

NEXT KPTA MEETING: THURSDAY, JUNE 27, 12:00 NOON AT TARC IN LOUISVILLE

KPTA NEWSLETTER

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**KTC/KPTA Conference in October!!!
See back page.**

ORLANDO CONFERENCE: THE UNEXPECTED CROWD

The UMTA/CTAA conference held this year at Walt Disney World in Orlando will go down in the annals of UMTA conferences. According to Roland Mross, Deputy Administrator of UMTA, UMTA was looking to have a conference in 1991 that would bring out at least 1500 transit professionals. Mross went on to say during the opening session that "...the only place to have such a conference would be Walt Disney World. If you can't get people to show up there, they won't show up anywhere." The attendance count as of opening session was 2184. 16+ were from Kentucky.

The CTAA and UMTA opening sessions as well as the subsequent plenary sessions allowed for a broad topic area for discussion both during and after. The apparent theme for the conference mirrored the Executive Branch's policy for the past decade, that being privatization. With this basic theme, many of the sessions and breakouts were geared more toward how policy reflected many private entities.

Reauthorization and the impact of the Americans with Disabilities Act were two topics of great interest. In regard to reauthorization the discussions ranged from Senator Cranston and Congressman Mineta explaining how they are pushing to expand transit spending to Sam Skinner talking about how Senator Cranston and Congressman Mineta should work more on trying to implement the President's plan. There was a great deal of time dedicated to reauthorization, but we still must all wait to see how it will turn out. We must also wait to see the full impact of the ADA. No new information was made available but quite a bit of time was spent pondering its implications.

The conference was informative. The sessions could have been longer or more pointed to allow for more questions and answers, but in general the flow was steady. The following articles are submitted as a summary of some of the sessions. More reports will be published in subsequent newsletters as they are received from others who attended.

BRIAN CLYMER AND THE FUTURE OF TRANSIT

Brian W. Clymer, the UMTA Administrator, spoke during the opening session emphasizing two central themes in UMTA's strategic plan: One, UMTA's mission involves improving the financial health and stability of mass transportation providers; and, two, UMTA exists for the benefit of its customers (patrons and operators).

Describing the origins of UMTA and its purpose to remedy problems stemming from "intensification of traffic congestion, and ... lack of coordinated transportation" Clymer specifically identified the program's **purposes**: to assist in the development of improved mass transportation facilities; to encourage the planning and establishment of area-wide transportation systems needed for economical and desirable urban development, and; to provide financial assistance to state and local governments for mass transportation purposes.

Clymer stated that UMTA's mission is to "...help provide and foster a stable, flexible financial environment for public mass transportation in America."

He discussed four "**strategic priorities**" that relate UMTA to the larger strategic framework of the National Transportation Policy and provide principles for daily decision-making: strengthen transportation planning and decision-making; increase and stabilize transportation financing; expand mobility options and improve transportation performance; and, UMTA as a quality service organization.

Clymer concluded his speech by encouraging everyone to read UMTA's strategic plan for moving into the 21st century.

TARC RECEIVES UMTA AWARD

Dave Arnett, Director of TARC, received the Administrator's Award for Excellence in Providing Special Services during the final session of the conference.

The award was presented in recognition of TARC's voluntary assistance to a local entrepreneur who initiated a local circulator bus service in the nearby community of New Albany, Indiana.

"TARC demonstrated visionary, but practical, leadership in joining with a private operator to improve transit for their cross-river Indiana neighbors and to connect new passengers to their own trunk line service into Louisville," UMTA Administrator, Brian Clymer said. "Where some public transit agencies would view a private operator as a threat, TARC converted a real mobility need into a win/win situation for all concerned."

Dave Arnett states that TARC is "... happy to win, especially knowing how diligently other authorities throughout the country have worked on similar projects." Furthermore, "...TARC will continue to work with private industry for the betterment of transit in the Louisville area."

