

KPTA NEWSLETTER

**Published monthly for the Kentucky Public Transit Association
by Federated Transportation Services of the Bluegrass**

NOVEMBER 1990

THE FEDERAL BUDGET AGREEMENT

One aspect of the Federal Budget agreement was an increase in the gas tax by five cents per gallon. While half of this is to go directly to pay off the deficit, one-fifth of the remaining half has been earmarked for Mass Transit. This works out to be more than \$500 million. However, it has not yet been determined if this will be used to supplement the existing funding or replace it. More information will be available by the time the December Newsletter is released.

ECONOMIC DEVELOPMENT AND TRANSIT

Brenda Rice, of the Community Transportation Association of America and former president of KPTA, offered a thought provoking speech at the UK Transportation Forum's round-table discussion of Kentucky's transportation needs for economic development.

She began her speech with a definition of "community transportation" and how many rural communities are helped by public transportation. She continued by pointing out examples of how mass transportation can conserve fuel, cut down on pollution and save its users millions of dollars. Along this same vein she stated that the individual transit systems can pump hundreds of thousands of dollars into local economies by using Kentucky River Foothills' system as an example.

Brenda pointed out the importance of giving people the choice of staying in their home community instead of moving to a larger city where services are more readily available. "My organization believes that transportation is a quality of life issue. As the population ages we are seeing more rural persons requiring transportation to sustain their rural residence. While hospitals struggle to stay open and doctors vacate the rural areas, people need care, particularly specialized medical services..." and community transportation helps these people get these necessary services. "Leaving the hometown for want of services and jobs will decimate our rural areas. Meanwhile, this relocating work-force overburdens the infrastructure of small towns."

Brenda tied this idea in by alluding to a story of a lady in Garrard County that was going to move to Lexington because her family was unable to transport her back-and-forth for dialysis treatments anymore. The lady was able to stay in Garrard County because Bluegrass Ultra-transit Service transported her three times a week. Brenda then pointed out that roads and bridges are not the only topics that mandate discussion when transportation is addressed; People's lives and freedoms need to be looked at as well.

In concluding her speech, Brenda challenged legislators, public officials, planners and developers to include passenger transportation in initial development stages and challenged transit operators to accept and promote their role in their community's economic development.

SERGEANT DODSON'S RESPONSES ABOUT THE CDL

On November 5, a letter was mailed to Sgt. Dodson, the CDL coordinator for the Kentucky State Police, to answer some of the questions that were raised at the CDL orientation on November 1, at the UK Transportation Forum. On November 15, Sgt. Dodson was called to see when the responses would be coming in. He stated that he has been out of the office, but will respond to them in writing when he returns. He was then asked if he would respond to the questions over the phone so they could put them in the KPTA Newsletter. He agreed. What follows are Sgt. Dodson's responses.

Question 1. If a bus driver is being grandfathered in and has fulfilled all the requirements including passing the vision and knowledge test, can that person be exempt from taking the road test?

Dodson's response: Yes, if all requirements have been fulfilled and the person passes the tests, they can be exempt from the road test.

Question 2. Is a tow truck a combination vehicle?

Dodson's response: Yes and no. If the vehicle or combination of vehicles has more than two axles and a Gross Vehicle Weight Rating of more than 26,000 pounds or the vehicle being towed weighs more than 10,000 pounds.

Question 3. A person with a CDL is driving their own private auto, they are stopped for swerving, they take a breathalyzer and blow a .07; is the person penalized under the driving code of the CDL or the standard class "d" license?

Dodson's response: It is a requirement that a person have a class "d" license to get a CDL. If the person is stopped in their own car and is found to be intoxicated, the laws that encompass the class "d" license will be enforced. But if the penalty for the offense is suspension of the class "d" license, they will instantly suspend the CDL because of the class "d" requirement. If the person, however is driving a commercial vehicle, is stopped for swerving and blows a .04, they will lose their CDL but not their class "d" license. The most important thing to remember when discussing this aspect is that even in your own car, if you have been drinking and have a blood alcohol content of .05, you may still be penalized against your class "d" license, thus, penalizing your CDL.

Answer 4. Do company mechanics that work on buses need to have the passenger endorsement if they only drive the vehicle during test drives?

Dodson's response: Yes, if they take the vehicle on a public road.

Question 5: Do vendor mechanics need to obtain a CDL? If yes, do they need the passenger endorsement? If yes, and the vehicle is a school bus and the mechanic is 19 years of age, is he/she allowed to drive it?

Dodson's response: Yes, they will need a CDL if they are to drive a vehicle that falls into the CDL categories. If they are to work on buses, and are going to test drive them on public roads, they must have the passenger endorsement. If the mechanic is under 21 years of age, they will not be permitted to drive the vehicle on public roads. No one under the age of 21 is permitted to drive a bus if it carries more than 15 people.

