

CalACT to Host Transportation Symposium in 2007

Mark early February 2007 on your calendar. This is the time scheduled for a new and exciting program, the CalACT Transportation Symposium. This exciting and powerful event will challenge the industry to accelerate innovation to keep pace with society's expanding mobility needs. As an agent of change, CalACT will develop and lead the Symposium to tackle important areas of new products and services, technology, industry leadership and effective planning for the social changes of our aging population.

The Symposium is intended to convene transit and community transportation professionals and policy makers from around the nation to discuss future directions for the industry. Focusing on evolving issues that impact both rural and metropolitan services, the program is intended to be a source of creative ideas and direction for future industry effort, as

well as achieve substantial recognition for CalACT as a leader in this field. Karen Bakula & Company,



Happy Holidays!

Inc., a public relations and marketing consultant, will work with the Board of Directors and staff in refining the concepts involved in the program, managing preparations for carrying out the program, and assisting in the presentation of the Symposium itself.

The Symposium will:

- Stimulate research ideas, demonstrations, financial investment
- Move our industry forward, and

- Generate topics and themes for future CalACT conferences.

Focused presentations and panel discussions provided by notable industry leaders, private sector business leaders, governmental officials, national labor representatives, and others will be the format for the 2 day event. This is sure to become a landmark event to promote industry progress, change and innovation.

So make sure you leave space on your calendar in early February 2007. More details will be available in the months ahead.

In this issue

<i>Chair's Message</i>	3
<i>Membership Renewals</i>	3
<i>RTAP Update</i>	3
<i>Board Welcomes New Members</i>	4
<i>Board Meeting Summaries</i>	5
<i>ARB Modifies Diesel Emission Standards</i>	6
<i>What is a CTSA?</i>	7
<i>Conference Rotation</i>	8
<i>Autumn Conference Highlights</i> ..	9
<i>Getting Small Buses Ready for Winter</i>	11
<i>Transit & Paratransit Certificate Program Schedule</i>	13
<i>Upcoming Events</i>	14
<i>Lichtanski Scholarship Fund</i>	14
<i>New Members</i>	15



is published by the
California Association for
Coordinated Transportation, Inc.
1722 J Street, Suite 20
Sacramento, CA 95814-3033
1.800.4CalACT (422.5228)
916.446.8018
Fax: 916.446.8021
e-mail: info@calact.org
www.calact.org

Editor Cindy Dahlgren
Contributors Ursell Austin
..... Pam Couch
..... Jerry Davis
..... Meg Desmond
..... Barbara Duffy
..... Patrick Ireland
..... Halsey King
..... Pete Spaulding
..... Priscilla Vargas
..... David Wilder
Layout Mary Wilson
Graphic Arts Walter Humphreys
Printing Zuprinco Printing

Send contributions in Word format to:
CalACTION
1722 J Street, Suite 20
Sacramento, CA 95814-3033
by February 15, 2006

CalACTION is published by the California Association for Coordinated Transportation, Inc. with funding in part, from the Rural Transit Assistance Program which is administered by CalACT under contract with the California Department of Transportation (Caltrans). Any opinions, findings, conclusions, recommendations or endorsements in this newsletter are those of the authors and/ or the CalACT Board of Directors, and do not necessarily reflect the views of the Rural Transit Assistance Program nor the Federal or State Departments of Transportation.

Mailing List Policy:

In order to protect members' privacy, CalACT's membership list is available to members only. A hard copy (paper) list will be supplied to members at no charge. Printed mailing labels will be supplied for a fee of \$30. The master mailing list will not be made available. Exceptions to this policy will be considered on a case-by-case basis by the Board of Directors.



CalACTION
is printed on recycled paper.

BOARD OF DIRECTORS

Bay Area Representatives

Cindy Dahlgren, Secretary (925) 676-1976, x 212 cdahlgren@cccta.org
Barbara Duffy (925) 455-7555 bduffy@lavta.org

South Central Representative

Larry Shankland (209) 385-7601 lshankland@co.merced.ca.us

North Central Representative

Linda Deavens, Chair (916) 429-2009, x 302 lindsay@paratransit.org

Far North Representative

Pam Couch (530) 233-6422 couch@hdo.net

South Representatives

Jerry Davis (909) 878-5200 jdavis@marta.cc
Chip Hazen (213) 922-2403 hazenc@mta.net
Daniel Palumbo (949) 498-0400 dpalumbo@southcountyseniors.org
Arun Prem, Vice Chair (213) 270-6082 prem@asila.org
George Sparks (909) 596-7664 GLSPVTA@AOL.COM

Associate Representative

Phil McGuire, Treasurer (707) 558-9042 consultpbm@aol.com

At Large Representatives

Charlie Anderson (510) 724-3331 charlie@westcat.org
Patrick Ireland (209) 223-2877 arts@amadortransit.com
Larry Pardi (707) 822-3775 lpardi@arcatacityhall.org
Joe Rye (805) 925-0951, x 225 jrje@ci.santa-maria.ca.us
Mark Wall (559) 734-2646 mark@markwall.com

Staff

Peter Spaulding, CAE (800) 422-5228 petes@calact.org
Ursell Austin (800) 422-5228 ursell@calact.org
Meg Desmond (800) 422-5228 meg@calact.org

2006 Membership and Board Meetings

Board Meetings

January 20 Sacramento
March 21 Napa
May 12 To Be Determined
September 26 To Be Determined
December 1 Sacramento

General Membership

September 29 To Be Determined

Committee Chairs

Standing Committees

Legislative Rick Ramacier
Conference Open
RTAP Patrick Ireland
Finance Phil McGuire
Ad Hoc Committees:
Audit Arun Prem
Governance Phil McGuire
Membership Dennis Guinaw
Professional Development
..... George Sparks

Advertise in CalACTION!

Send or email your ad in a .tif or .jpg format. Ads which must be designed or recreated will be charged a \$50 set-up fee. Associate Members have priority for space and design time.

Size of Advertisement	Suggested Donation
Business Card	\$ 50
2 column ad (1/4 page)	\$ 100
3 column ad (1/2 page)	\$ 200
Full Page	\$ 300

Job opportunity ads are free. Call CalACT for more information.

CHAIR'S MESSAGE

Thanksgiving is over and Santa is on his way. Am I ever in the holiday mood even though I haven't bought a single present for anyone yet! Our tree is up, and the interior decorator in me has been having a ball coming up with beautiful Christmas scenes all over the house to rest my eyes upon. I'm looking forward to friends and family dropping by for good conversation and merrymaking.

