

# NEWSLETTER

## SEACT Conference to be held in Lexington

The Southeast Association of Commuter Transportation will hold its eleventh annual conference in Lexington, May 11-13, 1994, at the Radisson Hotel.

SEACT is an association of officials, managers and coordinators of carpool, vanpool and rideshare programs the states of Kentucky, Tennessee, North Carolina, South Carolina, Florida, Georgia, Alabama, Mississippi and Louisiana. This is the first time that SEACT has chosen Lexington to host its conference and Dave Schaars from

Lexington-Bluegrass Ridesharing expects a good turnout.

Topics that are on the agenda include marketing, information and management systems, funding, measuring effectiveness, promoting/marketing on a budget, and the future of commuter service programs.

If you are interested in attending or getting more information about the conference please call Dave Schaars at (606) 233-7665.

## IAP discusses Transit

The Intermodal Advisory Panel of the Kentucky Transportation Cabinet held their second meeting on Tuesday, April 26, 1994. The meeting was dedicated to discuss passenger transportation and its place in intermodalism. The discussion, which was moderated by Jerry Ross, Director of the Division of Mass Transportation began with panelist remarks from Dave Arnett, General Manager/ Executive Director of TARC; Ned Sheehy, Executive Director of Federated Transportation Services of the Bluegrass; Robert Michael, General Manager of the Regional Airport Authority of Louisville-Jefferson County; and, Dory Montezemi, Deputy Executive Director of OKI Regional Council of Government.

Other topics that were discussed were ways of handling peak/off-peak scheduling for personnel and equipment, whether or not each mode is fully accessible to the general public and/or other modes for interfacing, what is the future for each mode and how an Intermodal Management System would benefit each mode and the industry.

One interesting question was raised with regard to rural public transportation. A member of the IAP who represents an airline wanted to know the feasibility of connecting the rural areas to the airports by having airline ticketing include the pick-up and return home. Several comments were made regarding the Greyhound Connection, but additional dialogue was requested.

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## Rural Operators' Roundtable D&A Session

Thirty-nine people representing over 30 different companies and agencies attended the Rural Operators' Roundtable session in Owensboro, on April 14 and 15. The two day format was scheduled to discuss the voluminous Department of Transportation, Federal Highway Administration drug and alcohol regulations.



Ed Brady demonstrates how to operate an EBT device.

The format of the roundtable was a little different than others in the past, involving a substantial amount of instruction, simply because there was so much information to cover that it had to be explained before open discussion could begin.

Some of the greatest difficulties appeared to arise from the overlapping and gaps found between the FHWA and FTA rules, e.g. start-up dates for FHWA are set by the size of the company while FTA is using a population standard. For companies and agencies that are having to follow both, such

as, Community Action Agencies that operate Head Starts and public transportation which is Federally sponsored, staggered start-ups may need to take place.

On the second day of the session, two guest speakers addressed the group, one

came to discuss the benefits of contracting testing and MRO services while the other came to demonstrate several models of Evidential Breath Test devices.

Comments I have received following the session show an

overwhelming amount of support for contracting out as much of the work as possible, especially in light of the expense involved with the EBTs and staffing up for record keeping.

A couple of questions remained unanswered at the end of the session. These questions were sent to the Division of Mass Transportation for response, they are as follows:

**Q.** Must a transit driver, who has been in an accident (per definition), be tested if it is clearly not the transit driver's fault?

**A.** Regarding the testing of drivers following an accident (per definition), no matter who is at fault, if there has been a loss of life, an agency must test the surviving covered employee on duty in the vehicle at the time of the accident, as soon as practicable. If anyone has been injured and/or the vehicle has been taken out of revenue service coupled with a moving violation-citation, an agency must test the covered employee on duty in the vehicle at the time of the accident, as soon as practicable.

**Q.** Is a scheduler for a demand response (24 hour notice) system considered safety sensitive since they do have some control over pick-up times?

**A.** 49 CFR parts 653 and 654 state [a safety-sensitive position is one that] ... Control[s] dispatch or movement of a revenue service vehicle or equipment used in revenue service. Therefore, a person responsible for scheduling trips and times is safety-sensitive.

All Section 18 agencies are requested to send a description of duties or job descriptions to the Division of Mass Transportation for guidance in making a safety-sensitive position determination.



Attendees at the rural operators' roundtable.