- Question 6: Will the drug testing aspect of the physical be applicable to people in transit?
- Dodson's response: Yes, in as much as the DOT physical requires it. If the physical calls for a drug screening then it is mandatory. Random drug testing has nothing to do with this part of the physical.
- Question 7: If people are not allowed to carry batteries (car) on board passenger vehicles, will this prohibit electric wheelchairs from being used, or will it prevent the individual in the wheelchair from bringing his/her spare battery on board to take it in for servicing? If the person is allowed to do so, does it need to be placarded?
- Dodson's response: No, this provision was to prevent people from boarding passenger vehicles with car batteries that they just pulled from their car. It in no way was designed to keep wheelchair bound people from getting around. There also would be no need to placard the batteries or the bus.
- Question 8: Do propane powered vehicles need to be placarded?
- Dodson's response: They should not be carrying enough propane to make placarding necessary. If a vehicle is carrying enough propane to necessitate placarding, it should not be transporting passengers. I can not tell you how much propane it would take to mandate a bus being placarded, but if you tell how much the average one carries, I will find out if it is within the law.

If you have any questions about these responses, the CDL in general or the training programs that are available for the CDL please contact FTSB at 606-233-0066.

FROM THE DIVISION OF MASS TRANSPORTATION SECTION 18 FISCAL YEAR 1992 BUDGETS

Many Section 18 operators are beginning to consider their FY 1992 budgetary needs. Precise information and figures on this will be forthcoming. However, there are items of interest to Section 18 operators that can be mentioned now:

Review Budgets: As in the past, keeping vehicles on the road and maintaining current operating services is the Cabinet's priority. This is getting more difficult to do with increasing costs and decreasing or stagnant funds. Each budget, therefore, will be scrutinized very closely, i.e., line item by line item. There should be ample justification/backup for each line item.

Capital Needs: Kentucky's annual allocation from UMTA is, in itself, not sufficient to maintain current services. "Leftover" funds from previous grants can also be used. While the priority is to keep services going and vehicles running, the Cabinet must assure that the equipment is safe and efficient. Therefore, funds from older grants may be used to fund capital needs. Requests for capital grants may be submitted with your FY 1992 Section 18 application. This also means submitting a full application (public hearing, etc.). However, a list of your current capital needs must be submitted by December 30, 1990.

Again, each Section 18 operator will be receiving specific figures and more budget information in the near future. If you have any questions, please contact your Area Manager at the Division of Mass Transportation at (502) 564-7433.

FROM THE COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA'S DELEGATE REPORT

Transit Drug-Testing Still on Hold

Although the Senate has approved language to authorize UMTA to reissue its drug-testing regulations, the Conference Committee on the Transportation Appropriations bill dropped that provision from the final version. This means that the process of securing the legislative authority for the regulations will have to start all over again with the new Congress which will meet next year.

EXPO Moved to Florida

CTAA and UMTA will hold an unprecedented joint conference in 1991 at the Walt Disney World Dolphin Hotel in Orlando, Florida, May 28-31. This will be a combination of UMTA's annual Conference and the Community Transportation EXPO.

UMTA's annual Conference will focus on transit re-authorization and other major issues such as implementation of the Americans with Disabilities Act, clean air legislation and drug testing. CTAA will sponsor pre-conference training, a major trade show and will also host the Second Annual National Paratransit "Roadeo".

The joint initiative will provide an important opportunity for community transit professionals to exchange ideas and opinions on the important topics facing transit in the 90's. For more information on the revised EXPO plans, please contact Charlie Dickson at (800) 527-8279.

CLEAN AIR ACT PASSES

With the President's signature on the Clean Air Bill, our Country has its first piece of clean air legislation in thirteen years. The law states that oil refineries must produce fuels that are 15% cleaner by 1995 and 20% cleaner by 2000. The oil companies claim that this will increase fuel prices by approximately ten cents per gallon. The automakers will also need to take measures to reduce the emission of toxic fumes. The automakers state that the price of the average automobile will go up about \$500.

OUR CITIES ARE A TRANSPORTATION MESS

According to the October edition of the Indiana Transportation Association Newsletter, nationally, 121 million people live in areas where at least one Federal air standard affecting human health is not being met.

Motor vehicles account for about 30% of all carbon dioxide emissions, as well as other gases that contribute to the "greenhouse effect", acid rain and smog. Nationally it has been estimated that the health costs of vehicles pollution could be as high as \$93 billion per year.

With imported fuel for cars, trucks and airplanes representing 68% of our foreign trade deficit. We currently import half of all the oil we use. This is what puts us in the precarious positions like we are in now with Iraq.

