



in this ISSUE

LETTER FROM
THE MANAGER

BEST PRACTICES IN FUEL
EFFICIENT DRIVING

2016 - TRANSIT
GRANT REQUIREMENTS
COMPLIANCE WORKSHOPS

OATS SOUTHWEST REGION
OFFICE OPEN HOUSE

NEED TRAINING?

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1.573.341.6155



Federal Transit
Administration



FAST ACT

PRESIDENT OBAMA SIGNS FAST ACT

first long-term Transportation Bill in a decade

Posted by Anthony Foxx; cms.dot.gov/fastlane/president-signs-fast-act

My career in public service has taught me that transportation is something we absolutely must do together. When I was the mayor of Charlotte, I made investments in transportation the center of the Queen City's job creation and economic recovery, and the U.S. Department of Transportation played a critical role in helping us move forward.

So when President Obama asked me to serve in this position, I was both humbled and thrilled because I knew that the work of USDOT really matters. But I also knew, although we had been able to break ground on some ambitious projects

in Charlotte, the larger reality was that projects were being canceled or delayed all over the country. The traditionally strong funding support authorized by the U.S. Congress was in fact at an all-time low. On my first day at USDOT, it had been more than eight years since Congress had passed a long-term surface transportation bill, and my efforts to push hard for a long-term bill began immediately.

President Obama had been supportive of investing in first-class infrastructure and on Capitol Hill there was actually strong bipartisan support. But the message we kept hearing



CONTINUED ON PAGE 3

LETTER FROM THE MANAGER

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About RTAP

National RTAP is a program of the Federal Transit Administration dedicated to creating rural transit solutions through technical assistance, partner collaboration and FREE training.

DEAR TRANSIT FRIENDS,

Happy holidays from the entire Missouri RTAP staff. As another year draws to a close, we reflect on another successful year of managing the RTAP program and look forward to more opportunities for transit agencies next year. There will be several conferences related to managing a safe and efficient transit agency in 2016. The Federal Transit Administration (FTA) is hosting the 11th Annual Drug and Alcohol Program National Conference on March 22 - 24, in Sacramento, CA. The CTAA Expo will be held May 22-27 in Portland, Ore. The MPTA Conference will be held in Kansas City during early August. It will be a four state partnership meeting, which includes Iowa, Kansas, and Nebraska. The Rural & Intercity Bus Conference will be held October 2-5 in Asheville, NC. I recently attended the National RTAP conference in Denver, CO held October 27-30. The majority of sessions focused on administration topics for transit agencies. This conference is offered biannually, so I encourage everyone to keep it on their radar for 2017. Remember that these conferences are eligible for scholarship reimbursement, but we do ask that you submit a request for reimbursement at least 30 days in advance. We also ask that you register early and book your travel well in advance to save on expenses. This allows us to make the scholarship funding go further.



As we start the New Year, please keep in mind that there are numerous training opportunities available. MoDOT will be offering Transit Grants Compliance Workshops the week of February 22-26. See page 5 of this newsletter for a complete listing of the dates and locations. We now offer Operation Lifesaver training. It is a half-hour module taught by John Rice that can be added to another class. National Training Institute (NTI) courses and Transportation Safety Institute (TSI) related courses are also available. In addition, dealing with difficult passengers/conflict resolution is a training that many transit agencies are interested in having their drivers attend. John Fields, OATS Safety Coordinator, taught a pilot class earlier this year. He has graciously offered to teach it for other agencies in the state. We are planning to hold a few of these classes and are in the process of coordinating some dates for this training early next year. Also watch for a bus simulator training next year. If your agency has an interest in hosting or just attending, please contact the RTAP office.

If you have anything exciting planned for 2016 in your agency or anything from the past year you would like to recap, please pass this along to us. We would love to include it in the first quarter eNewsletter for 2016. As always, if you know someone who is not receiving the eNewsletter, please forward it and have them contact the MO-RTAP office to be added to the email list. In closing, I would like to wish everyone a very safe and happy holidays from everyone here at Missouri RTAP.

A handwritten signature in black ink that reads "Heath Pickerill". The signature is fluid and cursive.