**The next KPTA Rural Operators' Meeting will be held June 16, 1994. Further notification will be mailed.**



## Transit System Spotlight: Southern Kentucky Community Action Agency

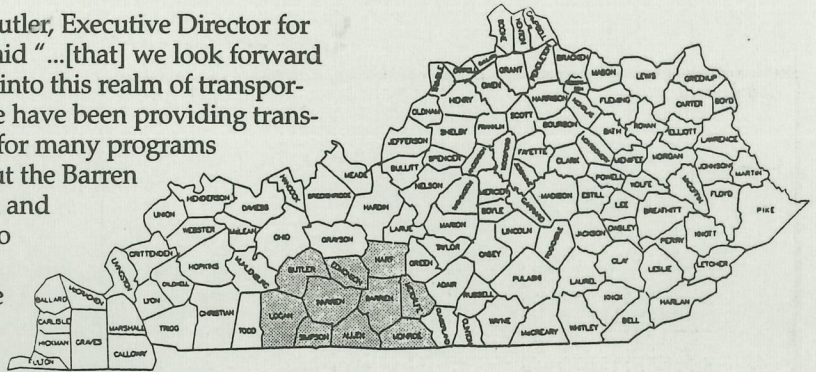
This month's spotlight will lead us to the south central part of Kentucky. Southern Kentucky Community Action Agency (SKCAA) which serves a ten county area is a Section 16 system which just this week began Section 18 service in Bowling Green.

Currently SKCAA has 43 drivers among their Head Start, Title III and non-emergency medical service programs. These drivers were responsible for transporting over 106,000 passengers in 1993.

The new Section 18 system in Bowling Green consists of two deviated routes that will serve the old downtown area, Western Kentucky University, the bypass and other business and residential centers. The latter two areas will be operated for at least six months to determine rider response and demand. The plan for the system was borne out of a study performed by Bill Hayes with

the Department of Public Works.

Dr. Don Butler, Executive Director for SKCAA said "...[that] we look forward to getting into this realm of transportation. We have been providing transportation for many programs throughout the Barren River area and we hope to provide even more in the future."



Butler states that the new system will blend with the service that they currently provide, in anticipation of extending Section 18 service to the full Barren River Area. Butler believes that the preliminary studies for this expansion will be complete by 1995.

## Notes from the Cabinet

### Section 16

Grant 0021 was approved March 28, 1994 by the Federal Transit Administration in the amount of \$1,225,000 (\$980,048 in Federal funding). Out of the 116 requests, 35 vehicles and 3 rehabs were approved.

The majority of grantees have had their specifications reviewed and approved by this office and are proceeding with the bid and advertising process. If you have not submitted your specifications for Cabinet approval, we ask that you do so as soon as possible.

### Section 18

Section 18 (Grant 0012) also received Federal approval on March 28, 1994. Total funds were approved at \$6,345,928, with \$3,490,745 of that being Federal funds. Section 18 applications for fiscal year 1995 are currently being reviewed. Each grantee will be notified shortly of their approved funding amount.

### Drug & Alcohol Regulations

As you are aware, The Federal drug and alcohol regulations were presented February 15, 1994. These regulations were discussed at KPTA's most recent Rural Operators' Roundtable meeting in Owensboro. Cabinet staff will be holding a statewide meeting(s) to go over the regulations in the near future. You will be

notified of the date.

### Public Transportation Management System

The development and maintenance of a Public Transportation Management System (PTMS) is a requirement of ISTEA. A survey will be mailed out soon to all transit providers in the state regarding facilities and equipment. It is vital that this survey be completed and returned to the Cabinet. Receipt of Federal funds is contingent on compliance with all aspects of ISTEA. The due date for the completed forms will be June 15, 1994.

### RTAP

The RTAP committee approved funding for a representative from each of the RTAP regions to attend Community Transportation Association of America's Expo '94 in Pittsburgh, Pennsylvania on May 23-27. Those attending will be:

- Barbara Chaney - Northeast Region
- Homer Barnett - Eastern Region
- Sue Jeffers - Central Region
- Kiersten Jaggars - Midwest Region
- Gary Kitchin - West Region

In addition, Andrew Hiner, a driver with Sandy Valley Transportation Services, Inc., will be representing Kentucky in the Expo's Rodeo. We wish him luck!!!

