News and Information:

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Upcoming Events:

June 28-July 2, 2010
  Transit Supervisors Certification Course
      East Moline
September 13-15, 2010
  IPTA Fall Conference, Fairview Heights
On-Going:
  On-Site Driver Training and
  Classroom Driver Training
  (Call RTAC: 877.811.6366)
RTAC Notes

The combination of increased federal funding and coordination initiatives has brewed a storm of change in our rural public transportation climate. Positive effects of this downpour include increased public awareness of transit’s value as a community development tool, as well as increased accountability for the utilization of these funds by service providers. In Illinois as well as across the nation, rural transit is getting its due.

Yet, this twister of change also brings a chaotic atmosphere. Somewhere in this maelstrom of activity it is possible for the aforementioned positive effects to be diluted by less than altruistic motives on the part of some players. We therefore need leadership from all players, from funding bodies to grantees to transportation service providers.

So what is leadership? To begin this discussion, let’s assume that any person who holds a leadership position in our field certainly has demonstrated the ability to learn rules and regulations, policies and procedures, and funding streams and their rules. Yet, as I read in a recent article in Illinois Issues, “Wanted: Leadership,” the act of being in a leadership position does not equate to being a leader.

In that article, a pair of experts explained, “People want leaders who are honest, forward-looking, inspiring, competent, fair-minded, supportive, broad-minded, intelligent, straightforward, courageous, dependable, cooperative, imaginative, caring, mature, determined, ambitious, loyal, self-controlled and independent—in that order.”

As you can see, “intelligence,” the trait needed to learn rules and regulations, policies and procedures, funding streams and their rules, is listed as 8th in order of importance as an important attribute for leadership. The traits listed as more important than intelligence appear to be traits indicative of an ethical person. Not surprisingly, another expert quoted in the piece said that “ethics and leadership are intertwined.”

In the words of Joseph Holt, director for executive ethics at the Mendoza College of Business at the University of Notre Dame, “To me, a leader is above all motivated by a vision that life can be better for everyone in the community that he or she serves, and get people to share in that vision and work to achieve it.”

Maybe this is why President Abraham Lincoln, whom many believe to be our greatest leader, who preserved the union and abolished slavery (accomplishing these great achievements surely required some intelligence on his part) is widely referred to as Honest Abe instead of Intelligent Abe.
IPTA Notes

IPTA is Turning 10!

The Illinois Public Transportation Association (IPTA) was formed in 2000 by the merger of the Illinois Public Transit Association, representing transportation providers in urban areas of the state and the Illinois Association for Community Transportation, representing transportation providers in rural areas of the state. A committee comprised of members from the Illinois Public Transit Association and the Illinois Association for Community Transportation was formed in January 2000 to investigate combining and amending the Constitution and By-Laws from each of the two organizations to create a Constitution and By-Laws that would govern what is now the Illinois Public Transportation Association. The newly formed IPTA had its kick off at the first annual Fall Conference in Champaign, Illinois, in September 2000.

The 10th Anniversary of what is now IPTA is upon us. Plan to help us celebrate our anniversary by attending the 2010 IPTA Fall Conference, which will be held September 13-15 in Fairview Heights, IL. Rides Mass Transit District, South Central Mass Transit District and St. Clair County Transit District will be co-hosting the event. Don’t miss this chance to take part in the valuable peer networking opportunity that is afforded at our annual conference.

The annual Tom Ashby Golf Tournament will kick off the conference on Monday afternoon at the beautiful Stonewolf Golf Club. Golfers will not be disappointed by this Jack Nicklaus Signature course. The course promises to be both challenging and picturesque. Jack Nicklaus himself played an active role in the design and construction of this magnificent course.

If golf is not your thing, there will be an opportunity to start your week off with some valuable training opportunities before we all head to a Welcome Dinner at our primary conference location, the Four Points Sheraton – Fairview Heights.

