Congratulations 2018 Roadeo Champions

On April 21, TAM held the 2018 Annual Statewide Roadeo in Elkridge, Maryland. Under a beautiful April sky, the best transit drivers from across the state competed on a challenging course of events, demonstrating excellent driving skills and safety practices under the pressure of limited time and obstacles. Thirty-four competitors and over 60 judges and volunteers participated this year which represents a 15 year high. TAM and Maryland RTAP applaud all of the competitors for their efforts at the Roadeo and their dedication all year long in providing excellent transportation services in their communities. Congratulations to this year’s winners:

1st Place: Dave Hall, Harford Transit LINK (all-time high score!)
2nd Place: Matt Paugh, Garrett Transit
3rd Place: Bruce Mayberry, Cecil Transit

This year’s winners will compete in the National Community Transportation Roadeo in Pittsburgh, Pennsylvania on June 9-10, 2018.
Letter from the President

As our fiscal year breezes by, TAM continues its endeavors towards increasing communication, trainings, and networking events for our members. We value each member, vendor partner and all who are involved with our organization. I appreciate the hard work and efforts of our committees, Board of Directors, Officers and Executive Director. Their contributions towards our organization is priceless!

Excitement has grown as our organization evolves. It has been a pleasure to see so many TAM members attend our trainings. Ninety people took advantage of our trainings in February, March, and April. Clearly, the desire for additional training sessions is very strong. Our training and conference committees are hard at work to identify and make available to you quality training which hopefully will create continuous improvement in each of your organizations.

Again, this year, our Government Affairs group made a positive impact towards helping our members and the clients we serve. The main legislative goal achieved in 2018 was the establishment of a commission to study Non-Emergency Medical Transportation (NEMT) funding. The Maryland Department of Health has agreed to begin with a pilot study of NEMT in Garrett County, which they will expand through other programs in all 18 rural jurisdictions of Maryland. In other legislative areas, TAM continues to grow as a recognized leader in statewide community transportation issues – and your participation in events like our legislative reception, held on January 16, has been crucial to our efforts! We invite you to save the date for our next Legislative Reception on January 22, 2019.

Our Annual Conference is moving! After three great years in Ocean City, we welcome you to our new location for the 2018 Conference, the Chesapeake Bay Beach Club & Inn in Stevensville, MD on October 23rd – 25th. At this picturesque bayside location, each attendee will be part of three days of training, networking, mentoring, and as always . . . a little fun!

Congratulations to our Roadeo winners!

1st Place: Dave Hall, Harford Transit LINK
2nd Place: Matt Paugh, Garrett Transit
3rd Place: Bruce Mayberry, Cecil Transit

We will all be cheering for you as you compete at the National CTAA Roadeo held in Pittsburgh on June 9 & 10. To all the other drivers who competed, we hope that you found the 2018 Roadeo to be a fun and rewarding experience. Once again, a special “thank you” to our committee, judges, volunteers, business partners, and participants. This year’s event had near maximum participants, which beefs up the competition and makes a great event. We hope to see you all again in 2019!

With the successful events and upcoming transition for our annual conference, TAM is listening! Our organization works tirelessly to give our members training and events, which gives them ability to return to their respective organizations . . . and make a difference to the clients you serve.

With summer approaching, please travel safely. Enjoy this wonderful time of the year with your family or those special people in your life!

Regards,

Gary R. Blazinsky
TAM Board President

2018 Conference Registration is Under Way!

TAM’s Conference is the premier annual event for Maryland community transportation professionals to participate in essential learning events and network with colleagues. Speakers and sessions will keep attendees up to date with innovative technology, workforce development, communication strategies, funding, and regulations. The Conference also features a trade show / vendor reception with all of the latest community transportation goods and services.

