CalACT Member Wins State and National Roadeo Competition

Mohammed Jaman just might consider himself a fortunate man! Although he has worked only 5 years for CalACT’s member, Paratransit, Inc., 2008 has brought both he and Paratransit, Inc. great distinction.

This year was the very first time Mohammed ever entered a Roadeo competition. In March, at the CalACT Bus Roadeo in Palm Desert, California, not only did Mohammad win the first place Individual Driver award, but he and his teammates also won the first place Team Award, competing against drivers from all over the state and Oregon border!

In June, at the Community Transportation Association of America (CTAA) EXPO in New Orleans, Louisiana, Mohammed won first place Driver in the Bus Division! Over 60 community and public transit drivers competed at the University of New Orleans, despite the Louisiana humidity!

The driving contestants came from across the nation, as well as from Australia, Canada, Mexico, and New Zealand. They tested in a written examination, vehicle inspection, and a timed driving obstacle course. CalACT member, Jerry Crunk, of Sure-Lok, unfortunately arrived in New Orleans wearing a leg cast, but it made him an ideal candidate and willing participant in the wheel chair loading and securement portion of the competition!

Mohammed’s win at this EXPO brought an even greater distinction. It has been many years since California won top honors at a national CTAA Expo!

The top winner at the national Roadeo was Lenzy Williams from the Baldwin Rural Area Transportation System (BRATS), of Robertsdale, Alabama. He won first place Driver for the Van Division, and was the grand prize recipient of the Ricon Driver of the Year award, his second in two years.

At the conclusion of the day’s events, participants and their family members gathered for dinner in the beautiful Napoleon Ballroom, at the New Orleans Hilton Riverside, where all of the winners were announced and given awards, trophies, and checks.

The CTAA Roadeo was a huge success for all participants! —

CalACT Relocates Once More

Due to the unforeseen sale of the building where we currently reside, CalACT once again is moving. The new owner will be occupying the entire building. We were very lucky to find a new home just a couple blocks away. Our new address as of October 1st will be 1010 Hurley Way, Suite 140, Sacramento, CA 95825. Our phone number and fax number will remain the same.

Welcome to our new Members and Board Members!

• Fare Logistics, Inc.
• City of Fortuna
• Palo Verde Valley Transit Agency
• Work Smart Consulting Solutions
• Blue Go Transit
• City of SouthGate
• City of Escalon
• Forsythe Transportation

New Regional Board Members

• Kathy Hawksford, MARTA
• Ron Hughes, KARTS

Mark your calendars for the CalACT 25th Anniversary Spring Conference & EXPO, March 17-19, 2009 at the Bahia Resort in San Diego.

Q'Straint National Training Seminar Scholarship applications to attend the training in Fort Lauderdale, Florida are due by March 18, 2009. Please contact Lisa Nippolt for the application.

Information Station

[CalACT Member accepting award.]

[First Place Team]
**Got Fuel Savings?**

If not, InterMotive may have an answer for you. In the first quarter of 2009, InterMotive will launch Eco-Star, a customizable, automatic, anti-idling system designed specifically for the cut-away bus market. The obvious benefit is that a reduction of unnecessary idling will improve fuel economy and reduce fuel expense – something every agency could probably use nowadays. The less obvious benefit is a reduction of green house gases.

The technology used in Eco-Star revolves around InterMotive’s Gateway (fast idle / lift interlock) system’s ability to read and control chassis operation via the OEM data stream. Eco-Star can be customized to turn the engine off and then back on without the driver using the key. This allows a fleet to proactively determine idle criteria and not leave it up to a driver to remember to shut the engine off when the bus is in Park.

Several prototype units are already in use. On the system installed on a low-floor bus being tested at Altoona, Eco-Star automatically shuts the engine off if the engine is warm, the bus is in Park, the Park Brake is set, and the ramp door is open. The engine automatically restarts if the Service Brake is applied or battery voltage drops below a specific level. Because Eco-Star can read other chassis information via the Gateway firmware, several other chassis conditions can be used to prevent the engine from turning off (e.g. keep the engine on if the A/C on and ambient temperature is above 78 degrees) for passenger comfort.