On the work front my Paratransit compatriots are making way for Santa, too. Our annual Christmas Caroling Express is ready to roll, with stops planned at the homes of many of our long-time Paratransit friends. It's jingle bell time for our passengers.

They're ready to shop, attend the Nutcracker Suite, shop, see the



Christmas lights, shop, visit friends, shop, go out to lunch, shop, sip a hot toddy, shop, go to the movies,

shop, go to church, shop and take joy in the many things the season has to offer.

There's a saying I think of quite often: "You can't do anything unless you can get there." Close your eyes a minute and think about it. Such a simple statement, yet it's profoundly true. You really *can't* do anything unless you can get there. My message is to thank each of you for making a difference in the lives of our passengers and for making mobility for all your life's work, your passion. My wish for all of you is that your holiday season is everything you want it to be. Ho! Ho! Ho!

- Linda Deavens

Membership Renewals in the Mail

CalACT is committed to providing outstanding service to meet your specialized needs. We're delivering with a solid base of professional development resources and networking opportunities designed with you in mind. Did you know:

- CalACT collaborated with the Commission on Aging to develop the transportation element of the Strategic Plan for an Aging California.
- Presented workshops on ADA, TDA and Drug and Alcohol compliance.
- Conferences have been held continuously since 1984. With members in 56 of our 58 counties, participants come from public and non profit transit and paratransit operators, large and small, from all over California.
- CalACT is in the seventh contract with Caltrans to provide training and technical assistance under the Federal Transit Administration's Rural Transit Assistance Program (RTAP).
- Members created the Transit & Paratransit Management Certificate program – In partnership with

Caltrans, Access Services, the Metropolitan Transportation Commission, the University of the Pacific and Pepperdine University, CalACT developed a comprehensive certificate program to meet the management development needs of today's transportation managers.

Membership offers you:

- Relevant and timely workshops and conferences
- Excellent professional development opportunities
- Proactive Legislative Program
- Information and referral services, including the CalACT Roundtable.

Your membership renewal will be mailed to you shortly. Full and Associated dues have been increased approximately 5%. Please take a moment to update your contact information on the notice. Questions regarding your current membership status may be directed to Ursell Austin, Management Assistant at 800-422-5228 or ursell@calact.org.



RTAP Update

The RTAP scholarship amount has been increased from \$1,000 to \$1,500 per agency per calendar year. For qualifying agencies, the scholarship will reimburse lodging and travel expenses within the guidelines of the State of California.

Here is what some past participants have had to say about past workshops: ADA Regulations: "Instructor is a wealth of information". Maintenance Management: "Would recommend the class to anyone interested in becoming a maintenance manager". Market Research: "Appreciate CalACT offering this workshop and others". Paratransit Reservations, Scheduling & Dispatching: "Entire workshop was extremely helpful". Procurement: "Very interesting when instructor incorporated life examples into discussions and experiences".

Take advantage of the scholarships available in 2006 to attend the many different workshops in the coming year. If you are not receiving our monthly bulletins announcing the workshops, please let us know by calling the RTAP hotline number: 800-927-7827.

Board Welcomes Five New Members

In any given year, one or two new directors are elected to the CalACT Board. This year, we have five new directors. We are pleased to introduce four of the five new members to you; information about Daniel Palumbo, representing the South area, will follow in the next issue.

Far North: Pam Couch

Pam Couch is the Executive Director of two small rural transportation agencies: the Modoc County Transportation Commission, a regional transportation planning agency and the Modoc Transportation Agency (MTA), the regional public transportation provider, which serves as the Consolidated Transportation Service Agency (CTSA) for Modoc County. Pam moved to Modoc County in 1998 to start the county's first transit service – the Sage Stage – which provides lifeline transportation throughout the county and along three intercity routes connecting Alturas and Susanville to Reno, Nevada; to Klamath Falls, Oregon; and to Redding, California.

Pam is energetic and passionate about helping people get where they need to go. She works cooperatively with individuals, local agencies, tribal governments and many organizations to coordinate efforts that improve rural mobility and access to services. Pam's success with grant writing helps her region receive funding for innovative projects to stretch limited resources, provide travel planning assistance and serve an integrated bus transportation system. Pam received the 2004 TRANNY Award - Manager of the Year - from the California Transportation Foundation in recognition of her work.

South: Gerald Davis

Gerald "Jerry" Davis is General Manager/CEO for the Mountain Area Regional Transit Authority in Bear Lake, CA.



Jerry was born in Santa Barbara, California and is a sixth generation native of that community. He brings

25 years of management experience to the CalACT Board of Directors. His transportation experience dates back to the early 1970's when he drove for Melni Bus in Santa Barbara. In 1981 he was President/CFO of Fiesta Stage Lines in Santa Barbara where he was successful in expanding sales from \$50,000 to \$1.2 million within two years and negotiated the purchase of Westway Lines, Inc. of Ventura. In 1989 he became Operations Manager for Greyhound Lines in Santa Barbara during the strike and bankruptcy years. From 1992 to 2002 he worked for the Santa Barbara Metropolitan Transit District as Maintenance Analyst and then Superintendent of Operations where he managed 133 operators, 7 supervisors and a fleet of 100 buses.

Jerry earned his Bachelor of Science degree in Organizational Management from the University of La Verne.

Bay Area: Barbara Duffy

Barbara Duffy is the General Manager for the Livermore Amador Valley Transit Authority (LAVTA): a transit agency that provides fixed route and paratransit services to the cities of Pleasanton, Dublin and Livermore in the eastern San Francisco Bay Area.

Barbara brings many years of transit experience to the CalACT Board of Directors. From 1989 to 1993 she served as LAVTA's Director of Finance and Administration. She took a hiatus from that job to work part-time as a Management Analyst for the agency while raising her two young children. In 2001 she returned to the position of Director of Finance and Administration before

becoming the first female General Manager for LAVTA in 2003.

Barbara is very familiar with her service area, having grown up in Pleasanton, California. She earned a Bachelor of Arts degree from the University of Colorado. She moved back to California in 1982 to earn an MBA from the University of California, Berkeley with an emphasis in finance and public policy. Barbara has budgeting, administration, risk management, grant compliance and procurement expertise specific to transit. She is responsible for many "firsts" including LAVTA's first Strategic Plan, first in-house Short Range Transit Plan, and first Bay Area Automatic Vehicle Locator (AVL) system.