Tuesday and Wednesday will be filled with a variety useful conference sessions, offering something for everyone involved in the many facets of public transportation. Our annual Vendors’ Showcase will be held on Tuesday afternoon, giving our associate members the opportunity to show off their products and services. There will be no shortage of social activities at the Fall Conference. Join us for our premiere event on the Coca-Cola Scoreboard Patio at Busch Stadium in St. Louis, as we watch the St. Louis Cardinals take on the Chicago Cubs. Or if baseball is not for you, there will be shuttles to local shopping or the Casino Queen.

The conference will wrap up with a luncheon and IPTA's Annual meeting on Wednesday. Mark your calendars because IPTA's 2010 Fall Conference is the place to be in mid-September! For more information, feel free to email me at lcalderon60@hotmail.com.

Laura Calderon
National RTAP announces its first annual rural and tribal transit photo contest, *Photos Across Rural and Tribal America.*

Our photo contest is in celebration of rural and tribal transit in America and will reflect and celebrate all things rural transit.

**Your photo should depict an aspect of rural transit in America. Whether you capture your favorite operator or transit landscape, we want to see and share your photography!**

**Grand Prize:** Canon Powershot S90

**Runner Up:** $250 American Express Gift Cheque

Please submit your photo in .jpg format to us at info@nationalrtap.org.

Photos will be judged by:

- Creativity
- Composition
- Technical quality
- Impression

**Official National RTAP Contest Rules and Conditions:**

Photos must be a .jpg digital submission with a resolution of three (3) megapixels or higher and may be either black-and-white or color.

Computers shall not be used to modify or majorly enhance photos. Traditional editing such as cropping, red eye removal and slight retouching will be permitted, however, major enhancements and/or ‘Photoshopping’ of images will be disqualified.

Any identifiable persons in the submitted photo(s) must give consent to their inclusion, and must not be identifiable by name in the photo (eg. last name on their clothing).

Limit of two (2) photos per entrant. Any given photo may be submitted only once.

The submission(s) must include the following information:

- Photographers name
- Contact information: Address, Telephone, Email
- Photo Title
- List of all photo edits

All entrants grant National RTAP permission to post their submission on an online contest display board, on National RTAP's website, or for use in National RTAP’s publications or marketing materials. Submissions will not be returned. Any submission which does not meet the above criteria will not be considered.

Deadline for contest submissions is July 30, 2010.

Winners will be announced the week of August 9, 2010.

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is transportation service provided by grantee Demand Responsive*?</td>
<td>Not Charter Service by definition</td>
<td>Not Charter Service by definition</td>
</tr>
<tr>
<td>Is service provided by grantee fixed or deviated route and part of scheduled daily service at regular fare?</td>
<td>Yes</td>
<td>Is service provided by grantee fixed or deviated route and part of scheduled daily service at regular fare?</td>
</tr>
<tr>
<td>Is service provided by grantee associated with transporting its employees for operational needs or training?</td>
<td>Yes</td>
<td>Is service provided by grantee associated with transporting its employees for operational needs or training?</td>
</tr>
<tr>
<td>Is service provided by grantee associated with emergency response and preparedness.?</td>
<td>Yes</td>
<td>Is service provided by grantee associated with emergency response and preparedness.?</td>
</tr>
<tr>
<td>Is service provided by grantee transporting government officials (&lt;80 hours/year)?</td>
<td>Yes</td>
<td>Is service provided by grantee transporting government officials (&lt;80 hours/year)?</td>
</tr>
<tr>
<td>Is service provided by grantee transporting QHSO** clients only? (see Charter regulations† for further guidance)</td>
<td>Yes</td>
<td>Is service provided by grantee transporting QHSO** clients only? (see Charter regulations† for further guidance)</td>
</tr>
<tr>
<td>Is service provided by grantee a third party request for exclusive use of the bus for a negotiated or premium price?</td>
<td>Yes</td>
<td>Is service provided by grantee a third party request for exclusive use of the bus for a negotiated or premium price?</td>
</tr>
</tbody>
</table>

Review Charter Regulations† for further guidance.