NEW SERVICES FOR NEW MARKETS

The Changing Transportation Marketplace

The privatization theme was carried on into a discussion of new needs in the transit industry. The panel assembled for this topic consisted of five transit industry-heads, with backgrounds in public and private transportation, consulting, ridesharing and economic development. The moderator was Ricardo Byrd, Chair for the Entrepreneurial Services Council.

The meeting started with Byrd discussing trends and markets for the 1990's. He explained that the urban transportation industry faces a dynamic environment. The migration of jobs to the suburbs has radically changed commuting patterns. Instead of the traditional suburb-to-city commute, suburb-to-suburb now claims 58 percent of total travel. In addition, he explained, suburban shopping centers, flextime, and other flexible working arrangements place greater demands on transit in what were formerly "off-peak hours."

Several other panelists discussed how the ever changing Clean Air Act will stimulate the need for more low occupancy commute alternatives, such as vans, buses, and shuttles, instead of the traditional high occupancy modes. With budgets continually constrained, public transit finds itself increasingly strapped for resources. In order to fulfill commuters' needs, private sponsors contribute to help fund transit systems. Partly because of this private funding, the mass transit industry has become more diversified in terms of its service and its provider.

Since metropolitan travel has become too diverse and too diffused to be served with a single, uniform type of service, a sizeable portion of the urban travel demand has become segmented into small market niches that require a personalized, custom-tailored approach. These new market niches include: express commuter bus services; reverse commute services from city to suburb; commuter services to suburban office centers; shuttle services and circulators in suburban developments.

In conclusion, it was discussed that with the growth of employment centers in low density suburbs, outside the reach of conventional public transit, has obliged employers to modify their traditional view that "getting to work is the employee's responsibility." Employers have learned that by offering additional forms of transportation, they will benefit through increased labor productivity, increased employee retention rates, and a greater ability to attract entry level workers.

END OF CONFERENCE REPORT. IF YOU HAVE ANY QUESTIONS PLEASE CALL NED SHEEHY AT 606-233-0066

TRANSPORTATION FOR INDIVIDUALS WITH DISABILITIES

ADVISORY COMMITTEE MEETING

As announced in the Thursday, May 30, 1991 **Federal Register**, The Americans With Disabilities Act Federal Advisory Committee will conduct a meeting June 19-22. This meeting will serve to advise the Secretary of the Department of Transportation and the Administrator of Urban Mass Transportation Administration on a rulemaking implementing the Americans With Disabilities Act of 1990.

The committee, also operating in smaller discussion groups, will discuss issues raised by the Department of Transportation as well as comments submitted to the Department in response to the proposed rule. Specific topics to be covered may include:

- * **Paratransit Complementing Fixed Route Service**
- * **Rail Service**
- * **Definition of Accessible Vehicles**
- * **Operational Requirements**

SEVERAL THINGS TO SEE AT EXPO '91

The CTAA EXPO '91 packed the exhibition hall with 87 exhibitors. Two interesting newcomers to the EXPO were Winnebago and Volkswagen. Both were exhibiting new lines and models that may be of interest to many in the transit industry.

The Winnebago model on display looked like a basic motor home with more windows and no sink. According to Richard Carlson, Vice President, Commercial Vehicle Division of Winnebago, they will be putting the new line of vehicles on the market this fall. A basic 18 passenger bus with two front-wardly facing wheelchair lockdowns and a wheelchair platform will cost from \$39,000 to \$45,000 depending upon options.

Volkswagen was promoting a new plan for vehicle modification for the disabled. According to a spokesman for VW, if you buy a VW Vanagon, VW will provide \$1500 for wheelchair accessibility equipment. Though the size of the vehicle would limit usefulness in some areas, some rural systems could utilize this vehicle for non-emergency medical trips.

DOT AND HHS COORDINATION COUNCIL

Representatives from the DOT/DHHS Coordination Council met on the final day of the conference to discuss the make-up of the council and accomplishments since its inception. Present for the meeting were Robert Goble of CGA, Schyler Baab of DHHS, Richard Doyle from UMTA Region 1 and Roland Mross, Deputy administrator of UMTA.