At Large: Patrick Ireland



Patrick Ireland has been the General Manager of Amador Regional Transit System (ARTS)

for nearly 21 years. Before taking the job with ARTS he managed a private limousine service in Sacramento. Prior to that, he was a rank-and-file member of Operating Engineers Local 3 for 12 years, holding a Class A Heavy Equipment Operator's card. Born in Sacramento, Patrick is a fourth-generation Californian, with roots in Amador County reaching back to gold-rush emigrants from Cornwall, England.

As an advocate of transit and one who uses it frequently for work trips, Pat takes both pride and pleasure in meeting the public's transit needs. As General Manager, his philosophy is that the highest quality work comes from employees who are happy in their jobs. Evidence that Pat's philosophy works can be seen in the satisfaction of ARTS' ridership and in its stellar safety record.



Board Meeting Summaries: October and December

The October Board meeting held in Monterey on October 4 focused on the budget and legislative matters, conference planning and the Symposium Steering Committee. The December meeting on December 9 in Sacramento focused on election of officers, adoption of the 2006 budget, renewal of the Legislative Mobilization effort, and conference planning.

Treasurer Phil McGuire reported that CalACT should end the year on budget. Membership revenues are slightly below projected levels. A 5% membership dues increase was approved for Full and Associate members, Supporting members dues will not be increased. The membership dues increase will result in the \$250 categories paying \$265 and the \$515 categories paying \$540.

We continue to make progress in implementing RTAP. Meg Desmond is making steady progress in implementing workshops, averaging 3 per month. We have started to progress on the development of a White Paper. This will be used in dealing with local elected officials, constituents and state elected and appointed officials to explain the significance of rural transit, the role it plays and its needs and potential.

The Autumn conference had 217 participants, and revenue was about \$14,000, slightly below the \$15,000 target. The Conference Committee has a draft agenda for the Spring conference in Napa, March 21 to 24. Negotiations continue with the Burbank Hilton for the Autumn 2006 budget, but the Chair and Secretary are authorized to execute a contract with an alternative LA area hotel.

Phil McGuire reported on the Symposium progress. Phil reported there has been substantial progress on the Symposium project. Major decisions that have been made have been to retain Karen Bakula (at the October Board meeting), and the decision to

move the Symposium from July 06 to February 07. This impacts several other items, including the 06 budget.

Staff reported on membership status. We are about 10 members behind last year, at 295. The Board approved a Membership Recruitment Plan that will be led by Dennis Guinaw and focus on increasing membership among traditional members, through direct mail and follow up before conferences; among organizations with whom we have mutual interests and among members who are nearing retirement or relocation, so that we can identify the staff person who will take their place as their CalACT representative.

George Sparks reported that the Professional Development Committee would like to coordinate with the California Transit Association (CTA) Training Committee. Joe Rye will be the liaison to the CTA Training Committee. The committee has begun to explore new professional development topics for conferences. Subjects suggested include the challenges for bi-lingual education, both for dealing with staff issues and also in marketing efforts. City College of San Francisco can bring resources to this discussion. We also will use our Zoomerang survey tool to get additional member input on professional development subjects.

The Committee also wants to explore "Big Idea Sessions" at conferences. These would be engaging sessions at conferences designed to stimulate discussion or debate. These sessions could result from the Symposium, or help to guide future Symposium plans.

Walt Diangson provided an update on the Certificate Program. The Spring semester is scheduled to begin in January, and will be held in the



Treasurer Phil McGuire reports at the Monterey General Membership Meeting

north at the San Joaquin Regional Transit District, and in the south at the Orange County Transportation Authority.

Josh Shaw and Justin Fanslau reported on the Mobilization Assessment. Approximately 20 questions were developed to receive member feedback on how well the Legislative Mobilization effort was working, and what the continuing needs were. Fifty nine responses were received. What we found was that in many cases, the CalACT member in an organization is not empowered to communicate on legislative or regulatory matters; and even when the member is empowered, the organization is not capable of responding quickly as legislative and regulatory items need approval by a governing board, in both public and non-profit organizations.

The initial recommendations from this effort that will shape the Legislative Mobilization work program over the next two year are:

- Consider getting people on the Legislative Committee who might not be the regular CalACT member, but are involved in legislation and in a position to influence positions on legislation.

(continued on page 6)

ARB Modifies Diesel Emission Standards

On October 27, 2005, the Air Resources Board adopted modifications to title 13, CCR, Section 1956.1, Engine Exhaust Emission Standards for New Urban Buses and Engines, aligning it in the 2007 and subsequent model years with California's heavy-duty truck engine standards – coupled with a requirement for transit agencies purchasing 2007 through 2009 model-year urban buses or engines certified to a NOx emission level greater than 0.2 g/bhp-hr to meet a mitigation requirement. The mitigation, adopted by the Board on October 20, 2005, requires:

- Any diesel path transit agency with 30 or more urban buses must retrofit an existing urban bus or transit fleet vehicle in its fleet with a level 3 particulate matter (PM) verified diesel emission control strategy that achieves a minimum NOx emission reduction of 40 percent or more, if available, for each new model year 2007 through 2009 diesel urban bus purchased that does not meet the 0.2 g/bhp-hr urban bus engine NOx standard.

- If a level 3 PM diesel emission control strategy with a minimum of 40 percent NOx reduction is not available then an existing engine must be retrofitted with a level 3 PM diesel emission control strategy that achieves a minimum of 25 percent NOx reduction, if available.
- The retrofit requirement applies on a one-to-one basis for each new model-year 2007 through 2009 diesel urban bus or diesel urban bus engine purchased that does not meet the 0.2 g/bhp-hr NOx standard until all diesel urban buses and transit fleet vehicles within the transit agency's fleet are either retrofitted or are unable to be retrofitted, subject to Executive Officer verification that all available retrofitting has been accomplished.

The specific regulatory language for the mitigation requirements will be noticed and available for 15 days for comment by the public as directed by the Board.

This action is good news for transit operators. It means that operators

do not have to wait until the 2010 model year to purchase diesel vehicles, when manufacturers are expected to produce a diesel engine that will meet ARB standards. It also means that Carl Moyer funds will continue to be available to transit operators purchasing 2007-2009 model year alternative fuel vehicles that exceed the 1.2 g/bhp-hr standard. Agencies must apply for these funds through their local air quality management district. The funds are competitive, and are not guaranteed.