Tuesday, October 23 through Thursday, October 25, 2018

Host Hotel: Chesapeake Bay Beach Club Inn 180 Pier One Road Stevensville, MD 21666

Trade Show & Educational Sessions: Chesapeake Bay Beach Club 500 Marina Club Road Stevensville, MD 21666

Educational sessions include:
- Mandatory training for the LOTS and 5310 grantees
- Smith System Driver Seminar
- Panel discussions on Fare Media, IT Tablet Solutions / Data Mgmt
- Preventing Inappropriate Behavior in the Workplace
- Recruiting, Building, Energizing, and Retaining a Sustainable Driver Workforce

http://taminc.org/conference2018
Garrett Transit Service (GTS), a department of the Garrett County Community Action Committee (GCCAC), is home to another Roadeo Champion! Matt Paugh, a GTS driver for the past nine years, placed first in the 2017 TAM Annual Statewide Roadeo and went on to place 33rd in the National Community Transportation Roadeo, held in June 2017, in Detroit, Michigan. At the time of this interview, he was looking forward to the 2018 TAM Roadeo on April 21, and hoping he would qualify again for the National Roadeo, which will be held in Pittsburgh, Pennsylvania, close to his Western Maryland home.

In addition to winning the 2017 TAM Roadeo, Matt also won the Driver of the Year award, after being nominated by Barbara Miller, Vice President for Family Economic Stability for the GCCAC. We contacted Barbara to ask what prompted her to nominate Matt for the award. She replied:

“Matt exemplifies all the best qualities that Garrett Transit wants in our drivers. He is courteous, mindful of the special needs of our riders and makes all his passengers feel safe and comfortable. I was thrilled that he received the Driver of the Year award. He is an asset to Garrett Transit and the entire community.”

We decided to take a ride out to beautiful Garrett County to visit with Matt in person and learn more about his experiences as a driver for GTS and his Roadeo achievements. He was able to set aside some time mid-day, in between his passenger pick-ups and drop-offs to chat with us and share his experiences.

Matt has been a driver for GTS for nine years, serving a broad range of customers, from Head Start children to senior citizens. Our first question for Matt was, “What inspired you to become a transit driver?” He responded that he noticed how much his grandfather, who drove for GTS for many years, enjoyed his job. His grandfather’s regular route included the morning and afternoon Head Start runs to Kitzmiller and Bloomington, two small towns on the North Branch of the Potomac River, adjacent to the West Virginia state line. Upon his retirement, this route was passed along to Matt. He continues to be the regular driver for this route for both the morning and afternoon shifts and also drives mid-day for the GTS community transportation services.

Matt indicated that his favorite parts of the job are interacting with the 16 children he drives back and forth to Head Start each weekday, as well as helping senior citizens get to their appointments and complete their errands.

During his nine-year career at GTS, Matt has competed in six Maryland Statewide Roadeos and one National Roadeo. He has placed in the top ten in each of the Maryland Roadeos, following in the footsteps of his co-workers Rocky Ford and James Kisner, who have also won several Maryland Statewide Roadeos and competed at the National Roadeo. With his win, the 2017 Maryland Statewide Roadeo has been the most memorable one for Matt thus far.

Considering the historic record of Roadeo success achieved by GTS drivers, we asked if they practiced and if so, what is the secret? He indicated that in prior years, they would set up cones and practice, but for this past year, he had instead focused every day on improving his skills each shift that he drove. Given the nature of the terrain and road network in Garrett County, GTS drivers have plenty of opportunity to practice difficult maneuvers!

The most challenging aspect of the Roadeo, from Matt’s perspective, has been the pre-trip inspection. For this challenge, the Roadeo organizers will purposefully sabotage four items on the vehicle (either on the outside or the inside). The Roadeo participants are tasked with finding these four defects. They must also complete the pre-trip inspection in an orderly fashion, in less than seven minutes. He finds this challenge to be difficult because he often will find more than four items and ends up being unsure if he found the correct defects. It is also a challenge.
2018 was an active and productive legislative Session in Annapolis for TAM.

HB1537 Commission to Study Non-Emergency Medical Transportation Funding

While our primary legislation, HB 1537, was withdrawn, TAM was able to make significant progress toward obtaining the objectives in that bill. The issues were:

1. TAM members were concerned that the Maryland Department of Health and Mental Hygiene (DHMH) might discontinue “Non-Emergency Medical Transportation” (NEMT) services for Medicaid patients. If that were to occur, Medicaid patients would be referred to the services provided by TAM members, which would be unable to cope with such a sudden increase in demand for service.