LOOKING FOR STORIES

Do you have a favorite story about a passenger on a bus, a driver's mix-up or a telephone call made by a patron of your organization? If so, please let us know. We would like to print it in the Newsletter.

PARKING AT THE UNIVERSITY OF KENTUCKY MEDICAL CENTER/PLAZA

All transit operators that come into Lexington with passengers going to UK Hospital or Medical Plaza will now have a place to park their raised roof vans at no charge. FTSB has spoken with the Parking Department at the Medical Center to obtain clearance for these vehicles to be parked in the lot off Virginia Avenue adjacent to the Warren Wright Medical Plaza.

All operators are encouraged to mail a copy of your system's logo to FTSB to compile a recognition list for the lot attendants. According to Bill Baker and Kevin Baker of the UK Parking Department, the spaces can be used at no charge as long as abuse of the privilege does not take place. Such abuse would be parking for more than an hour or using the lot as a parking spot even if the system did not drop off a patient at UK.

FTSB is still working to get a reserved drop-off spot for the Medical Center that will allow the buses to park for no more than 10 minutes to help patients inside.

CDL TRAINING MANUALS

Anyone interested in obtaining copies of the CDL training manuals that are published by the Kushner Group or Amalgamated Transit Union are encouraged to contact your RTAP representative. We are hoping to get a reduced rate by submitting a bulk order.

When you contact your representative also let them know if you want any audio or video tapes.

If you are interested in obtaining copies of the Pennsylvania DOT video tape, please contact FTSB at 606-233-0066.

PASSENGER ASSISTANCE TECHNIQUES UPDATE

Transportation Management Associates has issued an update for the Passenger Assistance Techniques training course. The Safety Bulletin discusses the importance of identifying the center of gravity for wheelchair users for safe transportation and accident prevention.

If you are interested in obtaining a copy of this update please contact FTSB at 606-233-0066 or write, PO Box 11610, Lexington, KY 40576.

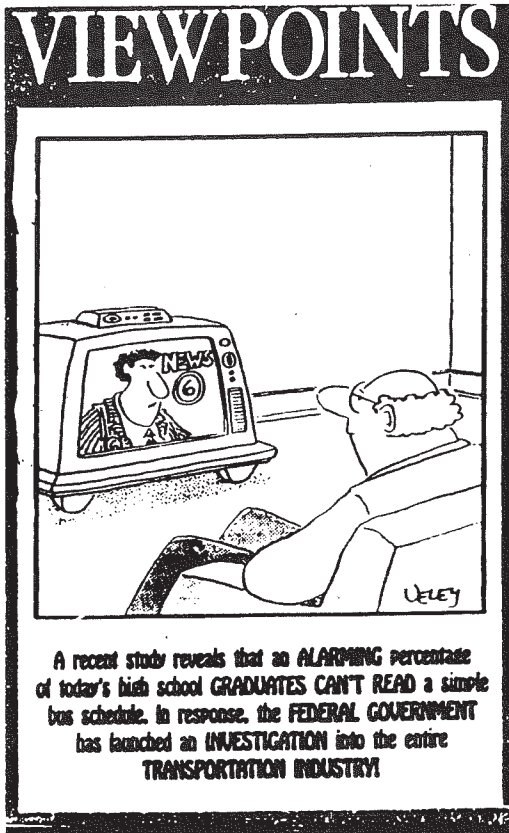
THE EQUIPMENT EXCHANGE

Since the KPTA Newsletter is now being published monthly, we feel it would be the perfect vehicle to get rid of your vehicles. If you are in need of vehicles, parts, lifts..., or you want to get rid of vehicles, parts, lifts..., contact FTSB at 606-233-0066 and we will print your notice in the **EQUIPMENT EXCHANGE**.

FROM THE PRESIDENT'S DESK

It was good to see everyone at the conference at the University of Kentucky November 1st and 2nd. We are all trying to sort out issues involving the CDL requirements and I hope that the information that was disseminated at the conference will give us more direction. Also, I was glad we were able to have discussions with the Cabinet for Human Resources personnel concerning transportation reimbursements. Dave Arnett, Sue Jeffers, Buddy Fuqua, Shirley Cummins and myself had an excellent meeting with various Senior Citizen representatives in a legislative form in Frankfort during the conference. We communicated the funding situation and the need for transit service in both rural and urban portions of our Commonwealth.

Our next KPTA Meeting will be Thursday, January 3, 1991 at TARC in Louisville. Meeting starts at 12:00 noon and we will be electing our one year interim officers. We hope to see you there.



Courtesy the "Self-Employed American"
Sept./Oct. 1990

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