This result culminates many months of work among operators, associations and the staff and members of the Air Resources Board. It is a great example of cooperation among operators big and small, north and south, diesel and alternative fuel, and the California Transit Association and CalACT.

For more information about the ARB Transit Rule, go to: <http://www.arb.ca.gov/regact/sctransit/sctransit.htm>



Board Summaries *(continued from page 5)*

- Look at our membership make up. There are many 501 C 3's and c 6's, whose Boards might not see the value in taking a position or think that they cannot because they are non profits. Part of our educational effort needs to address this.
- We need to impress upon members the need to take action when requested.
- Even public organizations have Board members have no comprehension of the legislative process or the authority needed to take action on transit matters. Board education is very important.
- It is important to get riders and local elected officials to contact leg-

islators. Legislators will listen harder to local electeds than they will to transit managers. If we can get them to write letters, it will also be effective.

- Some members have authority to put letters on city letterhead. But the short time frame that is required to respond to letters can get them into trouble. Members need to work in advance when letters might be needed.
- One of our weaknesses is that we don't have general managers participating in conferences. We need to be better involving General Managers and policy people in all that we do. Perhaps we should consider the content of our conferences to make

it more attractive to that level person. Higher level folks attend all kinds of conferences.

A new two year agreement between CalACT and Shaw/Yoder for Legislative Mobilization Services was approved.

Pete Spaulding reported that Peter Steinert completed the proceedings from the United We Ride Mobility Summit held on March 7. The report will be distributed to all Summit attendees. The proceedings include an Executive Summary which supports the concept of a Mobility Council.



What is a CTSA?

By Priscilla Vargas

Two half-day sessions held at the CalACT autumn conference in Monterey on October 5 and 6 focused on *CTSAs Today and Tomorrow*. Specifically, how they got started, what type of services are provided, how they are funded, and what barriers they face. This article outlines the similar and differing characteristics of urban and rural CTSAs and showcases some innovative CTSA programs from around the state.

In 1979, the Legislature created the Social Service Transportation Improvement Act (AB120), an act that created Consolidated Transportation Service Agencies (CTSA) in each county in California. AB120 promoted coordination and consolidation of programs. The bill required people to work together to provide more efficient programs and improve access to transportation services. AB120 goals included centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing (mostly of vehicles and equipment).

The core mission of a CTSA is to dedicate transportation services to people with disabilities, senior citizens, social service agencies, health care providers, various organizations, and individuals within that particular service area. One of the most important aspects of a CTSA is the fact that a CTSA is considered a public entity. The creation of CTSAs provided authorization, by the state constitution, to provide transportation services, as an eligible recipient of Transportation Development Act (TDA) Article 4.5 funding.

Urban CTSAs

Sacramento's Paratransit, Inc. coordinates transportation needs with more than 80 neighborhood and social service organizations and offers low cost technical and operational training services, centralized vehicle maintenance, centralized purchasing of fuel and parts and centralized dispatching and cost sharing with partner agencies. Paratransit,

Inc. began providing door-to-door services with two borrowed vehicles from the Los Rios Community College District and now provides more than 60,000 door-to-door trips monthly to people who have disabilities, people who are elderly or transportation disadvantaged. Its travel training program has provided bus riding skills to more than 8,500 people with disabilities giving them increased mobility at considerable cost savings to the local community.

In Los Angeles, Access Services, Inc. (Access) is looked upon by social service agencies and specialized transportation providers as a provider of transportation information and referral services. Access accomplishes this mission through its RideInfo program and the Directory of Specialized Transportation Services that is a compilation of an extensive database of public, social service, medical and commercial organizations located in the County of Los Angeles that offer various types of transportation services.

Access uses its fleet of vehicles to deliver a system of coordinated ADA complementary paratransit services throughout Los Angeles County, on behalf of forty-one (41) fixed route operators. It also has interagency agreements with fixed route providers, which enables ASI riders to ride these buses for free. Access' travel training program seeks to remove or lessen perceived barriers to introduce people with disabilities to fixed route transportation options.

Access also seeks to enhance the professional capabilities of social

service transportation providers by offering technical assistance, training opportunities, and financial aid.



David Koffman, Nelson\Nygaard Consulting Associates, describes mobility management programs.

Rural CTSAs

United Cerebral Palsy (UCP) in San Luis Obispo became a CTSA in 1993 with the implementation of Ride On Transportation. Simultaneously, RideOn was designated as the Transportation Management Agency (TMA). The TMA purchases services on an hourly basis from UCP, while UCP pays for the drivers, fuel, etc. UCP also provides a variety of transportation options including guaranteed ride home and rideshare programs.

An example of rural CTSAs working together is found in Fresno. Here, several agencies are designated as CTSAs and they work together to serve different geographic areas. Specifically, the Economic Opportunities Commission (EOC) shares the CTSA designation with the City of Fresno and the Fresno Rural Transit Agency. The EOC is one of the largest in the United States with revenues exceeding \$130 million. Its scope of services include, but are not limited to, job training, prenatal, nutrition, recreation programs, and transportation. The co-designation between the City

(continued on page 10)

CalACT

expresses its appreciation to the Sponsors and Suppliers who so generously supported the 2005 Autumn Conference.

TUESDAY BASKETBALL

RouteMatch Software

WEDNESDAY LUNCHEON

Non-Profits United Vehicle Insurance Pool

WEDNESDAY/FRIDAY PROFESSIONAL DEVELOPMENT SESSIONS

Caltrans Division of Transportation Planning

Office of Professional Development

WEDNESDAY/THURSDAY CONTINENTAL BREAKFASTS

First Transit, Inc.

THURSDAY LUNCHEON

Halsey King & Associates

THURSDAY DINNER - ADVENTURES BY THE SEA

Laidlaw Transit Services

Mentor Engineering

MV Transportation

Paratransit Services

CalACT Conference Rotation

In speaking with members, we realize there is some confusion about the conference rotation. The current schedule involves a three way rotation among Southern, Central and Northern locations. To define these locations, membership regions are utilized as described in the By-laws. The South encompasses the South election region, Central the South Central election region, and North the North Central, Bay Area and Far North election regions.

Beginning in 2005, the conference rotated through a south, central and north location. The EXPO is held in the spring, thereby eliminating conflicts with the California Transit Association (CTA), whose EXPO is held in the fall. In planning the spring conference dates and locations, we strive to avoid conflicts with the annual California Association of School Transportation Officials (CASTO)

spring conference, which attracts many of our Associate members.