This chart was prepared by DPIT to guide your organization with basic scenarios. Please, rely on the FTA Charter Regulations† for final determination of service if your scenario in review does not meet any of the exceptions above.

*Demand Responsive:
Any Non-fixed route service to individuals that require advanced scheduling by the customer

**Qualifying Human Sources Organization:
Any organization providing service to persons with disabilities, low income, or to the elderly.

† Charter Regulations:
Can be found on the FTA website at: http://edocket.access.gpo.gov/2008/pdf/08-86.pdf

The Transreport thanks IDOT-DPIT for permission to use this flow chart.
Tire Size Markings
The tire size shown is P185/60R14 82H. The P represents the car type, Passenger. The 185 represents its section width (tire width in mm). The 60 is the tires Aspect Ratio (the ratio of the sidewall height to the tread width). The R represents radial tire construction. The 14 represents the rim/wheel size and 82H represents the load index and H is the speed symbol.

Speed Ratings
Speed ratings are determined by indoor laboratory testing methods which measure high speed tire durability under controlled test conditions. These test procedures do not take into account vehicle characteristics, tire under-inflation, tire damage, or road conditions which can lead to sudden tire failure or loss of vehicle control at much lower speeds than indicated by the tire's speed rating. The validity of using speed rated tires in the U.S. is based on the idea that the tire's top speed capability must at least equal the vehicle's top speed capability, since it cannot be assumed that the driver will always observe the speed limit.

Speed Rating - Performance Rating
The speed rating is also called the "performance rating" of the tire, since the higher speed rated tires generally offer improved handling and maneuverability compared to lower speed rated tires.

<table>
<thead>
<tr>
<th>Speed Symbol</th>
<th>Speed Category Performance Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>112 mph (180 km/h)</td>
</tr>
<tr>
<td>T</td>
<td>118 mph (190 km/h)</td>
</tr>
<tr>
<td>U</td>
<td>124 mph (200 km/h)</td>
</tr>
<tr>
<td>H</td>
<td>130 mph (210 km/h)</td>
</tr>
<tr>
<td>V</td>
<td>149 mph (240 km/h)</td>
</tr>
<tr>
<td>W</td>
<td>168 mph (270 km/h)</td>
</tr>
<tr>
<td>Y</td>
<td>186 mph (300/h)</td>
</tr>
<tr>
<td>Z</td>
<td>Above 186 mph (300 km/h)</td>
</tr>
</tbody>
</table>
Load Index
Load index indicates the maximum load capacity each tire is designed to support. Like speed ratings, assume near perfect operating conditions to obtain the ratings listed in the table below.