We invite you to participate in the technologies roundtable discussion at the Cal Transit Conference in Monterey where Greg Schafer, InterMotive’s President, will be discussing Eco-Star and other new technologies designed to save you money and make your fleet operate more safely.

Marc Ellison
V.P. Sales & Marketing

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**General Information**

CalACTION is published by:
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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.

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**Advertise in CalACTION**

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<tr>
<th>SIZE</th>
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<tr>
<td>Business Card</td>
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All ads must be submitted two weeks prior to publication of newsletter publication date. Ads also need to be emailed in a “.tif” or “.jpg” file. 300 dpi minimum.

For next publication date, please call 916.446.8018.
Chair's Message

Straight Talk, Real Solutions

I have a confession to make. I think I am suffering from a serious case of political fatigue. Normally, I am an avid listener to public radio, but lately I find myself switching to the oldies station whenever the discussion turns to the upcoming election or the continuing budget struggle in Sacramento. It is not that I am not interested in the issues involved. I am extremely interested. I am just frustrated that most of conversation is about personalities and political gamesmanship rather than truly engaging the many challenges faced by our state and nation. All parties involved seemed to loathe to cooperate in solving any problem for fear that the other team might receive a bit of credit.

I think our state and national leaders could learn from CalACT’s example. For almost a quarter century CalACT has specialized in straight talk and real solutions. CalACT has consistently worked cooperatively with diverse groups to solve problems. Twenty years ago when our industry was facing yet another crippling insurance crisis, CalACT worked together with Caltrans and other partners to form the Paratransit Insurance Corporation (PIC), which provided affordable vehicle insurance to non-profit transportation providers. PIC eventually grew into Non-Profits United, which now provides a range of insurance solutions to non-profits. When leadership was needed to grow and expand the Rural Transit Assistance Program (RTAP), CalACT stepped up to administer the new program. RTAP has provided training for thousands of transit professionals over the years.

When it comes to straight talk there is no better place than a CalACT conference. A prime example was the in-depth exploration of fundamental issues facing us provided at our pioneering Transportation at the Speed of Life symposium last September. We are looking forward to another groundbreaking event with the first-ever joint California Transit Association/CalACT conference, California Public and Community Transportation Conference in Monterey, November 4-7. Robert Kennedy, Jr., a national leader on environmental issues and a transit advocate, will be keynoting the conference speaking on, A Contract with Our Future. The conference will provide valuable information and resources on a broad spectrum of issues and topics.

If you are like me and are yearning for a little straight talk and concrete actions toward real solutions there is no better place to get involved than with CalACT.

George Sparks, Chair
**Calendar of Events**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>October 19 - 23</td>
<td>TRB 18th National Conference on Rural Public and Intercity Bus Transportation</td>
<td>Omaha, Nebraska</td>
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<tr>
<td>November 4 - 7</td>
<td>CalACT/CTA Joint Fall Conference &amp; EXPO</td>
<td>Monterey</td>
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<tr>
<td>November 4</td>
<td>CalACT Board Meeting</td>
<td>Monterey</td>
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<td>November 7</td>
<td>CalACT General Membership Meeting</td>
<td>Monterey</td>
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<tr>
<td>November 19 - 21</td>
<td>PASS Training</td>
<td>Sacramento</td>
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<tr>
<td>December 8 - 12</td>
<td>Transit Supervisor Certification Course (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Pomona</td>
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<tr>
<td>December 12</td>
<td>CalACT Board Meeting</td>
<td>Napa</td>
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<tr>
<td>December 12</td>
<td>Reasonable Suspicion Determination for Supervisors (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Pomona</td>
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<tr>
<td>January 1 - 16</td>
<td>Procurement Series I – Orientation to Transit Procurement (Please visit the NTI website <a href="http://www.ntionline.com">www.ntionline.com</a> for details.)</td>
<td>Santa Rosa</td>
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<tr>
<td>February 2 - 5</td>
<td>Instructor’s Course in Bus Operator Training (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Hayward</td>
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<tr>
<td>February 20</td>
<td>Reasonable Suspicion Determination for Supervisors (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Pomona</td>
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<tr>
<td>March 2 - 5</td>
<td>Instructor’s Course in Paratransit Operator Training (Contact Meg Desmond at 916.920.8018 for details.)</td>
<td>Sacramento</td>
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<tr>
<td>March 16 - 20</td>
<td>Transit Supervisor Certification Course (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Pomona</td>
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<tr>
<td>March 17 – 19</td>
<td>CalACT’s 25th Anniversary Spring Conference &amp; EXPO</td>
<td>Bahia Reort, San Diego</td>
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<td>April 6 - 9</td>
<td>Instructor’s Course in Bus Operator Training (Please visit the TSI website <a href="http://www.tsi.dot.gov">www.tsi.dot.gov</a> for details.)</td>
<td>Hayward</td>
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For details on any of the upcoming events, please contact Meg Desmond at 916.920.8018.