The current conference rotation follows through 2010 (see inset). Conferences are scheduled through Spring 2007; however, in the coming

Year	Spring (EXPO)	Autumn
2005	South - Riverside	Central - Monterey
2006	North - Napa	South - Burbank
2007	Central - Tenaya Lodge	North
2008	South	Central
2009	North	South
2010	Central	North

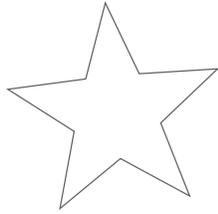
months, dates and locations for the Autumn 2007 through Autumn 2008 conferences will be pursued.

Want a little bit of history? The first CalACT conference was in San Diego in the fall of 1984. From 1986 through 1990, the spring conferences were held in the south and the autumn conferences were in the north. Beginning in 1991, the rotation was reversed with the spring conference

being in the north and the autumn conferences in the south. This continued until 2000, when we shifted back to a spring south and an autumn north rotation.

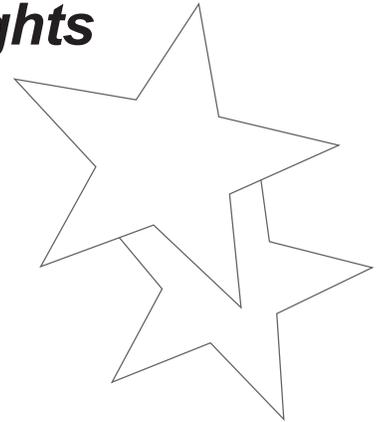
In autumn 2002, we began a partnership with the Rural Counties Task Force (RCTF) of the California Transportation Commission (CTC). The RCTF wanted to hold an annual conference, but did not have the mechanism to contract with hotels and collect registration fees. The past four autumn conferences have featured sessions developed by the RCTF held on Thursday, followed on Friday by its regular bimonthly meeting. This has worked well, bringing new issues and faces to our conferences.

Interested in hosting a future conference? Now that you know the rotation, let us know if you are interested in being a conference host. Call us at 800-422-5228 or send us an e-mail at www.calact.org.

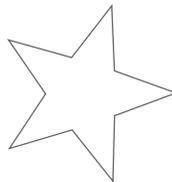
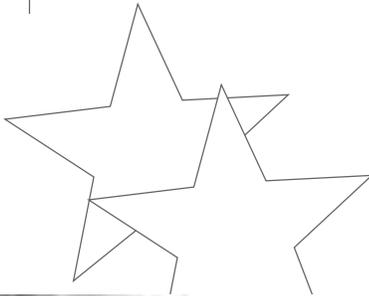


CalACT

Autumn Conference Highlights



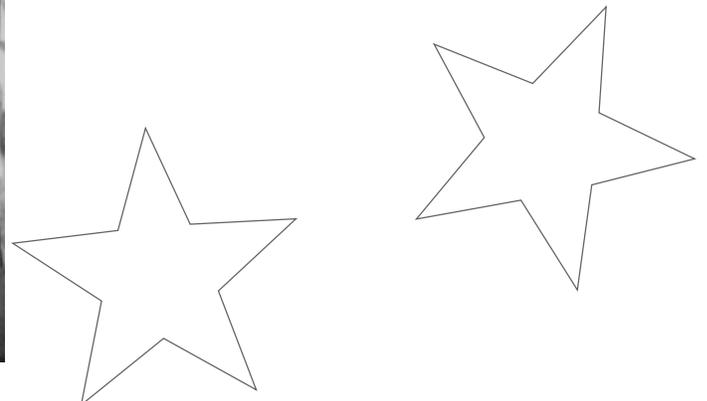
Tuesday Night Basketball was a great ice breaker, thanks to RouteMatch.



Dan Mundy and Mark Shaffer chat between conference sessions.



Bill Morris demonstrates incredible balance at Adventures by the Sea.



What is a CTSA?

(continued from page 7)

and Rural Transit Agency promotes coordination of social services within the city and rural areas.

The Fresno CTSA model exceeds matching requirements and collects nearly 80% of the costs from various contracting agencies; this allows Local Transportation Funds (LTF) to be shared with more recipients. A portion of the LTF are also used to purchase tokens, which allow senior citizens and persons with developmental disabilities to receive transportation services on public transit systems. This unique structure offers broader usage in urban and rural communities and serves the greater population in a seamless manner.

The Fresno EOC CTSA also participates in the FTA 5310 Grant/Match Program to procure vehicles for replacement and expansion of its fleet size. The agency's maintenance facility is not only utilized to maintain the fleet of 137 vehicles, but it also contracts with various social service agencies for maintenance services.

CTSAs as Mobility Managers

The future role of CTSA's is one of Mobility Management. The concept of mobility management is to connect people to a continuum of accessible transit services and provide information, referral and support services including the provision of mobility training to familiarize riders with transit as a first choice of transportation rather than other more expensive modes including paratransit and medical transportation.

Several mobility management case studies were presented by Gail Murray and David Koffman with Nelson\Nygaard Consulting Associates, and Cliff Chambers with the Transit Resource Center. They included the Emery Go Round, operated by a transportation management association in Emeryville, Caltrain and BART shuttles operated by SamTrans and the Richmond area community-

based Transportation Plan. Several steps to successful Mobility Management include:

- Match services to market needs
- Conduct needs assessment of service gaps and leadership gaps
- Determine scope
- Develop action plan
- Identify partners
- Be flexible to meet needs

The Federal Transit Administration has created a reimbursable capital cost category of mobility management in SAFETEA-LU. SAFETEA-LU requires federal fund applicants, such as Section 5310 and 5311, to be part of a local coordination plan. With the right mix of incentives for local agency participation, and sufficient operational funding, there are opportunities for new CTSAs to be established and existing CTSAs to expand their roles to become mobility managers.

Funding Options

There are many funding opportunities, in addition to TDA Articles 4.5 and 8 funds, available to CTSAs. CTSAs are permitted to flex 5037, 5309, 5310 and 5311 funding; how-

ever, flexing should be accomplished in consultation with other affected public entities. A variety of additional funding sources include:

- Low Income Flexible Transportation (LIFT);
- Welfare to Work;
- Community Development Block Grant (CDBG);
- Local Sales Tax;
- Older Americans Act;
- Service Clubs; and
- Community Foundations.