<table>
<thead>
<tr>
<th>Load Index</th>
<th>Load (kg)</th>
<th>Load (lbs)</th>
<th>Load Index</th>
<th>Load (kg)</th>
<th>Load (lbs)</th>
<th>Load Index</th>
<th>Load (kg)</th>
<th>Load (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>345</td>
<td>761</td>
<td>87</td>
<td>545</td>
<td>1201</td>
<td>103</td>
<td>875</td>
<td>1929</td>
</tr>
<tr>
<td>72</td>
<td>355</td>
<td>783</td>
<td>88</td>
<td>560</td>
<td>1235</td>
<td>104</td>
<td>900</td>
<td>1934</td>
</tr>
<tr>
<td>73</td>
<td>365</td>
<td>805</td>
<td>89</td>
<td>580</td>
<td>1279</td>
<td>105</td>
<td>925</td>
<td>2039</td>
</tr>
<tr>
<td>74</td>
<td>375</td>
<td>827</td>
<td>90</td>
<td>600</td>
<td>1323</td>
<td>106</td>
<td>950</td>
<td>2094</td>
</tr>
<tr>
<td>75</td>
<td>387</td>
<td>853</td>
<td>91</td>
<td>615</td>
<td>1356</td>
<td>107</td>
<td>975</td>
<td>2149</td>
</tr>
<tr>
<td>76</td>
<td>400</td>
<td>882</td>
<td>92</td>
<td>630</td>
<td>1389</td>
<td>108</td>
<td>1000</td>
<td>2205</td>
</tr>
<tr>
<td>77</td>
<td>412</td>
<td>908</td>
<td>93</td>
<td>650</td>
<td>1433</td>
<td>109</td>
<td>1030</td>
<td>2271</td>
</tr>
<tr>
<td>78</td>
<td>425</td>
<td>937</td>
<td>94</td>
<td>670</td>
<td>1477</td>
<td>110</td>
<td>1060</td>
<td>2337</td>
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<tr>
<td>79</td>
<td>437</td>
<td>963</td>
<td>95</td>
<td>690</td>
<td>1521</td>
<td>111</td>
<td>1090</td>
<td>2403</td>
</tr>
<tr>
<td>80</td>
<td>450</td>
<td>992</td>
<td>96</td>
<td>710</td>
<td>1565</td>
<td>112</td>
<td>1120</td>
<td>2469</td>
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<tr>
<td>81</td>
<td>462</td>
<td>1019</td>
<td>97</td>
<td>730</td>
<td>1609</td>
<td>113</td>
<td>1150</td>
<td>2535</td>
</tr>
<tr>
<td>82</td>
<td>475</td>
<td>1047</td>
<td>98</td>
<td>750</td>
<td>1653</td>
<td>114</td>
<td>1180</td>
<td>2601</td>
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<td>83</td>
<td>487</td>
<td>1074</td>
<td>99</td>
<td>775</td>
<td>1709</td>
<td>115</td>
<td>1215</td>
<td>2679</td>
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<tr>
<td>84</td>
<td>500</td>
<td>1102</td>
<td>100</td>
<td>800</td>
<td>1764</td>
<td></td>
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<tr>
<td>85</td>
<td>515</td>
<td>1135</td>
<td>101</td>
<td>825</td>
<td>1819</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>530</td>
<td>1168</td>
<td>102</td>
<td>850</td>
<td>1874</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Uniform Tire Quality Grading (UTQG)
Under UTQG, tires are graded by the manufacturers in three areas; treadwear, traction and temperature resistance.

Treadwear
The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear 1.5 times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, and may depart significantly from the norm due to variations in driving habits, vehicle condition, road characteristics, and climate.

Traction
The traction grades from highest to lowest are AA, A, B and C. They represent a tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked "C" may have poor traction performance.

Temperature
The temperature grades are also A, B and C, representing the tire's resistance to heat generation and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life; excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger tires must meet under Federal safety laws.

Wheel Basics
Wheel Width
Distance between inside of flanges rounded to nearest 1/2-inch. Ensure that wheel width is proper for tire size you intend to mount on it. All tire sizes have minimum and maximum wheel width limits. Correct wheel width is about 75% of tire cross section width.
Transit Movers recognizes people in Illinois transit who have been promoted, changed responsibilities, moved to a different transit agency, etc. If there are people within your agency who fall into these categories, contact the RTAC staff at 877.811.6366, e-mail rtac@wiu.edu or fax 309.836.3717. Please include pictures!

Dedra Mannon, who has worked for the City of Galesburg for the past five years, has been selected to be the Paratransit Administrator of Handivan. Mannon manages transportation for over 2,500 clients in a town with 30,000 residents. She has an excellent staff of eleven that makes her job enjoyable. Looking to the future, Dedra anticipates a larger client base for the City of Galesburg Handivan.

