



Transit Newsletter

Volume 4, Issue 1

April 2011

Seat Belts

There have been several incidents lately with passengers not wearing their seat belts and falling out of their seat during travel. Several of these passengers have been hurt and have insurance claims pending. One has indicated interest in filing a legal suite.

Please review your policy. If it indicates that seat belt use is mandatory (if there are belts available), please ensure your drivers understand their responsibility. If it does not require seat belt usage, please carefully consider that policy and the consequences of it.

Disadvantaged Business Enterprises (DBE)

If you have know of a business eligible for DBE status, please let us know. We would be happy to assist in getting them certified in the statewide DBE program. They would then be eligible for DBE work for all contracts.

See page 2 for more details.

TELEPHONES

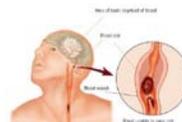
Please consider using an answering machine when no one is available to answer calls, especially during regular office hours. It is important to not miss calls. (customers may not call back, especially new ones)

Also, please do not answer with only your senior service provider name. The general public may get the impression that they have the wrong number. Many agencies have much success by answering the phone with both names.

"Classified"

For trade: SW Transit has a 199? 14+2 bus with 60,000 miles. They are interested in trading for a 12+2. If you are interested, please let Donna know at 523-3241.

For Sale: The City of Minot has a 1997 Uplander with 110,090 miles on it. If you are interested, please let Brian know at 857-4140.



Identifying a STroke

During a BBQ, a friend stumbled and took a little fall - she assured everyone that she was fine (they offered to call paramedics) .she said she had just tripped over a brick because of her new shoes.

They got her cleaned up and got her a new plate of food. While she appeared a bit shaken up, Ingrid went about enjoying herself the rest of the evening

Ingrid's husband called later telling everyone that his wife had been taken to the hospital - (at 6:00 pm Ingrid passed away.) She had suffered a stroke at the BBQ. Had they known how to identify the signs of a stroke, perhaps Ingrid would be with us today. Some don't die. they end up in a helpless, hopeless condition instead.

Doctors say a bystander can recognize a stroke by asking three simple questions:

S - Ask the individual to **SMILE**.

T - Ask the person to **TALK** and **SPEAK A SIMPLE SENTENCE** (Coherently) (i.e. It is sunny out today)

R - Ask him or her to **RAISE BOTH ARMS**.

If he or she has trouble with **ANY ONE** of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

NOTE: Another 'sign' of a stroke is this:

Ask the person to **'STICK' OUT HIS TONGUE**. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

May 4, Training for LEP, and Title VI will be provided in Bismarck. Other transit issues will be discussed. DHS will speak after transit business is complete. Please forward any topics to Kim for either NDDOT or DHS ASAP so we can properly prepare.

June 20-24, Date for FTA audit in DOT office, and two of you lucky agencies☺!

PASS training hosted by Valley Senior Services in Fargo will be scheduled soon. Please contact Dawn if you have training needs.

Save the Date

Sept. 24-28, DTA Conference, Expo and Rodeo in Grand Forks

September 6 NTD training in Bismarck.

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Exerts from **Narrow banding** letter from Peter Rogoff, FTA Administrator.

“Dear Colleague:

I am writing to you today to follow-up on Narrow banding requirements that are mandated by the Federal Communications Commission (FCC). The Federal Transit Administration (FTA) reminds transit operators that the FCC began a series of proceedings, beginning in 1992, to address the issues of Narrow banding, also referred to as “Refarming.” These requirements, announced in December 2004, mandated that all non-Federal public safety licensees using 25 kHz radio systems migrate to narrowband 12.5 kHz or lower channels by January 1, 2013.

The proceedings impact all Part 90 land mobile radio users in frequency bands between 150 MHz and 512 MHz who currently use 25 kHz wideband channels. This relates to radio systems traditionally used by transit operators for communications between dispatchers and drivers, by transit police using radios and walkie-talkies, and for basic data-oriented services such as automated vehicle location (AVL). The FCC mandate may have severe impacts on selected radio communications unless affected transit operators retune their equipment, reengineer their systems, make modifications to their FCC licenses, or in some cases, replace their entire radio systems by the cut-off date.

The FTA advises all affected transit operators to start assessing the inventory of their current systems and determine if they are impacted by the FCC ruling. This may result in operators requiring new or modified licenses and to update, modify or replace their equipment to bring systems into compliance. The radio systems that do not meet the FCC’s requirements face possible loss of radio communication, substantial fines, or revocation of licenses.

As of January 1, 2011, the FCC discontinued granting applications to expand existing or new systems for 25 kHz channels. Additionally, beginning January 1, 2013, land mobile radio systems must operate the narrowband, 12.5 kHz channel or less for each equivalent voice path; and 4800 bps/6.25 kHz for each equivalent data path.”

“Sincerely yours,

Peter Rogoff”

Kim Adair, 328-2194, kadair@nd.gov
Bruce Fuchs, 328-2542, bfuchs@nd.gov
Dawn Michel, 328-2191, dlmichel@nd.gov
Paula Jacobsen, 328-2442, pjacobsen@nd.gov,

Accidents/incidents - Any of us.

Local Coordination Plans - Kim

Buildings - Bruce

special requests, RTAP/training - Bruce or Dawn

Pre-authorizations for Capital - Bruce or Dawn

Contracts, Reports, Vehicles - Dawn

Quarterly reports , eligible expenses - Paula

Policies - Drug & Alcohol, Title VI, LEP - Kim or Dawn

DBE background

The Disadvantaged Business Enterprise (DBE) program is intended to ensure nondiscrimination in the award and administration of government-assisted contracts. The goals of the program are to remedy past and current discrimination against disadvantaged business enterprises, ensure a "level playing field" in which DBEs can compete fairly for contracts, improve the flexibility and efficiency of the DBE program, and reduce burdens on small businesses.

Audit Current focus

Completing the Locally Developed Coordination plans and Preventative Maintenance Plans are the current focus for our audit preparation.

Safety Information

Please check your vehicles to ensure they have seat belt cutters, blue webbing loops, and spill kits.

We recommend putting spill kits in each vehicle. If you don't have a source, you can look online, or contact another transit provider for advice.

You can order blue webbing loops if needed. Harlow's has them for \$2. I'm sure NC Bus Sales has them too.

You can also purchase seat belt cutters and emergency hammer combinations to be put in the minivans. If minivans have a regular seat belt cutter, we ask that you move them to any bus that does not have a cutter. Please also check your buses to be sure they have seat belt cutters too!