If you would like more information regarding CTSAs please feel free to contact us at 800-422-5228 or visit our website at www.calact.org. Together with Access Services, CalACT manages a CTSA Roundtable. This list serve allows you to quickly communicate with other CTSAs, ask questions, share information and learn more about CTSA operations and funding. If you would like to join the 64 other members of the CTSA Roundtable, send an email to either Geetu Roy of Access Services at roy@asila.org, or to Pete Spaulding at petes@calact.org.



Did you know that every transit operator that offers reduced fares to disabled persons shall honor any current identification card that is valid for the type of transportation service or discount requested and that has been issued to an individual with a disability by another transit operator? Forms of identification to receive a reduced fare include:

- Persons with disabilities who possess a disabled veteran placard identification card.
- Federal Medicare identification card.
- Any transportation provider offering reduced fares to senior citizens who are less than 65 years old.

If you would like a copy of the California Public Utilities Code Sections 99155 and 99155.5, which describe this requirement, please contact us at 800-422-5228.

Thanks to David Wilder for providing this information.

Getting Small Buses Ready for Winter

By Halsey King

Advanced design and manufacturing requirements of engines and their operating systems have pushed us far beyond the old “consumables” specifications used with the engines of yesterday which were made primarily of iron and steel. In a fleet maintenance environment antifreeze, coolants, oil, power steering fluids, brake fluids, along with spark plugs, belts, and filters are still referred to as consumables. In this article, Halsey discuss getting your vehicles ready for winter by inspecting coolant and lubrication levels

The engineers and scientist who develop modern automotive products specified for today’s bus engines work within many segments of industry and government, to provide fleets with hi-tech consumable products. Through this interactive work, they are able to review today’s operating environment and glance into the needs of the future. Many of you, who have attended the VMMI training 5 years ago, now operate small buses and vans with heated seats, electric steering and electrically heated windshields that we discussed then. Now, it is easier for you to visualize the future of the new bus, its systems, parts, consumables and changing service requirements, and above all take advantage of these advancements.

ANTIFREEZE/COOLANTS

Antifreeze is any of several liquids such as Ethylene Glycol or Propylene Glycol which is mixed 50/50 equal parts with distilled water. When added to a bus cooling system, it will lower the freezing point of the coolant and inhibit the formation of rust and other deposits that can clog the radiator and reduce cooling system efficiency.

During the 60’s – 70’s and 80’s, antifreeze was always green. Of course most of the bus engines during that time were made of iron or

steel and owners would use whichever antifreeze/coolant that fit the engine manufacturers’ specification – and the budget. But, by the mid-eighties, engines started to become smaller, made of aluminum, and in some cases, silicone hoses instead of rubber hoses. Fleet managers had to revisit their fleet needs for antifreeze, especially in mixed vehicle fleets, where they probably purchase and use several types of antifreeze coolant. Indeed, it is an uneven playing field out there today with each of the big three manufacturers. Both Ford and Chrysler specify a hybrid coolant that uses nitrite and silicate in their formulation. Neither of these two recommend what General Motors uses and GM does not recommend theirs.

Don’t let the color fool you. Yes, antifreeze/coolants now come in more colors than the rainbow, but it’s the smart manager who compares its labeled specification against the engine manufacturers’ specifications they find in the engine manual.

SERVICE PROCEDURES

Most experts agree that the bus cooling systems can be the source of up to 50% of your maintenance problems. Issues like overheating, coolant loss, plugged radiators, loose belts and bad water pumps take us well beyond the color or type of coolant. These issues can become the bane of a good technician’s daily work, especially with older buses where the cooling system was ignored, over time. This points up to the need for good Preventive Maintenance Service Procedures on a regular and consistent basis. Here are several tips you may want to work into your Preventive Maintenance Service Procedures, based upon our work with small bus fleets across the country. These are:

- Purchase the large 3-ring manufacturers’ manual at your local dealer and read it cover to cover.



- Hook up with the Dealer Service Manager at your local Ford, Chrysler and General Motors dealers. Ask the Service Manager about any change notices or service updates issued by the manufacturer.
- Go on-line and hook up with the manufacturers’ customer service departments like Ford’s at 1-800-34 FLEET and obtain a FIN code. That way the dealer and the manufacturer will know who owns the fleet and where it is located.
- Purchase the special tools and equipment to service your cooling system correctly and follow the recommended practices outlined by the manuals and dealer.

Be careful, antifreeze/coolant can be fatal to animals if left in open containers around the shop. Shop technicians are now required to read all labeled instructions while handling this consumable product. There are legislative bodies around the nation who are developing tighter controls for its purchase and handling. I believe we will soon see buses with cooling systems that will be sealed,

(continued on page 12)

Getting Small Buses Ready for Winter (continued from page 11)

with the expectation that the anti-freeze will not need to be changed until the bus has traveled 250,000 miles. That, of course will be the future.

ENGINE OIL

The oil in your bus engine is but 1 of more than 360 different products refined from a gallon of crude oil. Maybe you never thought of it that way, but refiners know that process and the profit potential of a gallon of crude oil, very well.

For our purposes here, let's break the refining process down to 3 levels. We'll call them top distillates, middle distillates and heavy distillates.

- **Top Distillates** come from the top of the refining process. These products are made for such uses as cosmetics, medicines and other products that require oil which is ultra refined.
- **Middle Distillates** from crude oil are used for such everyday products such as bug sprays, paints, bus fuel systems cleaners, certain bus trim products, gym shoes, toys and basket balls.
- **Heavy Distillates** are used to manufacture a host of products that we are very familiar within the bus maintenance shop. Among these are gasoline, diesel fuel, wheel bearing grease, and many more.

In our home and office we can easily see products that are directly manufactured from crude oil or manufactured in concert with other products that result in everyday items. Some of these are roof and floor coverings, the plastic that covers your fax machine, the ink it uses, some of your clothing, and the asphalt on the road that we drive our buses upon. Lubrication engineers refer to these items very broadly as petrochemical-based products.

The engine oil we have been using in our bus engines is still referred to as a petrochemical-based product. When refined from crude oil, engine oil is as clear as water and is referred to as Base Stock Quality oil. From there it is shipped to a blender who mixes a certain menu of chemical products referred to as an additive package. These additive packages help to protect engine parts during cold days and hot days as well as fuel dilution and sludge buildup. They also help to suspend small particles such as carbon, sand, and water, until they are trapped in the oil filter.

At a certain time or mileage interval, we need to change the oil and filter because they both can become so contaminated that they begin to damage the very parts they are trying to protect.

