

NEWSLETTER

Drug & Alcohol Rules Committee Report

The Drug & Alcohol Rules committee met on January 11, to finalize the preliminary plan of action for the group and establish the tools necessary to attain the necessary goals.

The committee reviewed and approved the format and content of a survey that will have already been mailed to the Section 18 and some of Section 16 systems throughout the state. The survey's findings will help formulate an accurate mechanism by which proposals can be solicited and evaluated. The DMP was responsible for mailing the surveys. If you have any questions or need help, please refer to the name list on the back of your survey.

The committee also appointed a task force to draft an RFP for statewide drug & alcohol testing and reporting. The task force consists of Gail Mayeux, Shirley Cummins, Florence Tandy, and Ned Sheehy. The RFP will be finalized by March with a response date of no later than July 1, 1995.

The next Committee meeting is scheduled for Wednesday, February 15, 1995 at 10:00 a.m. (EST) at the DMP office in Frankfort.

Toys for Tots '94 is Success

Even though TANK's Toys For Tots 1994 program underwent a substantial change, it was still a great success. "TANK had always offered a free ride to anyone contributing a gift to the annual drive," said Jim Seibert, Assistant General Manager for TANK, "...but this year, however, we did not offer the free ride as an incentive and the people gave anyway. It was a very nice sign of caring."

According to Valarie Tutt, TANK's

project coordinator, the number of contributed gifts was down 25% from 1993, but 90% of this year's gifts were new. The increase in new gifts was a marked improvement over past years. Tutt also stated that the other 10%, which were used, were in very good condition. The total number of gifts collected was just under 2500.

The collected gifts are distributed to TANK area human service agencies for their own holiday programs.

KPTA General Meeting Scheduled

The next KPTA general meeting is scheduled for Wednesday, February 15, 1995 at Bluegrass Community Action Agency in Frankfort. The meeting begins at 12:00 noon. Lunch will be served, so please contact Sue Jeffers at 502-695-4290 if you plan to attend.

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From Kentucky Roll Call

Kentucky to Host National Drug & Alcohol Training Program

The Transportation Safety Institute has asked Kentucky to host the very popular "Mass Transit Substance Abuse Management Course" in Louisville this fall. The training, which is sponsored by the Federal Transit Administration will be nationally advertised.

The Hyatt Regency, Downtown Louisville, will be the site for the course that will run August 1-3.

More information will be forthcoming about this course and registering.

Kentucky Roll Call reports the following Standing Committee appointments for the 1995-1996 Kentucky General Assembly.

Senate:

Appropriations and Revenue

(Democrats) Michael Moloney (Chairman), Benny Ray Bailey, Charlie Berger, Walter Blevins, Nick Kafoglis, Gerald Neal, Joey Pendleton, (Republicans) Walter Baker, Charlei Borders, Lindy Casebier, John David Preston, Gex "Jay" Williams

Health and Welfare

(Democrats) Benny Ray Bailey (Chairman), Paul Herron Jr., Joe Meyer, Denny Nunnally, Joey Pendleton, Larry Saunders, (Republicans) Tom Buford, James Crase, Tim Philpot, Richard Roeding, Julie Rose

Transportation

(Democrats) Kim Nelson (Chairman), Walter Blevins, David Boswell, Denny Nunnally, John "Eck" Rose, Dan Seum, (Republicans) James Crase, Dan Kelly, Barry Metcalf, Virgil Moore, Albert Robinson

House:

Appropriation and Revenue

(Democrats) Harry Moberly Jr. (New Chairman), Royce Adams, Rocky, Joe Barrows, Mark Brown, Jim Callahan, Larry Clark, Richard Fox, Charles Geveden, Leonard Gray, Porter Hatcher Jr., Jimmie Lee, Marshall Long, Paul Mason, Ruth Ann Palumbo, Kenny Rapiet, Ernesto Scorsone, John Will Stacy, Pete Worthington, (Republicans) Ray Altman, Donald Farley, Danny Ford, Bob Heleringer, Lonnie Napier, Clarence Noland, Anne Northrup, Tommy Todd, Mark Tresch, Richard Turner

Health & Welfare

(Democrats) Tom Burch (Chairman), John Arnold Jr., Perry Clark, Jesse Crenshaw, Robert Damron, James Gooch, Mary Lou Marzian, Paul Mason, Ramsey Morris, Donnie Newsome, Ruth Ann Palumbo, Ernesto Scorsone, (Republicans) Bob Deweese, Ernest Fletcher, Bob Heleringer, Stephen Nunn, Tommy Todd, Katie Stine