Dedra lives in Abingdon with her husband Brad of 12 years and two beautiful daughters Grace (six) and Annabelle (three). According to Dedra, “My children and husband are my life and my first priority.” She loves being outdoors with her family, camping, gardening, or taking Jackson (their one year old black lab) for a walk. She has been a Girl Scout Leader for two years, an Abingdon Kiwanian for seven years, and currently volunteers with her daughter’s T Ball team.

Pete Hannen, an 11 year veteran of GoWest has been named assistant director of the system. He started as a route driver, and has since served as a driver trainer, dispatcher, and line supervisor. Pete is very talented at transit design.

Pete’s wife, Julie, works at the Western Illinois University (WIU) Library. Their daughter, Amber, attends WIU and also works for GoWest in line analysis. Their son, Alex, just graduated from high school. Pete, who has a degree in music education, enjoys playing blues and jazz on his saxophone.
Brad Gibbs
Shares his Experience at the CTAA National Roadeo

I really enjoyed representing Illinois at this year’s event. The 2010 National Roadeo was a great learning experience, not only through competing, but through listening to and observing my fellow competitors. It’s nice to know that no matter what part of the country we are from we share similar experiences from our day-to-day driving, to our passengers we transport, to other things we all go through as professional drivers.

As for the competition, it was run very well and in a very professional manner. The officials were nice and tried to make it a very enjoyable time. I like the fact it was spread out over two days. Saturday had a voluntary training class on wheelchair securement put on by Sure-Lok, and then a driver’s meeting, followed by the written test. On Sunday, the pre-trip, wheelchair securement, and driving events were held. We were assigned to teams, each with a team leader who was assigned to keep the event on schedule. The team leader was a volunteer, so no favoritism was evident. We were given different colored baseball caps so they could tell us apart. Mine was sage green and we were called the Super Sage.

The Roadeo banquet was held on Sunday night, again a chance to meet people from different parts of the country. I got to sit with a group from Alabama which included this year’s winner of the van category, who was also the Sure-Lok driver of the year. I had a good time and hope to get a chance to compete again in the future.

Bradley K Gibbs, Voluntary Action Center, Sycamore
Eighth Annual Illinois Paratransit Roadeo

The Illinois Rural Transit Assistance Center work scope entails several yearly events, with the annual Roadeo providing a level of pure enjoyment that is hard to top. Sure, the stress level of the participants is elevated while waiting to compete, but once they start driving their anxiety transitions to fun.

The May 1, 2010 event, held in Macomb at the Spoon River College, Community Outreach Center, drew the largest group of contenders in the history of the Roadeo. Of the 35 participants, 22 were first time attendees:

Bureau Area Rural Transit (BART): Roberta (Bert) Davis*
Boone County Council on Aging: Butch Roberts*, Bob Strahorn*
Cass County Senior Transport: Terri Jo Dunmire, Ronnie Jones*
Central Illinois Public Transportation: Larry Bragg*
Futures Unlimited: Mike Brown, Dan Faust, Delbert French, Nancy Lefler, Ellen Spencer
Menard County Senior Transportation: Larry Graf*, Becky Hodges
Rides Mass Transit District: Eddie Beavers, Carl VanNess
Rural Peoria County Council on Aging: Mike Doyle*, Ron Plice*, Betty Whitehurst*
Southern Most Area Rural Transit (SMART): Raven Cooksey*, Robert Gore*, Denise Schuetz, Larry Stevens*
Senior Services of Effingham County: Mark Stumborg*
South Central Mass Transit District: Randy Barrow, Gary Rightnowar, Geri Thomason*
Voluntary Action Center: Brad Gibbs, Lowell Lumpkin*

Overall (scores from all categories combined) Winners
First Place: Brad Gibbs
Second Place: Carl VanNess
Third Place: Robert Gore
Novice Award: Robert Gore

Category Winners
Written Test: Denise Schuetz
Wheelchair Securement: Gary Rightnowar
Pre-Trip Inspection: Brad Gibbs
Driving: Robert Gore

Bill Jung presenting Brad Gibbs with the First Place trophy.