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**Monterey-Salinas Transit Opens Monterey Mobility Management Center**

As of September 8, 2008, Monterey Peninsula residents now have a place to go to receive travel training, buy tickets and passes, and get a picture ID. Previously, the closest MST facility was a few miles away and not on any major bus route.

This new location is adjacent to a bus stop serving 6 separate bus lines, and just two blocks from the Monterey Transit Plaza, where all buses serving Peninsula cities and some regional bus lines stop. In addition, the new facility, also known as the Bus Stop Shop, is one block off the main street in Monterey’s Historic District (Alvarado Street) across from the Monterey Convention Center and just a short walk to Fisherman’s Wharf.

One of the primary purposes for the new facility is to provide travel training. MST already provides free rides* on fixed-route buses for RIDES (ADA Paratransit) customers who are capable of occasionally taking advantage of this offer. Now that MST has a training facility, fixed-route travel training will begin with the 72 RIDES customers who have already requested training. In addition, MST will also begin training volunteers, or Travel Ambassadors, to accompany frail or cognitively impaired persons for longer than the usual training periods until they have the familiarity and confidence to travel alone. Seniors who are ready to give up driving will also be invited to participate in fixed-route travel training as well as anyone of the general public who desires to forego their car and take the bus to school, work, appointments, shopping, and social opportunities.

For those who are able to take advantage of the same-day convience of fixed-route service, there are other enhancements to make their experience more enjoyable. One of those new benefits is real-time bus arrival signage at the Bus Stop Shop.

This sign is visible from the sidewalk and gives estimated times of arrival at the bus stop based upon GPS data matched with scheduling software. Studies indicate that such signage puts travelers at ease and makes their bus-riding experience more enjoyable.

MST is eagerly awaiting the joint CTA/CalACT Fall 2008 Conference here in Monterey. All are invited to see our new facility, ask questions, and share what they are doing in your area. As Monterey County’s designated Consolidated Transportation Services Agency (CTSA), we are always eager to find more efficient and effective ways of providing comparable services to those with transportation challenges. To that end, MST is hosting a CTSA forum for all CTSA managers and administrators during the Fall [continues on Page 05]

*The RIDES program expects to save over $100,000 this year from RIDES customers being diverted to fixed-route services.
**Drug and Alcohol Testing Regulation Updates Chart**

<table>
<thead>
<tr>
<th>Heading</th>
<th>Regulatory Change/ Addition</th>
<th>Policy Section/Page Number</th>
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<tr>
<td><strong>Testing Procedures</strong></td>
<td>“Specimen validity testing will be conducted on all urine specimens provided for testing under DOT authority. Specimen validity testing is the evaluation of the specimen to determine if it is consistent with normal human urine. The purpose of validity testing is to determine whether certain adulterants or foreign substances were added to the urine, if the urine was diluted, or if the specimen was substituted.”</td>
<td>“Section C. Definitions Paragraph #26”</td>
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| **Observed Collections** | “In addition to the pre-existing circumstances, the following are requirements for an observed collection:  
• “All Return-to-Duty tests;”  
• “All follow up tests;” and  
• “Anytime the employee is directed to provide another specimen because the original specimen appeared to have been tampered with.” | “Section I. Drug Testing Procedures Paragraph #6” |
| **Split Specimen Testing** | “Employees do not have access to a test of their split specimen following an invalid result.” | “Section I. Drug Testing Procedures Paragraph #4” |
| **Negative Dilute Testing** | If an employer has a policy that requires an employee to take an additional test if he/she has a negative dilute result, the employer should consider adding the following language: “Following a negative dilute result, the employee will be required to undergo another test. Should this second test result in a negative dilute result, the test will be considered a negative and no additional testing will be required unless directed to do so by the MRO.” | “Section K. Pre-Employment Testing Paragraph #9 & Section Q. Results of a Drug and Alcohol Test Paragraph #2” |
| **Test Refusals**        | “In addition to the pre-existing test refusals, the following behaviors constitute a test refusal:  
• “Failure to follow the observer’s instructions during an observed collection, including instructions to the employee to raise his or her clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if the employee has any type of prosthetic or other device that could be used to interfere with the collection process;  
• Possess or wear a prosthetic or other device that could be used to interfere with the collection process; and  
• Admission by the employee to the collector or MRO that the specimen was adulterated or substituted.” | “Section C. Definitions Paragraph #23 Section Q. results of a Drug and Alcohol Test Paragraph #3” |