Transportation

(Democrats) Hubert Collins (New Chairman), Michael Bowling, Denver Butler, Freed Curd, Ron Cyrus, Richard Fox, Kelsey Friend Jr., Joni Jenkins, Jimmie Lee, Jim Maggard, Paul Mason, Fred Nesler, Donnie Newsome, Pete Worthington, (Republicans) Ray Altman, Barbara Colter, Elbert Hampton, Kathy Hogancamp, Paul Marcotte, Clarence Noland, Richard Sanders Jr., Charles Siler

KPTA'S 2nd Annual Van and Paratransit Bus Rodeo

Saturday, March 25, 1995

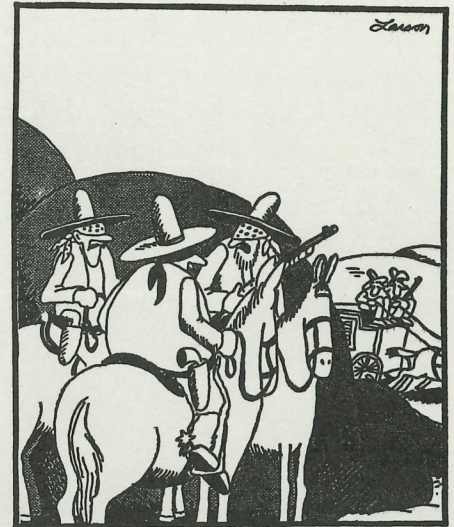
Eastern Kentucky University's Driving Range

9:00am (EST)

GRAND PRIZE

The driver with the Highest cumulative score will represent Kentucky in the National Championship in Portland Oregon in May.

This is the rescheduled rodeo from last September. If you have already registered a driver for the competition, you need not do more. If you wish to enter or change a driver please call Ned Sheehy at 606-233-0066. We need course judges and volunteers, so please call also if you are interested. A block of rooms has been held for the night of March 24 for anyone needing to come in early. The cost is \$45 per night. The block is under "Kentucky Public Transit Association." You are responsible for reservations and payment. Make reservations before February 24. 606-623-9220.



"Dang! This can't be right . . . I can hear the stage, but I can't see a blamed thing!"

Source: 1991 Far Side Calendar

FHWA Postpones Implementation Date of Drug & Alcohol Testing

The Federal Highway Administration has postponed the implementation of the Drug & Alcohol Rules from January 1, 1995, to May 1, 1995, for all companies that have more than 50 drivers using CDL required vehicles. This has no impact on the implemen-

tation of the Federal Transit Administration Rules. The FHWA rules subordinate to FTA rules for any company receiving FTA funding. If you have any questions, please contact the Division of Multimodal Programs at (502) 564-7743.

JOBLINKS Projects Hit The Ground Running

The KPTA JOBLINKS projects officially got underway January 3 in the Southeastern portion of the state. The Daniel Boone, LKLP and Harlan County coordinators state that interest in the concept is high throughout their respective areas.

Apparently the idea of being reimbursed to transport neighbors and co-workers has struck a chord with many of the local business people. Gary Joseph, JOBLINKS coordinator for Harlan County Community Action informed us that not only was

the interest high in his area, he has already been asked to start the service for a hotel in Harlan. Even though the project officially began January 3, the service will not be fully made available to the public until the end of April or the first of May 1995.

The next JOBLINKS meeting will be February 2, 1995, at the Harlan County Community Action building in Harlan.

Mastering Meetings

Nothing Empowers an Organization Like the Experience of Shared Learning

Making the Most of Meetings — Have a Clear Focus

Have a clear focus. The fewer the items to be discussed, the better. Plan ahead. Tell participants what you expect and give them plenty of time for preparing their presentations. Distribute an agenda well in advance.

Follow the agenda. If more time is needed for specific items, come back to them later.

Schedule short breaks.

Discourage people coming and going during working periods, but assure everyone adequate time to take care of their needs. Working through the lunch hour can also help keep the momentum going.

Leave enough time for questions and feedback. Encourage participants to express their questions, doubts and feelings, both positive and negative.

No one yet has come up with a good alternative to meetings. A business meeting is a social structure wherein a group of people share information and ideas, clarify positions, discuss possible courses of action, make decisions and divide resources and responsibilities. It's hard enough for one person to effectively do all this in a short period of time. Add any number of other individuals, each with his or her own priorities, experience, and perspective, and what you get is a certain amount of misunderstanding, repetition, and confusion. It is nearly impossible for everyone attending a meeting to completely concur on the effectiveness of the meeting's process or results.

A good meeting requires some dissension. For issues and ideas to be discussed and examined profitably, people must know how to argue, how to defend their positions and perspectives, how to listen to another's ideas and recognize their merits, and how to accept differences. Meetings can be major confrontations with human imperfection, including one's own.