Happy holidays,

Heath Pickerill
Missouri RTAP Manager

Happy 
Holidays.



Continued from page 1

was, “let’s do this later.” I worked with my team to develop a campaign to turn the corner from “impossible” to “inevitable.”

So we scheduled hundreds of Congressional meetings. We went on two bus tours and I met with leaders in 43 states to galvanize support. The President and I even twice submitted our own surface transportation bill proposal, the GROW AMERICA Act, to give Congress a clear sense of the certainty, funding levels, and policies we need in the 21st century.

Today we finally broke through. President Obama signed the Fixing America’s Surface Transportation (FAST) Act into law, marking the first long-term transportation bill passed by Congress in 10 years.

The good news is that the long winter of uncertainty for state DOTs has come to an end. The FAST Act also takes the important step of increasing funding. Under the Act funding will go up by roughly 11 percent over five years. This is a down-payment for building a 21st century transportation system, though it is still far short of the amount needed to reduce congestion on our roads and meet the increasing demands on our transportation systems. The GROW AMERICA Act, in comparison, increases funding by 45 percent. On the policy front, the FAST Act aligns with many of the

policy reforms we proposed in GROW AMERICA. Going forward we will be able to speed up project delivery; for the first time ever USDOT will have dedicated funding to make targeted investments to eliminate freight bottlenecks that slow down our economy; and we will be able to do more innovative infrastructure financing, building on the recent launch of our Build American Transportation Investment Center.

On safety, the FAST Act again incorporates many of our proposals. Rental car companies will be prohibited from renting vehicles that are subject to safety recalls. The maximum civil penalty we can assess against auto manufacturers for jeopardizing public safety has more than tripled. Congress also provided critical funding we asked for to enable commuter railroads to install safety technology known as Positive Train Control that could have prevented recent accidents. That said, we also know the bill took a number of steps backward in terms of USDOT’s ability to share data with the public and our ability to exercise aggressive oversight over our regulated industries.

I thank the President for supporting the Department’s efforts to help Congress get a bill across the goal line. I thank Congress for the demonstration of bipartisanship it took to pass this legislation and for adopting some important provisions from

the GROW AMERICA Act. And I want to thank the many stakeholder organizations and everyday citizens who never let up in their calls for action.

After 36 short-term extensions, it has no doubt been a long and bumpy ride to a long-term transportation bill. We did not get everything we asked for, but we’ve made it. And while the FAST Act is not perfect, it reflects the bipartisan compromise I always knew was possible. We should celebrate this milestone, but members of Congress should also understand that more needs to be done and should strive to pass a bill like the GROW AMERICA Act. ■



Your connection to the FAST Act

Click the sections below to see the bill’s formal information.

**FAST
ACT**

[Summary](#)
[Bill Text \(entirety\)](#)
[Info Packet](#)

FUEL EFFICIENT DRIVING

As fuel prices rise, more and more transit agencies are looking to maximize fuel efficiency and reduce costs, and they're not the only ones: last year the Federal Transit Administration announced that it would spend more than \$55 million on research and development of new technologies that would improve fuel efficiency in transit vehicles. This money will mostly be going to projects that will develop and deploy low emission and zero emission buses, including battery-electric and hydrogen electric models.

Zero emission buses and hybrid vehicles may be more advanced solutions than most transit agencies are looking for, but there are many small ways that agencies can have drivers cut fuel costs, too. The most obvious ones are probably already in use at many agencies:

- ✓ *Administering proper tire maintenance*
- ✓ *Following the speed limit*
- ✓ *Stopping any unnecessary idling of vehicles*
- ✓ *Avoiding sharp braking and accelerating*

MAINTAIN PROPER TIRE INFLATION

Maintaining proper tire inflation pressure helps cut fuel costs as well as maintenance costs, since the tires will wear less and won't need to be replaced as often. This also helps vehicles stay up and running without maintenance downtime. Best of all, maintaining proper tire pressure takes very little time or effort.