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**Monterey-Salinas Transit [cont.]**

2008 Conference. Watch the CalACT conference announcements for more information about the forum or contact me at thicks@mst.org and I will notify you when the time and day are finalized.

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**Lupe’s Farewell**

Lupe Ríos

It’s been four years that I have been able to work with you as the California RTAP Program Manager. Working with the CalACT Board members and Headquarter program staff has been most memorable for me and I can’t say enough thanks to everyone for their support in the day-to-day grind of activities associated with the Rural Transit Assistance Program (RTAP).

As most of you are aware, I will be retiring from California State civil service at the end of December of 2008. I will have 35 years credited to my tenure in State civil service but, unfortunately, the time has come to say goodbye. I would like to go down memory lane as one of those individuals who cared and supported CalACT’s efforts to be the best they can be in the delivery of services. I feel like I’ve been part of the CalACT family. I will always remember you and will miss this job.

So long and farewell to CalACT.
The 2008 Legislative session continues to be one of impending doom for public transit. While Governor Schwarzenegger started the year off proposing to fully fund State Transit Assistance (STA) at $749 million, we all knew the $22 billion budget deficit meant it was only a matter of time before these funds are raided. It is now mid-September and still no budget, but all pending proposals slash STA to $306 million, and over $1 billion in public transit funds are once again diverted to fill the general fund budget hole.

The budget overshadowed all activities this year. There were a few bills of interests such as AB 387 (Duvall), which authorizes transit operators to use design-build contracting for safety enhancement and disaster preparedness projects, and AB 1221 (Ma), which would allow cities or counties to create infrastructure financing districts for the purpose of financing transit village improvements.

One of the more controversial measures to be approved is SB 375 (Steinberg), which underscores the aggravation transit advocates have experienced this year. SB 375 creates a stronger link between land use decisions and regional transportation funding plans. Specifically, the bill would incorporate a Sustainable Communities Strategy (SCS) into a regional transportation plan. The goal of the SCS is to reduce vehicle miles traveled by influencing land use and transportation planning decisions with the goal of achieving regional greenhouse gas reduction targets. On the face of it, this would be a boon to public transit as the principal alternative to the automobile. Unfortunately, the bill stops short of addressing how to fund the level of service necessary to achieve the reduction goals and attract public transit to the residents of new infill housing. The policy objectives of SB 375 and the implementation of the greenhouse gas reduction bill, AB 32, are admirable and necessary, but they contradict the fiscal choices the Legislature and the Governor have made with respect to public transit for the past two years. If the state is serious about reducing greenhouse gas emissions, then a stable funding source for public transit is essential.

The final rule expanded the definition of a test as the DOT will follow the criteria established in invalid test results are not included in the final rule tested for and the cutoff levels for adulterated or invalid urine specimens that are required to follow the testing protocols for statistical summaries of their DOT testing results the regulations or citing the regulations, he/she use when employees/applicants have medical reasons for providing invalid results. This process allowed for pre-employment testing circumstances and provides an overview of regulatory changes and provides the location in the CALTRANS model policy reason for providing invalid results. The process is consistent with the medical review process allowed for pre-employment testing circumstances when an individual has insufficient volume due to a long term permanent disability.