2. Funding for NEMT is currently insufficient to meet the cost of service and a commission should agree that health care services such as dialysis providers reimburse the state and local jurisdictions for the transportation services they depend upon to bring patients to and from appointments.

Delegate Carol Krimm (D - Frederick, Dist. 3A), who sponsored HB1537, was a stalwart advocate for TAM members. In discussions with MTA and DHMH, Delegate Krimm was able to fashion a compromise that was documented in a letter from DHMH Secretary Robert Neal to the Chairman of the Health and Government Operations Committee, dated March 29, 2018 (see below).

“The Department is currently leading a state-wide study of non-emergency medical transportation (NEMT) funding. The Department has already begun work on this effort with a pilot study of NEMT funding in Garrett County, for which the Governor has submitted a request for $500,000 in a supplemental budget. Through a subcommittee of the Medicaid Advisory Committee, the Department intends to study NEMT and related challenges in all 18 rural jurisdictions of the state.

Per the committee’s suggestion, the Department will work with the Medicaid Advisory Committee and Delegate Carol Krimm to include the following criteria in its NEMT study:

1. Measure NEMT funding requirements relative to the revenue for NEMT and the total revenue for all locally operated transit systems (LOTS);
2. Compare NEMT service volume to that of other LOTS services on a per-person, per-hour and per-dollar basis;
3. Determine the impact of NEMT costs on the existing and projected future status of LOTS funding adequacy and the feasibility and methodology of assessing medical providers for the reimbursement of certain NEMT costs; and
4. Consider any other data the General Assembly and relevant stakeholders deem necessary. “

SB 277 & HB 372 Maryland Metro/Transit Funding Act

This bill requires the Governor to provide an appropriation of $167 million from the State capital program in Transportation Trust Fund (TTF). The Maryland Department of Transportation (MDOT) must use this appropriation to provide an annual grant of at least $167 million to the Washington Suburban Transit District. This grant was intended to pay WMATA’s capital costs. The bill was later expanded to include the Central Maryland Transportation Region.

The bill also added requirements for additional capital and operating funding for MTA to develop a Central Maryland Regional Transit Plan and staff a related commission, and for WMATA to study numerous aspects of its operations. In addition, the TTF expenditures increase by $4.3 million in fiscal 2019, which reflects costs incurred by MDOT to pay for the required WMATA study ($1 million) and costs incurred by MTA to (1) perform an initial capital needs assessment ($750,000) and (2) staff the Central Maryland Regional Transit Plan Commission and begin developing the Central Maryland Regional Transit Plan ($2.5 million).

This bill was approved by the Governor on April 25, 2018, and takes effect June 1, 2018.

HB 1468 Job Access and Reverse Commute Program

House Bill 1468 establishes the Job Access and Reverse Commute (JARC) Program in MTA. Under the program, MTA is authorized to make grants to providers (which may be nonprofit organizations, local transit systems, or employers) that connect “targeted populations” with “targeted employment areas” through job access and reverse commute projects. Targeted employment area means an area that has recently experienced a significant growth in employment opportunities in specified sectors. Targeted population means individuals who (1) reside in low-income areas, as determined by MTA; (2) have limited or no access to the use of a personal vehicle; and (3) reside in areas with limited access to fixed route transit service. Funds for the program will be as provided by the Governor in the State budget, not to exceed $400,000 annually.

This bill was approved by the Governor on May 15, 2018, and takes effect October 1, 2018.
The U.S. Department of Transportation (USDOT) amended its drug and alcohol testing regulation in 49 CFR Part 40 to more closely align with the U.S. Department of Health and Human Services testing program. The amendments, which went into effect on January 1, 2018, expanded the drug testing panel to include certain semi-synthetic opioids, adding hydrocodone, hydromorphone, oxymorphone, and oxycodone. The final rule was published in the Federal Register on November 13, 2017. (https://www.gpo.gov/fdsys/pkg/FR-2017-11-13/pdf/2017-24397.pdf).