FOLLOW SPEED LIMIT

Different vehicles reach their optimal fuel economy at different speeds, but the general rule of thumb is that fuel efficiency decreases above 50 mph. Observing the speed limit, according to the Environmental Protection Agency (EPA), can give a fuel economy benefit of 7% – 14%. It also has the added benefit of promoting safer, more aware driving.


MINIMIZE IDLING

In 2010, Clever Devices found that 20% – 50% of total engine hours on transit buses were spent with the vehicles idling. Idling vehicles cause pollution, wastes fuel, and can cause excessive engine wear. Some states, such as Massachusetts, have laws prohibiting idling of any motor vehicle for anything other than short periods of time (usually five minutes or less.) Argonne National Laboratory research has shown that idling uses more fuel than starting the vehicle again, and idling wastes between 0.3 and 1 gallon per hour depending on the size of the vehicle.

AVOID AGGRESSIVE DRIVING

Aggressive driving can lead to some of the most inefficient fuel use in transit vehicles. The EPA estimates that rapid acceleration and braking can lower your gas mileage by up to 33% on the highway – or 5% when not on the highway.

One way to combat aggressive driving techniques is to use a driver feedback device such as GreenRoad or the SmartDrive Fuel program. Driver feedback devices give real-time feedback and alerts to drivers when they speed, quickly accelerate or brake, perform



help us
Save Fuel!

Easy on the Throttle

Slow and smooth acceleration and braking improves fuel economy.

Thanks for doing your part. It all adds up.

hard turns, and idle, among other things. They also monitor fuel consumption and efficiency and can produce reports that highlight trouble areas for individual drivers. These devices can be expensive, but they have the benefit of giving customized feedback over the short- and long-term, so drivers can see the results of their actions as they change their driving habits.

Whether transit agencies decide to use driver feedback devices or not, the main component for any change in driver behavior is always the same: training. Low-cost courses on eco-driving and idling exist for transit drivers on through the University of Vermont's Certification for Sustainable Transportation program, which also offers eRating certification for vehicles. The driver trainings and vehicle certifications allow owners and operators to promote "environmentally friendly, energy efficient transportation options and education programs," by displaying the eRating certification label on a vehicle. The certification can be gained once drivers complete the Eco-Driving 101 and Be Idle Free courses, or by applying for vehicle certification directly.

Whether training is done in-house or through an outside source, the key takeaway for drivers needs to be the same: that the more mindful they are about driving, the faster more eco-friendly driving habits will form and the more fuel will be saved.

Olympia, Washington’s Intercity Transit conducted experiments to show drivers exactly how much fuel they could save. “We conducted a ‘smooth versus aggressive’ driving experiment that showed our operators they have the potential to improve fuel efficiency by 0.5 mpg just by adjusting their driving habits,” said Jessica Brandt, Intercity Transit’s Environmental and Sustainability Coordinator.

However, a one-time training for drivers isn’t enough. If a transit agency wants to have any real gains in fuel efficiency, Brant warns, it needs to be a team effort. “For the most part, the smooth driving experiment enhanced our general sustainability communications efforts and increased awareness about our larger environmental program. If others are thinking about doing this, they may be disappointed if they rely only on driver training for big improvements in fuel economy. It’s an effort that takes a lot of staff time, and there’s no guaranteed rate of return.”

Transit agencies are always looking for new ways to boost fuel efficiency. Besides the monetary savings, “green driving” strategies can promote more careful driving, which can mean fewer accidents. Best of all, it can lead to a better passenger experience, as rides without a lot of sharp braking and acceleration will be safer and more enjoyable.

OPERATOR TRAINING

Technique	Safety	Service	Sched-
Look ahead		X	
Anticipate traffic			X
Anticipate stops	X		
Brake smoothly		X	
Coast to red lights, hilltops, and slowdowns		X	
No Idling		X	X
Easy on the throttle			

Article reference: <http://nationalrtap.org/Fuel-Efficient-Driving>

2016 - TRANSIT GRANT REQUIREMENTS COMPLIANCE WORKSHOPS

How Do Transit Grant Compliance Requirements Impact You?