The majority of the rule changes will directly impact urine specimen collectors, laboratories, and Medical Review Officers (MRO). However, employers and employees covered by the regulations must also be aware of the changes to ensure compliance and to make corresponding modifications to policies and procedures.

The employer must ensure that when reviewing the regulations or citing the regulations, he/she refers to 49 CFR Part 40, as amended (August 25, 2008). In addition, if the employee is required to retest after a negative dilute test result, the following provision must be in place: “Should the second test result in a negative dilute result, the test will be considered negative, and no additional testing will be required unless directed by the MRO.” The guidance provided below constitutes an overview of regulatory changes and provides the location in the CALTRANS model policy where these changes may be inserted/revised. If an employer’s policy does not follow this format, employers are instructed to review the regulation and make their own determination on how they can best incorporate the changes to their program. Suggested language is in bold print.

Drug and Alcohol Testing Regulation Updates

On August 25, 2008, the Department of Transportation (DOT) put into effect a final rule that amends 49 CFR Part 40. The rule was published in the Federal Register Volume 73, pages 35961-35975. The rule change provides direction to collectors, laboratories, medical review officers, and employers regarding adulterated, substituted, diluted, and invalid urine specimen drug test results.

Collectors

The final rule requires that specimens be collected under direct observation anytime there is a specific reason to believe that any employee may be attempting to thwart the rule or has sufficient reason to evade the testing process. This rule was amended to make it more difficult to adulterate or substitute specimens. Follow-up and return-to-duty testing will be administered under direct observation. This required component of the testing circumstances will become effective on November 1, 2008.

Laboratories

The final rule requires laboratories to provide the DOT with semi-annual reports providing statistical summaries of their DOT testing results and makes a clarification in the regulations or citing the regulations, he/she procedures. The majority of the rule changes will directly impact urine specimen collectors, laboratories, and Medical Review Officers (MRO). However, employers and employees covered by the regulations must also be aware of the changes to ensure compliance and to make corresponding modifications to policies and procedures.

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Medical Review Officer

The final rule expanded the definition of a test refusal to include an employee admission of adulteration or substitution during the Medical Review Officer (MRO) review process of an invalid test result. In addition, following an invalid test result, the MRO is allowed to accept medical evaluations ruling out signs and symptoms of drug use when employees/applicants have medical reasons for providing invalid results. This procedure is consistent with the medical review process allowed for pre-employment testing circumstances when an individual has insufficient volume due to a long term permanent disability.

Employers

The majority of the rule changes will directly impact urine specimen collectors, laboratories, and Medical Review Officers (MRO). However, employers and employees covered by the regulations must also be aware of the changes to ensure compliance and to make corresponding modifications to policies and procedures.

Steve Wallauch
Suter, Wallauch, Corbet & Associates
The Changing Face of Bus Maintenance [cont.]

Every so often my phone rings and someone (usually one of my past maintenance technology students) says, "Mr. King – you were right about LED lights. All of our new buses have them now." Another student may call expressing his excitement over something he saw in an automotive commercial on TV that we discussed in the CTAA Vehicle Maintenance Management and Inspection class (VMMI) last summer or about electric steering or even adjustable brake and accelerator pedals.

What all this means is we are reaching the "wrench turning" staff at your fleet with new and appealing technologies for bus systems and components. For many bus maintenance techs, the VMMI program is the only place they find out about what's available now and what's coming at them.

The fleet technician is actually getting a truck load of new technologies every time a new model bus shows up in the fleet. These new systems may be unknown to transit staff, but the maintenance techs have to figure out how the new system works as well as how to inspect, adjust and maintain this new technology. Sometimes it's an easy task and sometimes it's very difficult because the level of system and component technologies can surpass a technician's ability to work on these components making the need for training even more critical.

If we look at the situation that occurred in the mid-1980s with the end of carburetors and the widespread use of electronic controlled fuel injection on vehicles, it becomes easier to understand this transitional challenge. Every carburetor used on vehicles for the past 50 years had five basic circuits consisting of idle, low speed, high speed, choke and float. Once these were understood through training and the tools were mastered to make adjustments or repair, the tune-up process became a normal preventive maintenance function. However, the carburetor was never as precise as fuel injection and was viewed by engineers (and indeed some smart technicians) as an assembly (mixer) that did the best it could.