The meeting began with a description of how the Council was formed. It was formed following the signing of an agreement between the DOT and DHHS to coordinate transportation services. The main objectives are to: achieve the most cost-effective use of transportation funds; encourage State and local governments to become more active in coordination efforts; set-up processes and procedures for the implementation of programs that will encourage coordination; enhance the technology transfer and technical assistance and information to providers; work with the most efficient provider, be it public or private; coordinate funding sources to pool resources; and, improve coordination to better serve the low-income, disabled and elderly.

The panel then stated different accomplishments and discussed the 1991 Action Plan. This discussion was directly followed by a question/answer session that drew several interesting responses. One such question was asked of Roland Mross, "why are Section 18 operators always seemed to be left out of the coordination effort when they are the one that need it the most?" He responded by first stating that they are not left out of the discussion. "...the (Section 18) operators make-up an expanding group with great concerns and that I want to bring in Section 18 concerns to the Council?"

Another question directed to Baab brought on an inappropriate response; he was asked why, "...DHHS does not consider transportation in many programs?" Baab responded, "We do consider transportation in everything, but when you (DHHS) spend the entire UMTA budget every 68 hours or-so, you sometimes miss some things."

Additional information about coordination can be obtained from FTSB if interested. Jerry Ross is a member on the DOT/DHHS Council and should be able to answer any questions.

**National Highway Traffic Safety Administration Announces
a Discretionary Cooperative Agreement Supporting Research on
Vehicle-Based Driver Status/Performance Monitoring**

The Wednesday, May 22, 1991 *Federal Register* published the NHTSA's plans for a discretionary cooperative agreement program. This announcement supports research studies on vehicle-based driver performance monitoring, and solicits applications for this project.

Driver performance monitoring systems are one class of vehicle-based crash avoidance countermeasures. These systems help detect the reduced performance of drivers due to factors including drowsiness, fatigue, or inattention; in response to certain performance patterns, they provide an appropriate warning signal to the driver.

Crashes due to drowsiness, asleep-at-the wheel, or fatigue involve an estimated 78,000 drivers annually. Even with this conservative estimate, about 1.1 percent of 1988 crashes involved a drowsy or fatigued driver.

In order to support the research efforts in this area, NHTSA will award at least one cooperative agreement to an educational institution or research organization. All applications must be submitted by July 8, 1991 and include specified information for evaluation by a Technical Evaluation Committee.

BUS TESTING APPLIES TO METHANOL-POWERED BUSES

According to APTA, on May 6, UMTA announced that the purchase of any new methanol-powered buses will be subject to bus testing requirements.

In November 1989, UMTA temporarily exempted alternative fueled demonstration buses from testing at the Altoona, Pa., Bus Testing Center. However, now that the design of methanol engines has progressed and is now in production, buses powered by methanol engines are subject to the current bus testing.

Training Methods

When you train employees:

- * **Give them** the big picture. Show them how they should do the job, describe the effects of any new equipment, explain how the work fits into the organization or list the benefits of doing something differently.

- * **Pose a problem**, get them to tell you what steps they used to solve it and give them feedback as they describe what they did.

- * **Make outcomes** real by showing them, for example, a finished product made from the machine you're training them to run. Or use a flipchart or transparency to show the chart or outline you want them to make.

- * **Seize every** chance to praise their successes. But stop them when they err and offer specifics on how they can correct they work.

- * **Give them** something they can refer to later. *Examples:* a list of key instructions, a model, a training outline, a list of their personal training goals.

Source: Media Relations Under Fire, McKone Public Relations, 1900 Westridge, Irving, TX 75038.

THE KENTUCKY TRANSPORTATION
CABINET AND KENTUCKY PUBLIC
TRANSIT ASSOCIATION 1991
CONFERENCE HAS BEEN
SCHEDULED FOR OCTOBER 23-25 AT
THE HOLIDAY INN ON I-65, EAST
LOUISVILLE.

A FULL SCHEDULE AND UPDATES WILL FOLLOW.

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services
of
the
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