One of the differences between Japanese and American styles of management is that the Japanese have a tradition of social decision making that encourages long meetings and lots of discussion. American decisions tend to come from individuals who have limited consensus and discussion. Recently, *Inc. Magazine* referred to a company president who insisted that meetings be held in rooms with no chairs in order to guarantee that things keep moving. Competition, however, is demanding that both styles of management merge so that decisions can be based on rigorous discussion and research and yet be made quickly and decisively. This means that meetings are gaining new importance. So what is the best way to ensure the success of a meeting?

Some insist that the key is a tight agenda specifying exactly what is to be discussed and for how long. These advisers tend to believe that a good meeting is one where the outcome is predictable.

Organizational developers, however, often encourage open meetings with no agenda whatsoever. These meetings can be inspiring and may elicit new levels of interaction, responsiveness, and creativity.

Knowing how to move comfortably between these two extremes allows for the possibility of gaining the advantages of both approaches. Generally, specific agendas are best when meetings consist of members who meet regularly and know what they must accomplish. When meetings consist of people who are familiar with each other and each other's style of work, the meeting probably already has some means of gaining access to the kind of communication that open meetings afford.

Open meetings seem to work best for large groups of people who need to discover ways to work together, ways to take advantage of the existing, but often repressed, diversity. It is often productive, however, to schedule at least some open time for questions and issues that arise during the course of a meeting.

In any case, meetings should be carefully planned. People who meet need to learn the benefits of preparation, courtesy, patience, and even disagreement and confusion. By sharing our experience and perspective, and by learning to acknowledge what we do not know, we give birth to the process of shared learning. Perhaps nothing empowers an organization and creates consensus among its members like the experience of shared learning.

Source: Personnel-ly Speaking, Ran 1994

Clinton Proposes DOT Changes -Pare the budget, enhance the programs-

Editorial by Ned Sheehy

It has been almost two years since President Clinton and Vice-president Gore stood in front of the useless human resources manuals and Federal reports printed daily by the bureaucratic paper mill in Washington, and told us that they wanted to reinvent government. In the paper-covered front lawn of the White House, President Clinton said that business as usual for the Federal government was too expensive, too wasteful and too big.

In the latter part of December, one of the first plans was released, spelling out the details of how this administration will handle some reductions of budgets and staff. First, in King Lear fashion, he said we must get rid of the Department of Energy. I think this makes him the fourth President to propose this cut.

Then we must cut back the Department of Agriculture so there will only be a maximum of one employee for every farmer. This is because some reports show that the Ag Department has as many as three employees for every farmer in the United States. Kind of brings back memories of Ross Perot talking about the Ag Department worker crying at his desk one day because his farmer had died.

However, amid the red pen marks of Gore's plan for government, the Department of Transportation was put into the fold. Transportation professionals scrambled, wondering how they could have been betrayed. How could we have been offered up for sacrifice? Fact is, we could be better off. Think about it; reporting is reduced, accountability moves closer to home, everything a public

transportation provider could ever want. Or is it?

The plan, which actually is a plan to plan, will restructure the DOT by one of two different ways. Both would eliminate the 10 current administrations. In their place one could find a mission-based structure handling things like safety, roadways and the Coast Guard, or the more reasonable option of three administrations that would handle air, land and sea.

The new arrangement would eliminate over 50,000 staff positions and send most of the responsibility to the states. This is nice for the states, but I fear for transit agencies on two levels.

-It has been a long-standing belief that FTA programs have survived because the feds watched and promoted public transportation. Without this guidance and the occasional kick in the asphalt, we must be concerned about transit agencies getting their money from the states.

-If we are going to include public transportation in the reinvention of governmental service delivery, then put in all public transportation. Include welfare reform money, Medicaid, senior citizens programs, and any other program funding that is to include transportation at the Federal level before it comes to the states. If not, political pressures and the status quo on local levels will thwart many initiatives to let economies of scale work.

If there is a wish and a will to reinvent government, then let's work on the entity as one being. Granted we need to cut and shift, but let's try cutting and shifting the whole thing instead of its parts.

Think About It . . .

RUCHERT'S LAW: There is nothing so small that it can't be blown out of proportion.

Congratulations

To Rick Davenport for his new position as the General Manager of Paducah Area Transit System.

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

Slippery Interchange

My nephew, Henry, was caught speeding on a Georgia highway by a police officer hidden from view. The trooper approached the car and said, "Son, I've been waiting for you all morning."

My nephew responded, "I got here as fast as I could, officer."

The trooper burst out laughing and sent Henry off with a warning.

-C.F Crane Readers Digest, February 1995 Page 51

From the Cabinet

SECTION 16 1995 128 Vehicle Replacement Requests KENTUCKY PUBLIC TRANSPORTATION LEAD AGENCY

ELDERLY AND DISABLED PERSONS PUBLIC TRANSPORTATION
38 RECOMMENDED NEW VEHICLES
+8 REHABS

X = New Vehicles
R = Rehabs.