When technicians and the EPA began use of more sophisticated equipment to analyze the exhaust stream, readings were so bad that the carburetor was soon on its way out.

Replacement of this fuel mixer sent shock waves through the automotive repair industry as everyone threw away their carburetor adjusting tools and were forced to become familiar with electronic fuel injection systems. By 1989, there were few paratransit or small buses around with carburetors and by that time fuel systems were more complex as sensors, micro chips and catalyst exhausts entered the shop. And this was just relating to gasoline fuel systems. Other new technologies such as electronic four-speed overdrive transmissions, full electronic air conditioning and self-diagnosing wheelchair lifts were on their way.

In the past couple of years, we have been informing bus technicians of new lubricants, coolants and on-board components of new buses through the VMMI program. This year, at the CTAA Expo in New Orleans we opened with the new program which is as follows:

- Mission statement; the goal of fleet maintenance and management.
- Essential elements of a written P.M. program.
- The six basic cost centers of maintenance.
- Good mechanic/Bad mechanic skills.
- Labor hour calculations.
- Parts management.
- Tire management.
- Today’s fuel and electrical power choices.
- Cost per mile of vehicle maintenance.
- Green fleets, environmental considerations and best practises.
- Reducing your fleet’s carbon footprint.
- 50 ways your fleet can start to save fuel today.

Go ahead and sign your technicians and lead persons up for the new VMMI 5.0 program. It is the only known program which addresses the small and medium fleet and I will surely be interested in what they have to say when they call me back in a couple of years.

Halsey King is a past board member of the Society of Automotive Engineers. He taught automotive and bus maintenance technology in various settings around the globe. He has been a member of CalAct and CTAA since the early 1990’s, and has worked within government and industry since 1975.

Stand out from your competition.

Our marketing strategies position your service as one of the vital components of your community. Since 1991, Moore & Associates has provided professional marketing, advertising, public relations, graphic design, and market research services to a client base composed exclusively of public transportation organizations.

Without exception, our recommendations have resulted in increased ridership, community support, and revenue significantly exceeding national industry averages.

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Vehicle maintenance management and inspection 5.0

Attendees are now learning about fleet management with the added element of green fleet practices and reducing the fleet carbon footprint. This program is already being scheduled with fleets across the nation through DOT’s, State Associations, and private organizations. This program is targeted at maintenance supervisors, managers or coordinators of fleet maintenance processes. Other elements of the VMMI 5.0 re;
California’s Public and Community Transportation Conference and EXPO is just a month away and offers networking opportunities and educational sessions for everyone in the transportation industry.

You will hear from several dynamic speakers at the general sessions, including a discussion on "Funding Transit’s Future-Reauthorization and Beyond" by Steve Heminger, a member of the National Surface Transportation Policy and Revenue Study and other members of APTA and CTA’s reauthorization task forces.

Robert F. Kennedy Jr. will deliver the keynote address on “A Contract with Our Future” and will discuss the role that our natural surroundings play in our work, our health, and our identity as Americans. Stand-up Comedian and transit professional, Paula Faust, will give us a special treat for lunch on Thursday, November 6th by providing a comedic view of the transportation world.

The conference has six educational routes with a variety of speakers from both Associations. The routes are: Maintenance, Operations, Rural and Community Transportation, Marketing, Fiscal Planning and Policy, Management and Leadership. Professional Development sessions on, “The Media and You”, gives you skills on how to communicate with the media and Dr. Gannon will discuss the challenges boards face when governing public and private agencies in the “Good Governance” session.

The conference offers several opportunities to network with transit industry professionals at the Golf Tournament, Bus Show, Reception, EXPO, and the Night at the Aquarium. Spend time golfing in the sunshine at one of Monterey’s premier golf courses, Rancho Cañada while raising money for the Frank Lichtanski Memorial Scholarship fund. The fund is used to send transportation professionals from small- to medium-sized agencies to attend the ENO Foundation’s Center for Transit Leadership program.

View the new buses while enjoying a barbecue lunch. After lunch, walk over to the EXPO and learn about new products and technology from the exhibitors.

Register today at www.calact.org for this special event and receive the early registration rate before October 17, 2008.