## KPTA meeting to be held in Louisville

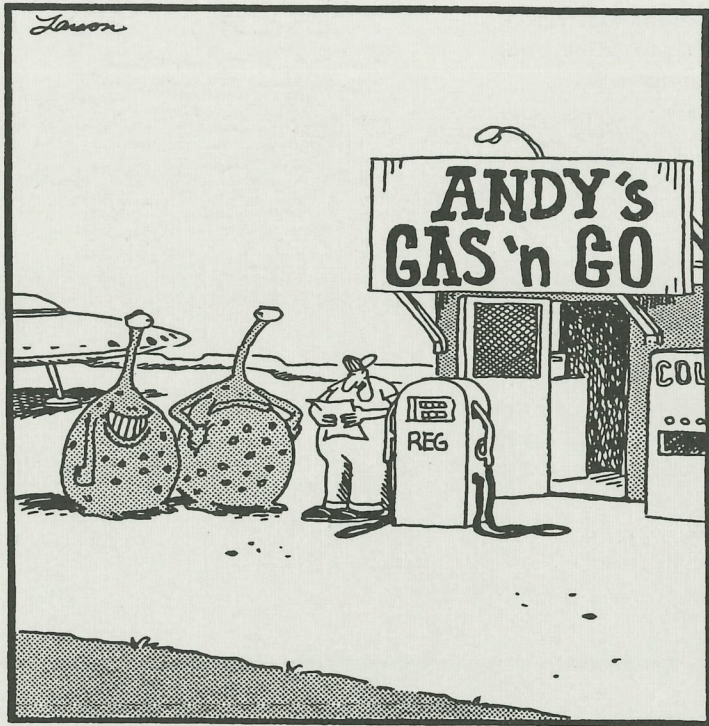
The May KPTA meeting which was originally scheduled to be held at the Kentucky River Foothills' Generations Center will now be held at TARC in Louisville. Rod Diridon, Chairman for the American Public Transit Association will be in Louisville speaking to the Transit Now coalition but will stop by to address KPTA.

The meeting will still be held at 12:00 noon on Thursday, May 12. Please contact Dave Arnett at (502) 561-5100 if you plan to attend.



## A Mistaken Attitude

... it's not that a successful person does not make mistakes, but that he or she is fluid enough to identify them easily and to correct them ....



**"Shoot! You not only got the wrong planet, you got the wrong solar system ... I mean, a wrong planet I can understand—but a whole solar system?"**

Source: 1992 Far Side Calendar.

### Think about it ...

*When two trains approach each other at a crossing, they shall both come to a full stop and neither shall start up until the other has gone.*

Kansas Law

For an environment to nurture growth, innovation and discovery, it must be willing to accept disappointment, failure and mistakes. By acknowledging and confronting mistakes with an attitude of humor and humility we lay the groundwork for success, teamwork and the common bond of pursuing better methods, better procedures, and higher standards.

Pharmaceutical companies are famous for capi-

talizing on mistakes: a heart medicine that is developed into a cure for baldness, antihistamines that later lead to antidepressants. By paying close attention to the side-effects of drugs, pharmaceutical companies develop new drugs that target other illnesses.

As humans, our strongest feature is probably our capacity to learn (by definition Homo Sapiens means to be a thinking, learning creature). And most learning is accomplished by the often discouraging process of trial and error. Learning is not so much avoiding errors as it is plunging into errors in order to find a better way to do something. The scientific method itself is designed as a systematic way to make the best of our ignorance. Every inventor from Thomas Edison to Bill Gates knows that patience in the face of error is the only path to success. How many times did we fall before we learned

to walk? Education is not about correct answers; it is about learning to ask questions, learning to recognize our ignorance, to identify our mistakes, and to imagine a process through trial and error that leads to something more understandable, more useful, more human. Of course there are lots of right answers. But what tests our metal is how we proceed when we don't know the right answer.

Paying close attention to the wrong solutions is often a key to identifying the correct solution. We learn how to look at things in new ways when we observe our mistakes, not as reflections of our own inadequacies, but as signs of our progress, possessing the secret to our next discovery. Errors are a part of discovery.

Of course, we often make mistakes from simple carelessness, too: spelling errors in a business letter, misplaced files, late appointments, forgetting to write down a phone number. Many of these errors we either ignore because they just seem to get in the way of our goal, or we hide because they embarrass us. We often blame our errors on stress, workload, or fatigue. And not infrequently, we blame them on others, which only compounds them.

By not paying more attention to these annoying mistakes, we miss their secrets: Yes, we are tired; maybe it's time to quit. Perhaps we do need to stop for a moment and manage our stress. Possibly we need to make sure everyone understands why this file goes in drawer three instead of drawer five. If we ignore, disclaim, hide, or cover up our mistakes, we may miss the opportunity to use them as learning devices. On the other hand, by acknowledging our mistakes and looking for the messages that they might be telling us, we depersonalize them and affirm out intent to learn, to discover, and to excel.

It's not that a successful person does make mistakes, but that he or she is fluid enough to identify them easily and to correct them without fear.

Source: Personne-ly Speaking;  
March/April 1994 Edition.  
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