The testing requirements in 49 CFR Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs, apply to all USDOT agencies, including the Federal Transit Administration (FTA) and its grantees. This includes transit agencies funded by Section 5307 or 5311 grants (which are subject to 49 CFR Part 655) as well as those Section 5310 grantees that employ commercial vehicle drivers (and are subject to under 49 CFR Part 382, often referred to as the Federal Motor Carrier Safety Administration drug and alcohol regulations).

Among the amendments to 49 CFR Part 40 are the following:

• changed the word opiate to opioid—laboratories must now test for the following classes of drugs: marijuana metabolites, cocaine metabolites, amphetamines, opioids, and phencyclidine (PCP);
• added four semi-synthetic opioids to the panel (hydrocodone, oxycodone, hydromorphone, and oxymorphone);
• added methylenedioxyamphetamine (MDA) as an initial test substance to be identified; and
• removed methylenedioxyethylamphetamine (MDEA).

Note that there are other changes, and Maryland transportation providers should become familiar with the amended 49 CFR Part 40.

Opiates and Opioids

So what is the difference between opiates and opioids? The short answer is that opioids include opiates, as well as a wide variety of other mostly synthetic substances. All opiates are opioids; however, not all opioids are opiates.

Opiates are naturally-derived from the opium poppy plant. Examples of opiates include opium, morphine, codeine, and the illegal drug heroin (diacetylmorphine).

Opioids are a broader class of drugs that includes opiates and many other substances. The term opioid is used to designate all substances, both natural and synthetic, that bind to opioid receptors in the brain. Synthetic opioids are produced in a lab from chemical compounds, and include such drugs as fentanyl, methadone, and pain relievers available legally by prescription such as oxycodone (OxyContin®), hydrocodone (Vicodin®), as well as many other drugs. There are over 500 different opioid molecules used by the pharmaceutical industry.

Examples of synthetic opioids are listed in the table below. Some of these substances are available over the counter (OTC), without a prescription. The OTC brand names are in red in the table. The yellow highlighted opioids must be included in the substance test under 49 CFR Part 49.

<table>
<thead>
<tr>
<th>Chemical Name</th>
<th>Brand Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dextromethorphan (DMX)</td>
<td>NyQuil, Robitussin, TheraFlu, Vicks</td>
</tr>
<tr>
<td>Dextropropoxyphene</td>
<td>Darvocet-N, Darvon</td>
</tr>
<tr>
<td>Loperamide</td>
<td>Imodium</td>
</tr>
<tr>
<td>Hydrocodone (or dihydrocodeinone)</td>
<td>Vicodin, Norco, Lortab, Zohydro</td>
</tr>
<tr>
<td>Hydromorphone</td>
<td>Dilaudid, Exalgo</td>
</tr>
<tr>
<td>Oxycodone</td>
<td>Oxycontin, Percocet, Percodan, Roxicodone</td>
</tr>
<tr>
<td>Oxymorphone</td>
<td>Opana</td>
</tr>
<tr>
<td>Meperidine</td>
<td>Demerol</td>
</tr>
<tr>
<td>Methadone</td>
<td>Dolophine, Methadose</td>
</tr>
<tr>
<td>Fentanyl/fentanyl</td>
<td>Ultiva, Sublimaze, Duragesic patch, Actiq</td>
</tr>
<tr>
<td>Carfentany/furfentanyl</td>
<td>Wildnil, for veterinary use</td>
</tr>
</tbody>
</table>

(Sources: http://www.oregon.gov/adpc/Pages/Opiate-vs-Opioid.aspx, and https://www.drugabuse.gov/drugs-abuse/commonly-abused-drugs-charts#prescription-opioids)

So what does this mean for transit agencies in Maryland, as well as Section 5310 grantees subject to 49 CFR Parts 40 and 382?

Your drug and alcohol testing program must be updated to be compliant with the November 2017 Final Rule under 49 CFR Part 40. This includes changing the written program and ensuring the testing panel is updated.

