



# INDIANA DISPATCH

*A Newsletter for Indiana's  
Transportation Professionals*



Issue 3, 2014

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**EDITOR'S NOTE:** To ensure that  
this newsletter is relevant to your  
needs, we would appreciate your  
input. Please send us article sugges-  
tions, agency news, coordination ac-  
tivities, "best practices," etc.

Do you know of someone from  
another agency who would like a  
copy of this newsletter? Do you  
want to be removed from our  
mail list? Give us a call...

## INCOST SUMMER WORKSHOP

Approximately 40 staff members from transit systems throughout Indiana came together on August 22, 2014 for the Indiana Council on Specialized Transportation (INCOST) Summer Workshop. During the morning, guests were greatly inspired by Josh Bleill's message titled "One Step at a Time" that shared about his journey from his enlistment into the Marines then on to active duty in Fallujah, through two years of rehab, and ultimately to his job as the community spokesman for the Indianapolis Colts.



After lunch, participants were treated to the Ultimate Leadership Challenge by Neal Morehead of Camp Tecumseh Leadership Center. Neal got everyone involved in a number of different exercises that could be applied in the business setting. His goal was to help everyone get to know each other better, and to work together to accomplish some team building exercises while having fun! The goal of having fun was definitely accomplished that afternoon as there was laughter throughout the Community Room at Boone County Senior Services in Lebanon where the training took place.

In addition, to the keynote speaker and training, information regarding the Indiana Citizens' Alliance for Transit (ICAT) and the INCOST Fall Conference was shared with attendees. We also had five copies of Josh's book "One Step at a Time" that were given away as door prizes; five more copies that will be given away at the INCOST Conference (see information on the INCOST October Conference elsewhere in this Newsletter).



INDIANA DEPARTMENT OF TRANSPORTATION  
*Driving Indiana's Economic Growth*

# YOUR SAFETY, YOUR LIFE, AND YOUR PASSENGERS' LIVES ARE RIDING ON THEM

Many drivers are aware of the importance of their vehicle's strength during a crash. But are we as familiar with one of the most important features of our vehicle in avoiding a crash – tires? A vehicle's tires are the only thing between your drivers and clients and the road. To help ensure they can perform their best in a critical driving situation, drivers should properly inspect each tire during the pre-trip inspection. The time spent checking the tires is minimal compared to the safety consequences of tire failure.

Underinflated tires lead to sluggish handling, longer stopping distances, increased stress to tire components, and heat buildup. These consequences can lead to catastrophic failure of the tire, such as separation or blowout. Underinflated tires also decrease fuel economy. Whereas, properly inflated tires strike the perfect balance of maximized safety and fuel economy: both of which are related to the amount of surface contact between the tire and the road.

How many of us really know what this sign means?



## Tire Pressure Monitoring System (TPMS) Indicator

All passenger cars, light trucks, and vans that are Model Year 2008 or newer are equipped with TPMS.

- ◆ A NHTSA (National Highway Traffic Safety Administration) study of tire inflation pressure and tire pressure monitoring systems (TPMS) showed that 12 percent of all passenger vehicles in the United States of model years 2004-2011 (with and without TPMS) have at least one tire underinflated by at least 25 percent.
- ◆ NHTSA estimates that TPMS reduces by half (56%) the likelihood that a vehicle will have one or more severely underinflated tires.
- ◆ Your agency can improve its gas mileage by up to 3.3 percent if drivers keep the vehicle tires inflated to the proper pressure.

Do you know the recommended service life for your tires? Check your vehicle owner's manual for specific recommendations for tire replacement. Some tire manufacturers cite six years, while others recommend ten years as the maximum service life for tires. Look at the sidewall of the tire for the tire identification number

(TIN). The last four digits are the week and year that the tire was manufactured. Note that some older tires may have the TIN on the inside sidewall. And, don't forget about the spare tire. Even if it has not been used and the tread is not worn, the tire may be too old to operate safely.

Even though a tire may have a lot of remaining tread, its integrity may be compromised. The effect of aging may not be visibly detectable. Tires age whether they are driven on or not which is a concern for the infrequently used vehicles and spare tires in your inventory.

NHTSA reviewed data from the National Motor Vehicle Crash Causation Survey for tire-involvement before the crash occurred. About 9% of the estimated total crashes were "tire-related crashes." Some of the issues leading to the crashes included tread separations, blowouts, bald tires, and underinflated tires.

With tread depth at 2/32" or less, vehicles experienced tire problems before the crash three times more often than vehicles with tread depth between 3" and 4/32". Try the penny test. Place a penny in the tread of the tires with Lincoln's head upside down and facing the driver. If the driver can see the top of Lincoln's head, it is time to purchase new tires. According to the tire industry, the average new tire for a car starts with a tread depth of 10/32" to 11/32".