Gary Rightnowar, Denise Schuetz, Brad Gibbs, Robert Gore, and Carl VanNess — continued on next page
Our enthusiastic congratulations go out to each participant. The contestants’ professionalism and skills made this year’s Roadeo an extremely close contest. As a reward for their efforts, category winners received plaques, and overall winners received prize money and trophies. The Novice Award was presented to a first-time participant with the highest overall score, which just happened to also be our third place winner. The overall winner went on to represent Illinois at the national roadeo.

National Roadeo
A “WOOT-WOOT” shout-out and congratulatory cheer to Brad Gibbs, Voluntary Action Center, for placing 19 out of 52 participants at the May 23 National Community Transit Roadeo Body-on-Chassis competition that was held in Long Beach, California. Please read about Brad’s experience on page nine.

Volunteers don’t get paid, not because they’re worthless, but because they’re priceless.
~Sherry Anderson

Many thanks to our priceless volunteers:

**Friday set-up:** Gene Englehart, Keith and Linda Shaw and Jacqueline Waters
**Roadeo Marshall:** Edward Heflin
**Score keepers extraordinaire:** Bert Weber and Karen Poncin*
**Lunch persons:** Nancy Bugger and Al Waters
**Award Presenters:** Bill Jung and Debra Staggs
**Sponsors:** Tom Boldwin, Midwest Transit (prize money) and IDOT (trip for first place overall winner to participate in the CTAA National Roadeo)
**Orange barrels:** Walter Burnett, Macomb Public Works
**Use of bus for driving course set-up:** Gary Ziegler, McDonough County Public Transportation

* Denotes first-time contestants and judges.
The Dawning of a New Era in Transit: Ten Strategic Imperatives

“The new way of doing business will be based on ten strategic imperatives. Many transit systems have already adopted some of these strategies. The first five imperatives center around actions every transit system should incorporate into their daily business practice. The second set of imperatives is specific actions every state-level transit industry association should embrace. The one common thread that unites all ten imperatives is a "customer-centric" orientation—putting the riders' needs first.”

Transit Operators Imperatives:
  • Identify and Meet Customer Needs
  • Provide Exceptional Customer Service
  • Aggressively Promote Your System and All Alternatives to Driving Alone
  • Be Green to Get the Green (Funding)
  • Measure and Report Your Real Impact

Transit Industry Association Imperatives:
  • Advance the Community Conversation on Community Transit
  • Make Business Part of Transit's Business
  • Create Partnerships to Serve the Entire Community
  • Help One Another Sing Our Industry’s Praises
  • Share Our Collective Experiences and Insights

To read the explanations of each imperative please download the complete pdf at www.rtrac.org/resources/Technical_Briefs/834060776425864215_RTAP_10_Imperatives_Whit.pdf.

Downloaded June 7, 2010.

— continued from page 7

Wheel Diameter
Distance from bead seat to bead seat across diameter of wheel. Must be exactly the same as tire rim diameter. Mounting a tire of one diameter on a wheel of another diameter can result in violent explosion causing serious injury or even death. Always verify diameter stamped on the wheel and match the tire exactly.

Wheel Offset
Distance between wheel mounting surface where bolted to hub of drum and centerline of rim. Determines vehicle “track” or distance between tires on each axle. Wheels with more negative offset than original wheels move outboard on car. Keep the wheel offsets as close to original as possible to avoid steering difficulties or wheel bearing fatigues. Negative offset on rear increases “track” and may improve stability and handling.

Ply Rating/Load Range
While there is no industry-wide definition of ply rating, truck tires are frequently marked with ply rating and equivalent Load Range. These markings are used to identify the load and inflation limits of that particular tire, when used in a specific type of service.

Used with permission from Nebraska TIRE, downloaded on March 1, 2010 from www.nebraskatire.com/tires_101/tire_sidewall.htm.