In the late 70's a new product became available to bus fleets in the form of synthetic or man-made lubrication. These are not petrochemical-based oils, they are "blended lubrication." These partially synthetics are available today, as are 100% synthetic engine and transmission oils. Manufacturers say that there are vast differences in the performance of synthetic over petrochemical-based oils. These include:

- Synthetic Oils handle the engine heat much better and can help lower operating temperatures by as much as 10 degrees. Anytime you can reduce engine and transmission temperature, you extend their life.
- Synthetic Oils have good "suspension quality" which means that they help keep contamination such as carbon, sand and water afloat until they are trapped in the oil filter.
- Some fleets find that through good service practices and management attention, they can extend the oil change periods by several thousand miles. If approved by the

engine manufacturer, this alone could pay for the up-charge of synthetic oils.

Larger bus transmission manufacturers will now extend your warranty if you purchase and install synthetic oils. Other manufacturers are considering a range of incentives to encourage the switch over from petrochemical-based to synthetic oils.

Tighter controls are in the works for the handling and storage of all oils. I believe that in the near term we will see buses delivered that have no oil drain plugs. The shop service technicians will simply vacuum the oil out of the engine through the dip stick/fill tube, making the EPA very happy.

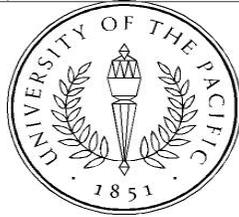
Bottom line is if you can use synthetic oils without violating your warranties, go for it.

Writers' Profile

Anyone who has attended a CalACT Conference or a Community Transportation Association of America (CTAA) EXPO is sure to recognize Halsey King. With more than 26 years of experience in the repair, inspection and management of vehicle fleets, Halsey is a regular speaker and writer on maintenance and technology issues. His articles appear in many transportation and engineering magazines including Metro Magazine, the American Bus Association and the United Motor Coach Association.

Halsey has provided consulting services and training to over 700 fleets worldwide, including fleet manager technicians and highway patrolmen in 43 states. His work has taken him to England, Saudi Arabia, Mexico and Canada.

*Halsey can be reached at:
2541 State Street, Suite 108
Carlsbad, CA 92008
Phone: 760-434-2400
Fax: 760-434-2424
halseyking.trc@sbcglobal.net*



University of the Pacific Transit & Paratransit Management Certificate Program

Northern California Series - Location: Stockton, hosted by the San Joaquin Regional Transit District

January 20, 2006	Course 1	Overview of Transit and Paratransit Today
February 3	Course 2	Managing the Operation Effectively
February 17	Course 3	Enhancing Leadership Effectiveness
March 3	Course 4	Manager's Guide to Regulations and Funding
March 17	Course 5	Budgeting and Financial Management
March 31	Course 6	Service Design and Quality Management
April 21	Course 7	Marketing and Customer Service
May 5	Course 8	Human Resource Management
May 19	Course 9	Risk Management and Safety

Southern California Series - Location: Orange County, hosted by the Orange County Transportation Authority

January 27, 2006	Course 1	Overview of Transit and Paratransit Today
February 10	Course 2	Managing the Operation Effectively
February 24	Course 3	Enhancing Leadership Effectiveness
March 10	Course 4	Manager's Guide to Regulations and Funding
March 24	Course 5	Budgeting and Financial Management
April 7	Course 6	Service Design and Quality Management
April 28	Course 8	Marketing and Customer Service
May 12	Course 7	Human Resource Management
May 26	Course 9	Risk Management and Safety

To register for the entire program or individual courses at either location, contact the University of the Pacific, Westgate Center for Management Development at 888-439-2867 or visit: <http://www.pacific.edu/esb/westgate/transit/transit.html>. If you have registered and paid for the program in the past and need to complete individual courses, to earn your certificate, remember that you must pre-register for those individual courses. The cost of the program is \$2,295 for the entire 9 courses, or \$275 per individual course.

Financial assistance is available. Funds are available for registration fees for non-profit transportation providers and public transit and social service agencies. Registration and travel expenses to attend courses may also be eligible for reimbursement under the RTAP Scholarship Program for public and non-profit organizations serving rural areas. RTAP Scholarship Guidelines include:

- Rural public operators, non-profits, and planning agencies are eligible for financial assistance. Private, for-profit agencies are not eligible for assistance.
- Up to \$1500 per calendar year, per organization.
- Can apply for individual courses as well as entire program.
- Students pay the University of the Pacific at registration, reimbursement is paid to the student's organization upon completion and based on submittal of a Post Expense Form and a write up on 1 or more courses, 1 write up for each \$250 of scholarship.
- RTAP funds can be used for travel expenses in conjunction with, or independent of other funds, including Caltrans.

UPCOMING EVENTS

January

- 9-13, TSI's Fundamentals of Bus Collision, Pomona, CA. For details, visit the APTA website at www.apta.com
- 11-13, PASS Driver Certification Program, Los Angeles, presented by Jim Holman. Call Meg Desmond at 800-927-RTAP (7828) for information.
- 20, UoP's Transit & Paratransit Management Certificate Program's spring semester begins in Stockton, CA. For details, please contact the University of the Pacific at 209-946-2956
- 23-26, Transportation Safety Institute, Instructor's Course in Bus Operator Training in San Diego. For details, please contact Meg Desmond at 916-446-8018.
- 24, RTAP Workshop, Human Resources, San Diego, presented by Barry Nixon. Call Meg Desmond at 800-927-RTAP (7828) for information.
- 27, UoP's Transit & Paratransit Management Certificate Program's spring semester begins in Orange, CA. For details, please contact the University of the Pacific at 209-946-2956
- 28-31, APTA General Managers Seminar, Long Beach. For details, visit the APTA website at www.apta.com

February

- 15-16, RTAP Workshop, Vehicle Inspection, Maintenance & Repair, Sacramento, presented by Halsey Call Meg Desmond at 800-927-RTAP (7828) for information.
- 27-March 3, TSI's Fundamentals of Bus Collision Investigation, San Jose, CA. For details, visit the APTA website at www.apta.com
- 28-March 1, RTAP Workshop, Drug & Alcohol Regulatory Compliance, Sacramento, presented by Robbie Sarles. Call Meg Desmond at 800-927-RTAP (7828) for information.

March

- 20-23, Transportation Safety Institute, Instructor's Course in Bus Operator Training in Orange County. For details, please contact Meg Desmond at 916-446-8018.
- 20-24, TSI's Transit Bus System Safety, Sacramento, CA. For details, visit the APTA website at www.apta.com
- 21-24, CalACT Spring Conference, Napa. For details, please contact Meg Desmond at 916-446-8018.
- 28-31, APTA General Managers Seminar, Long Beach. For details, visit the APTA website at www.apta.com

All of these programs qualify for RTAP Scholarship assistance. Call for application forms at 800-927-RTAP.