If you have any questions or concerns contact the RTAP office (800)709-9981.



## References:

NHTSA (National Highway Traffic Safety Administration) Safety in Numbers Vol. 1 Issue 3 June 2013

## DEAR RTAP

Dear RTAP,

I understood from the INDOT North/South meetings that the MQ assessment requirement was changing to bi-annual physicals. Our drivers recently received their physicals from Public Safety Medical and some of them only received an annual qualification. Can you explain why this happened?

Sincerely,  
Really Confused

Dear Really Confused,

As with any new program, there is a start-up or phase-in period. The phase-in period was a critical element of the MQ program. The phase-in required all safety-sensitive employees to have an annual MQ assessment for years one and two to ensure all safety-sensitive employees had the opportunity to complete the MQ assessment process and address and correct any identified medical issues that impact qualification status. The baseline information has now been collected and evaluated. At the request of many rural transit managers, effective with 2014 MQ assessments safety-sensitive employees will be eligible to receive a two year medical qualification if the employee is free of medical conditions that merit more frequent assessment.

Safety-sensitive employees who have medical conditions that merit monitoring, however, will be required to have more frequent assessments. Under the MQ program, a safety-sensitive employee may be issued a 3-month, 6-month, 1-year, or 2-year qualification. The qualification timeframe directly relates to medical condition risk as determined by the Medical Determination Officer (MDO) following the FMCSR standards.

Individuals are provided the opportunity to appeal the MDO qualification determination. The appeal process is defined in the Medical Qualification Determination Appeal Process. This appeals policy should be an attachment to your system's MQ Policy and is also available on the Medical Qualification tab of the [Indiana RTAP](#) website.



I hope we have adequately addressed your question. If you have further questions or need additional assistance, do not hesitate to contact the Indiana RTAP office at (800) 709-9981.

Dear RTAP,

I had a driver that was disqualified because she is an insulin dependent diabetic. I am confused about why this happened. Can you help me understand?

Sincerely,  
Confused Again

Dear Confused Again,

The RTAP is always available to provide technical assistance and clarification for any issue and especially for Indiana's Drug and Alcohol program and the Medical Qualification (MQ) program.

From inception, the MQ program followed standards set forth in the Federal Motor Carrier Safety Administrations (FMCSA) regulations 49 CFR Part 391.41 as amended. As such, consistent with these standards, the MQ program recognizes some medical conditions that result in automatic disqualification at the time of the assessment. These conditions include but are not limited to:

- ◆ An established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control.
- ◆ An impairment of: (i) A hand or finger which interferes with prehension or power grasping; or (ii) An arm, foot, or leg which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle; or (iii) Any other significant limb defect or limitation which interferes with the ability to perform normal tasks associated with operating a commercial motor vehicle.
- ◆ Loss of a foot, leg, hand or an arm.

*continued on page 5*

## REMINDER

Annual INDOT 5311 meeting October 1 at the Embassy Suites located at 3912 Vincennes Rd.  
Indianapolis, IN 46268

# RTAP News & Notes

The RTAP staff was recently made aware of two awards recognizing a public transit system and a transit driver for outstanding service. While we believe all of Indiana's public transportation systems provide award winning service in their communities, it is always nice to share in special recognitions.

Boone Area Transit System (BATS) received the 2014 Community Partner Award from The Arc of Greater Boone County during its annual Community Awards Luncheon on Monday, July 21. The Director of Transportation, Cindy Elliott, expressed appreciation for the long standing partnership between BATS and The Arc of Greater Boone County during her acceptance of the award.

George Caldwell, a transit driver for Transportation for Rural Areas of Madison County (TRAM), was honored with a heroism certificate and an "I Saved A Life" pin by the Anderson Fire Department for saving a woman's life while on his transit route. Mr. Caldwell was flagged down on April 4 and, asked to assist a woman who was unresponsive performed CPR until the Anderson Fire Department arrived. After helping to save the woman's life, Mr. Caldwell continued on his route serving his community.

Congratulations to Boone County on their Community Partner Award and to Mr. George Caldwell for the recognition of his heroic life-saving response.

# INDOT News & Notes



Please welcome Mike McGathey, our new project manager in the INDOT office of Transit. Mike comes to us from the Rail Office, where he gained 32 years' experience in Code Enforcement. Mike will be taking over as project manager for the transit systems previously managed by Tom Hamilton who retired earlier this year. Mike will be at the INDOT 5311 Meeting and INCOST Conference in October. Please stop by and welcome him to the Transit Family.