When an agency accepts Federal Transit Administration (FTA) assistance through a transit grant funded project, whether for a capital project, such as a bus / van, or for public transit operating assistance, then there are grant contract terms and conditions (federal requirements) that continue for the life of the project. FTA requires MoDOT to assure compliance with these requirements.

The Transit Section of the Missouri Department of Transportation (MoDOT) will hold six (6) workshops. These workshops will provide technical assistance as well as assure greater compliance. Sessions run from 9 a.m. – 5 p.m. at the locations listed below:

- ➔ FEBRUARY 22 – JEFFERSON CITY
CENTRAL DISTRICT OFFICE-MURI ROOM
- ➔ FEBRUARY 23 – KANSAS CITY DISTRICT OFFICE
CONFERENCE ROOM 136 EAST
- ➔ FEBRUARY 24 – SW DISTRICT OFFICE IN SPRINGFIELD
SW CONFERENCE ROOM
- ➔ FEBRUARY 25 – SE DISTRICT OFFICE IN SIKESTON
DISTRICT CONFERENCE ROOM
- ➔ FEBRUARY 26 – ST. LOUIS DISTRICT OFFICE
CONFERENCE ROOM 207





OATS SOUTHWEST REGION OFFICE OPEN HOUSE



OATS, Inc. Southwest Region Office, 2909 N. Martin Avenue, Springfield, MO

OATS, Inc. held an open house at their new Southwest region office in Springfield on September 18. The ceremony was moderated by Jeff Robinson, OATS Southwest Regional Director. Guest speakers included Mayor Bob Stephens, City of Springfield; Nolan McNeill, OATS Board President; Mokhtee Ahmad, Regional Administrator; Region VII Federal Transit Administration, Michelle Teel, Multimodal Operations Director, MoDOT; and Dorothy Yeager, OATS Executive Director. The new region office serves Barry, Barton, Christian, Dade, Dallas, Douglas, Greene, Jasper, Lawrence, McDonald, Newton, Ozark, Polk, Stone, Taney, Webster, and Wright counties.

OATS INC.

Safe * Reliable * Courteous
TRANSPORTATION

Guest Speakers at the open House



Dorothy Yeager, OATS Executive Director



Michelle Teel, Multimodal Operations Director, Missouri Department of Transportation.



Mayor Bob Stephens, City of Springfield



Mokhtee Ahmad, Regional Administrator, Region VII Federal Transit Administration

Upcoming Conferences



SWTA Freedom Through Transit Conference
Hear from industry leaders. See the latest technology and products. Know transit's current status, straight from FTA and DOT. Laugh with our guest presenter and comedian, Josh Blue.
FEBRUARY 1-3, 2016
Mesa, AZ

11th Annual Drug & Alcohol National Conference

This FREE three-day Conference will provide attendees with a solid background on 49 CFR Part 40 (Procedures for Transportation Workplace Drug and Alcohol Testing Programs) and 49 CFR Part 655 (Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operators).

MARCH 22-24, 2016
Sacramento, CA



The annual Community Transportation EXPO is your chance to join colleagues from around the nation and across the full spectrum of transportation service providers in a setting dedicated to fresh ideas, innovative products and services, networking and learning.

AVAILABLE TRAINING PROGRAMS

The following is a list of the training programs and a course description of each that are currently available to rural transit providers through Missouri RTAP. Requests for training can be made by contacting Doreen Harkins, MO-RTAP Program Specialist, at harkinsd@mst.edu or 573-341-6155.

DEFENSIVE DRIVING

Makes sure all your drivers know how to develop safe, defensive driving habits and attitudes. This program covers essential defensive driving techniques that can reduce collision-related injuries and fatalities and can help you reduce insurance claims, lost work time and vehicle repairs by decreasing the number of collisions. This program also includes student course guides with a certificate of completion.

PASSENGER ASSISTANCE/MOBILITY AID SECUREMENT

Provides classroom and hands-on training to demonstrate proper assistance techniques and mobility aid securement.

EMERGENCY PROCEDURES

Discusses how transit drivers should handle emergency situations such as breakdowns, collisions and transit passenger vehicle evacuations.

