the way transit systems in smaller metropolitan areas can utilize all federal funds," said Millar. He pointed out that these changes are also consistent with APTA's recommendations for reauthorization.

As part of the President's Climate Change Initiative, the budget proposed to set the tax-free monthly transit pass benefit at the same level as the tax-free monthly parking benefit, which is currently set at \$170 per month.

The budget does not propose any new money for transit systems to help people move from welfare to work, but does continue the \$100 million allocation in formula funds provided in the current appropriations act for "new or modified service for low-income individuals, including former welfare recipients traveling to jobs or training centers." Congressional reauthorization proposals funds.

The Administration proposes to fund the Rural Transit Assistance Program from the rural formula program. Since the budget proposal would not increase rural formula funding significantly, the proposal's effect would be to reduce rural transit funding.

The budget request also contains a \$150 million drop in the capital program for the Washington Metropolitan Area Transit Authority, as its separate authorization winds down.

Under the Administration's proposal, the entire transit program would be funded with money from the Mass Transit Account of the Highway Trust Fund. No general fund revenue would be used to fund transit programs.

*Taken from Passenger Transport, Vol. 56, no. 6, p. 1.*

## **Thought for the Day**

### **It's Grant Time!**

*"Nothing makes a person more productive than the last minute."*

## **Kentucky Disabilities Coalition held Refreshers for Legislative Caucus**

Several Sugar and Spice Receptions were held in the Capital Annex during the legislative sessions. The Kentucky Disabilities Coalition sponsored these refreshers so individuals could meet with their legislatures on a one on one basis.

Representatives and Senators from the Eastern, Northern, Central, Mountain and Jefferson County Caucuses were on hand during the month of January and February to meet with their constituents.

The issues that were discussed with legislatures were community transportation, supported living, special education funds, health care reform and First Steps, Kentucky's Early Intervention System.

The Coalition is sponsoring several issues and transportation is one of their areas of interest.

Several transportation providers attended the events.



## NSA Chosen.....

*Continued from page 1*

This ensures our clients are indeed receiving the highest level of service at the lowest possible price.

Since NSA maintains contracts with multiple suppliers (i.e. seven SAMHSA certified laboratories), NSA can quickly and efficiently substitute suppliers if, for example, the service level of a particular supplier



*Vickie Bourne (KyTC), Ray Young (Maysville Transit), Robin Croley (KyTC), and Sue Stivers (KyTC) listen to the presentation from NSA.*

fails to meet the standards. NSA also provides the flexibility of utilizing multiple suppliers or a particular service, based on their service capabilities related to a particular service or location.

NSA currently administers substance abuse programs for more than 800 companies located in over 5,000 sites across the U.S. Though NSA is national in scope and manages client locations in all 50 states, its primary focus is in southeast. Besides its headquarters in Nashville, Tennessee, NSA operates eight divisional offices located across the country. Having the right entity ultimately responsible for total program management will ensure consistency, compliance, quality performance, and economies.

Transportation Organizations NSA serves include: Tennessee Transit Authority, Mississippi Department of Transportation, Greater Hartford Transit District (Connecticut), and Tennessee Department of Transportation.

NSA's mission is to provide innovative and cost-effective means of the management of substance abuse in the workplace.

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 Division of Multimodal Programs and Rural Transit Assistance Program. Any comments or suggestions should be addressed to Pam Shepherd, FTSB, 1460 Newtown Rd., Suite J, Lexington, KY 40511.



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