Compliance reviews still to be conducted in 2014:

Fayette County	Franklin County	Richmond
Harrison County	Huntingburg	
Jay County	New Castle	

Common finding during INDOT site visits – Title VI Policy not displayed in all vehicles and in transit facility lobbies, passenger wait areas, etc. Remind systems to display these policies.

5311/5339 applications have been received and are currently being reviewed. Please submit any revisions or corrections that have been requested by your INDOT Project Manager as soon as possible.

## 2014 INCOST Conference and 5311 Meeting



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October 1 – 3  
Embassy Suites  
3912 Vincennes Road  
Indianapolis, IN 46268

We are very excited about the 2014 INCOST/5311 Conference this year. We are looking forward to another successful Conference to be held Wednesday, October 1 through Friday, October 3 at the Embassy Suites in Indianapolis. Don't miss out on important updates from INDOT and RTAP, great speakers that will help keep you motivated, chances to meet with all of the vendors in one place, insightful ideas, fun with all of your peers, and great door prizes.

To request a registration form, please contact [fcco@rtcol.com](mailto:fcco@rtcol.com) or call (574) 223-6953, or if you have already received your form, submit it to FCCOA, Attn: Laurie Paulik, 625 Pontiac St, Rochester, IN 46975.

All you need to do is register and ENJOY THE RIDE!

- ◆ Current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse or congestive cardiac failure.
- ◆ An established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with ability to control and drive a commercial motor vehicle safely. Since a driver must be alert at all times.
- ◆ Current clinical diagnosis of high blood pressure likely to interfere with ability to operate a commercial motor vehicle safely.
- ◆ An established medical history or clinical diagnosis of rheumatic, arthritic, orthopedic, muscular, neuromuscular or vascular disease which interferes with the ability to control and operate a commercial motor vehicle safely. Certain diseases are known to have acute episodes.

Disqualified safety-sensitive drivers with CDLs may request a waiver from the Federal Motor Carrier Safety Administration (FMCSA) following procedures outlined in 49 CFR Part 391.41.

Disqualified safety-sensitive drivers with PPC licenses are provided the opportunity to appeal the decision following the appeal process defined in the Medical Qualification Determination Appeal Process. This appeals policy should be an attachment to each transit system's MQ Policy and is also available on the Medical Qualification tab of the RTAP website. Employees may choose to waive the appeals process by notifying their employer in writing or allowing the time period to expire. Once the appeals process is complete, a final letter determination is made. Should the employee be determined to be disqualified, he or she will no longer be eligible to perform safety-sensitive functions for the public transit system.

Disqualified drivers with PPC licenses may also be subject to a review by the Indiana Bureau of Motor Vehicles (BMV) Driver Ability Review process. This process involves the submission by the Medical Determination Officer (MDO) of BMV State Form 54750, Request for Driving Ability Review with the Indiana BMV. Once the MDO paperwork with supporting documentation is filed with the BMV, the BMV will begin the Driver Ability Review Process. Once this process is completed, the BMV will issue a determination status letter only to the employee. It is then the employee's responsibility to provide their em-

ployer with the licensing status letter. If the employee retains his or her PPC license status, the driver must provide the BMV determination letter to the MDO; the MDO will then qualify the driver as eligible to perform Section 5311 safety-sensitive duties until the driver's next MQ assessment.

The MQ Policy requires safety-sensitive employees, which have received a MQ disqualification, to be ineligible to perform Section 5311 public transit safety-sensitive functions effective immediately following the disqualification determination. The employee may not perform public transit safety-sensitive functions until a MQ qualified status is issued. Employees receiving a MQ disqualification may be assigned to non safety-sensitive duties as determined appropriate by the employer and at their own risk.

We hope this has satisfactorily explained a very complex issue; however, do not hesitate to contact the Indiana RTAP staff for further clarification at (800) 709-9981.



Who else in your agency could benefit from the Indiana Dispatch?

Route to: \_\_\_\_\_

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- Your Safety, Your Life, and your Passengers' Lives Are Riding on Them
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- INCOST Corner

For additional resources please visit: [www.rlsandassoc.com](http://www.rlsandassoc.com)

Reminder: Check the RTAP website for the current RTAP training calendar. If you would like to send drivers to one of the trainings, please RSVP a list of your drivers to Megan Lawson at [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

## CALENDAR

### September:

9/30/2014 Bedford PAT

### October:

10/13/2014 Columbus Day  
10/18/2014 Huntington DD/EVAC  
10/21/2014 Bluffton PAT  
10/25/2014 Vincennes PAT  
10/28/2014 Michigan City PAT  
10/31/2014 Halloween

### November:

11/11/2014 Veterans Day  
11/15/2014 Frankfort DD/DDP  
11/18/2014 Yorktown DD  
11/27/2014 Thanksgiving Day

### December:

12/25/2014 Christmas Day