DRUG ABUSE AWARENESS IN RURAL TRANSIT

Educates transit drivers about the hazards of both illegal and legal drugs and alcohol. Various drug-testing regulations are also discussed.

DRIVEN TO EXTREMES

Covers the myths and realities of aggressive driving.

BLOOD BORNE PATHOGENS

Covers various problems that may be encountered when having to deal with a body fluid spill on the bus and stresses protection for the driver and other passengers.

OPERATION LIFESAVER – HIGHWAY-RAIL CROSSING SAFETY

Covers the importance of safety when utilizing a highway rail crossing. Laws and regulations for commercial drivers are emphasized.

BACKING SAFETY

Reduce the number of backing collisions. The program is designed by the National Safety Council.

ENTRY LEVEL CDL DRIVER TRAINING

Meets DOT requirements for new CDL Drivers.

REVERSING THE TREND – BACKING SAFETY

Emphasizes components of the Smith System Defensive Driving Institute defensive driving strategies to reduce backing collisions.



BASIC FIRST AID

Stresses the importance of calling 911. It is a program by the Red Cross that is a refresher course for CPR and rescue breathing.

WINTER DRIVING SAFETY

Covers safety tips and techniques for handling the hazards of winter driving. Topics cover pre-season preparation, pre-trip procedures, and on-the-road issues such as anti-lock brakes and obstructed views.

FATIGUE AWARENESS FOR DRIVERS

This program covers: fatigue, signs and symptoms, factors that affect it, sleep, effect on family and social life and strategies and countermeasures.

DIVERSITY & AWARENESS TRAINING - PROVIDING QUALITY CUSTOMER SERVICE FOR TRANSPORTATION PASSENGERS WHO HAVE DISABILITIES

Learn how to provide quality customer service and support for passengers with disabilities. As a result of this training you will have an enhanced understanding of disability and diversity, improved ability to communicate respectfully and effectively with people with disabilities and increased ability to provide needed transportation accommodations.

AVAILABLE TRAINING PROGRAMS



SAFE & SECURE PROPER INFANT AND CHILD SEAT INSTALLATION

Provides information for safely installing and securing a car seat for children.

AGGRESSIVE DRIVING

Discusses various aggressive driving behaviors and how the average driver can take control during stressful driving situations and regain their composure—1 hour.

DISTRACTED DRIVING

Discusses tips for managing distractions from the busy world we live in both before and while driving—1 hour.

HIPAA

Provides some basic information regarding the use, transmission, security and privacy of healthcare data and information as it applies to transit drivers—1 hour.

SENSITIVITY AWARENESS

Discusses accessibility, communication, cooperation and sensitivity when drivers provide service to customers with various disabilities—1 hours.

WHEELCHAIR SECUREMENT

Provides specifics on mobility aid and occupant restraint procedures through classroom and hands-on training—2 to 3 hours depending on number of participants.

RESOURCES

UPCOMING EVENTS

Transit Grant Compliance Workshops - February 2016

- *February 22 - Jefferson City
- *February 23 - Kansas City District Office
- *February 24 - SW District Office in Springfield
- *February 25 - SE District Office in Sikeston
- *February 26 - St. Louis District Office

11th Annual Drug and Alcohol Program National Conference

- *March 22 - 24 - Sacramento, CA

CTAA - Community Transportation Expo

- *May 22-27 - Portland, Ore.

LINKS

National RTAP – Rural Transit Assistance Program

www.nationalrtap.org/

National Transit Institute

www.ntionline.com/

Transportation Safety Institute – Transit Safety & Security Training Division

www.tsi.dot.gov/Transit.aspx

Federal Transit Administration – Rural Transit Assistance Program Page

[www.fta.dot.gov/funding/grants/
grants_financing_3554.html](http://www.fta.dot.gov/funding/grants/grants_financing_3554.html)

Kansas RTAP – Kansas University Transportation Center

[www.kutc.ku.edu/cgiwrap/kutc/rtap/
index.php/index.html](http://www.kutc.ku.edu/cgiwrap/kutc/rtap/index.php/index.html)

Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP)

www.tcrponline.org/