APTA = American Public Transit Association, Washington, DC
CTAA = Community Transportation Association of America, Washington, DC
CTAP = Community Transportation Assistance Project for Human Service Agencies, Washington, DC
NTI = National Transit Institute, New Brunswick, NJ
TRB = Transportation Research Board, Washington, DC
TSI = Transportation Safety Institute, Oklahoma City, OK

\$4,500 Contributed to Lichtanski Scholarship Fund

A highlight of the Autumn conference was the generosity shown by participants to the memory of Monterey Salinas General Manager, Frank Lichtanski. Frank passed away in June of this year. In memory of Frank's dedication to the public transit industry, his support of small and medium-sized transit agencies, and commitment to educating future leaders in transit leadership, a scholarship has been established in his memory to enable two individuals each year to attend a session of the Eno Foundation's Center for Transit Leadership (CTL). Frank had been involved with the CTL from its inception and, just weeks before his passing, participated as an instructor.

With the announcement of the scholarship program shortly before the Autumn conference, we decided to do more than just dedicate the conference to Frank, so we asked folks to wear Hawaiian shirts and conducted a 50/50 raffle.

Sales were brisk as several Board members really worked hard to sell

tickets during our two conference lunches. Near the end of the ticket sales we had just broken the \$2,000 mark. Not bad from about 225 participants. But we were hoping to do even better. At that point, MV Transportation generously stepped up and offered to contribute whatever was needed to reach the \$3,000 mark! Our final sales totaled \$2,400. This was augmented by \$600 from MV to reach the \$3,000 goal. Coincidentally, MV also agreed to make an additional \$1,500 contribution.

When the winning raffle ticket was drawn, the winner preferred to remain anonymous and did not step forward to collect the prize. Our entire conference gathering overwhelming agreed that the entire proceeds should go to the Scholarship Fund.

On behalf of the membership, Board of Directors and staff of the California Association for Coordinated Transportation, we sent two checks totaling \$4,500 as a contribution to the Frank J. Lichtanski Scholarship Fund. These checks,

from CalACT and MV Transportation, represent the total proceeds from the raffle. In addition, the San Joaquin Regional Transit District contributed an additional \$1,500 to the fund.

Our industry is characterized by very generous people and organizations. It is people like Frank that make it work by giving so much. We all miss Frank, but we are delighted to keep his spirit alive by contributing to this fund.

The American Public Transit Foundation will continue to accept donations to the fund. Send them to:

*Frank J. Lichtanski Memorial
Scholarship Fund
American Public Transportation
Foundation
1666 K Street, NW, Suite 1100
Washington, DC 20006*

Please write "Frank J. Lichtanski Memorial Scholarship Fund" on the memo line of your check.



New Members

CalACT would like to extend a warm welcome to the following new member organizations and their member representatives:

- Diane Slagle, Western Transit Systems
- Donna Abbott, Azusa Transit
- Mikel Oglesby, SunLine Transit Agency
- John Harris, City of Vallejo/Vallejo Transit
- Suzanne Korey, City College of San Francisco
- John Prah, Maxon Mobility

IT'S A WEB, WEB, WEB, WEB WORLD

California Transit Association
www.caltransit.org

California Association of Area Agencies on Aging
www.c4a.info/

California Association for Adult Day Services
www.caads.org

Protection & Advocacy, Inc.
www.pai-ca.org

California Association of Councils of Government
www.calcog.org

League of California Cities
www.cacities.org

Odyssey
www.odyssey.org

NonProfits' United Vehicle Insurance Pool
www.nonprofitsunited.com
State Rural Transit Assistance Program (RTAP)
www.calact.org/rtap/rtap1.htm



You are cordially invited to become a CalACT Member!

CalACT is a statewide organization comprised of individuals and agencies from diverse facets of transportation (including operators of small and large systems, planning and government agencies and suppliers) who are dedicated to the coordination and improvement of public and specialized services throughout the State of California. Our mission is to promote professional excellence, stimulate ideas and advocate for effective community transportation.

CalACT's objectives are to;

- Develop programs designed to directly address members' concerns.
- Interact effectively with governmental agencies, legislative bodies, and interest groups.
- Increase professionalism of transportation operators.
- Enhance coordination and improvement of transportation services.

Membership benefits include:

- Information Exchange Network, including availability of the Roundtable listserv
- Toll free calling, 1-800-4CalACT
- Enhancement of professional growth through workshops and conferences.
- Reduced conference registration fees.
- Inclusion and links on CalACT's website, www.calact.org

My membership type (and tier) is:

- Full Member
- Public transportation operator, dues range from \$265 to \$540/year. (report your most recent annual operating revenues \$ _____)
 - Non-profit transportation operator, dues from \$265 to \$540/year. (report your most recent annual operating revenues \$ _____)
 - Local or regional government agency, dues range from \$265 to \$540/year. (indicate your population _____)
 - State or federal agency - \$540/year
 - College or University - \$265/year
 - Association - \$265/year
 - Human Service Agencies - \$265/year
 - Other - \$265/year
- Associate Member, such as Contractors, suppliers, consultants. Dues range from \$265 to \$540/year (indicate your most recent annual operating revenues \$ _____)
- Supporting - \$85/year (Non voting member from a Full or Associate Member organization)

I am interested in the following committees:

- Finance RTAP Conference Legislative

Name _____

Title _____

Agency _____

Email _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

Assembly District # _____ Senate District # _____

Return to: CalACT, 1722 J Street, Suite 20, Sacramento, CA 95814-3033.
You will be invoiced for your dues based on Membership type and tier.



California Association for
 Coordinated Transportation, Inc.
 1722 J Street, Suite 20
 Sacramento, CA 95814-3033
 916.446.8018
 Fax 916.446.8021
 www.calact.org



Spring Conference
 March 21-24, 2006
 Marriott - Napa Valley
 Hotel and Spa

ADDRESS ADD/DELETE/CHANGE NOTICE

Check One: Please ADD my name Please DELETE my name Please note ADDRESS CHANGE

Name

Address

Title

City

Agency

State Zip

Phone Fax

Email Address

Return to: CalACT, 1722 J Street, Suite 20, Sacramento, CA 95814-3033