Many opioids are legal and are prescribed to relieve pain, as an anesthesia, for cough suppression, continued on page 12
Federal Updates

Reminder: Revised Federal Drug Testing CCF Must Be Used Beginning July 1, 2018

On August 8, 2017, the Office of Management and Budget approved a revised Federal Drug Testing Custody and Control Form (CCF) and authorized the continued use of the “old CCF” until June 30, 2018. USDOT regulated employers and their service agents (collectors, laboratories, Medical Review Officers) may not use the “old CCF” for DOT mandated drug test collections after June 30, 2018. To learn more about what this means for USDOT drug testing, please visit this web page: https://www.transportation.gov/odapc/Reminder_Notice_CCF_May_2018.

FTA Announces Low or No Emission Program Grant Funding Opportunity

The Federal Transit Administration (FTA) announced funding for the Low or No Emission Program (Low-No Program) which supports transition of the nation’s transit fleet to the lowest polluting and most energy efficient transit vehicles. The program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Eligible applicants include designated recipients of FTA grants, states, local governmental authorities and Indian Tribes. The submission deadline on grants.gov is June 18, 2018. The National RTAP hosted a webinar on this program which is archived here: http://nationalrtap.org/Webinars#emissions. Tara Clark of FTA’s Office of Program Management introduced the Low-No competitive grant program, walked through the supplemental application, and answered questions. In addition, successful proposers came to the table to talk about how they requested grants to start low or no emission programs at their systems.

USDOT Announces BUILD Program Funding Opportunity

The U.S. Department of Transportation (USDOT) BUILD Transportation grants replace the Transportation Investment Generating Economic Recovery (TIGER) grant program. FY 2018 BUILD grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports, or intermodal transportation. Eligible applicants include state, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of state or local governments. The submission deadline is July 19, 2018 at grants.gov, and several webinars will be held prior to the deadline.

USDOT Issues New DBE Guidance Materials


FTA Seeks Nominations for Outstanding Public Service in Rural Public Transportation

FTA seeks nominations for the FTA Administrator’s Award for Outstanding Public Service in Rural Public Transportation. Nominations must be submitted no later than May 31, 2018. The awards will be presented during the 23rd National Conference on Rural Public and Intercity Bus Transportation in Breckenridge, Colorado, September 30 to October 3, 2018. Any local, rural transit provider receiving assistance under Section 5311 may be nominated for the award. FTA will accept self-nominations, but encourages letters of support from the State Transit Association and/or State Department of Transportation. Nominations will be based on rural transit providers that demonstrate how their transit system is integral to the infrastructure of the community. Questions may be addressed to your FTA Regional office or Élan Flippin, at 202-366-3800, email Elan.Flippin@dot.gov. Maryland is in FTA Region 3. The FTA Region 3 office is located in Philadelphia and can be reached by phone at 215-656-7100.

NADTC Announces New Grant Funding Opportunity

The National Aging and Disability Transportation Center (NADTC) announced a new grant program, Getting Ready to Innovate. These planning projects will serve as incubators to develop innovations and build community support and commitment for increasing the availability and accessibility of community transportation services for people with disabilities and older adults. Grants of up to $20,000 each will be awarded to as many as 10 communities for a six-month period. Local and regional private nonprofit or government organizations may apply. The deadline for grant applications is May 31, 2018. For more information, contact Melissa Gray, NADTC Program Manager, at nadtcgrant@nadtcc.org or call 202-872-0888. Application information is available at www.nadtcc.org.

TCRP Seeks Research Ideas

The Transit Cooperative Research Program (TCRP) seeks problem statements for future research. Suggestions for FY 2019 are invited through June 15, 2018. For more information, download the solicitation through: http://onlinepubs.trb.org/onlinepubs/tpcr/docs/TCRP%20FY%202019%20Solicitation.docx.

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Harford Transit LINK: An Engine for Economic Growth & Community Stability

Harford Transit LINK is a county bus system on the move. Recognized in 2017 as TAM’s Outstanding Transit System of the Year, Harford Transit’s progress is fueled by improvements in efficiency, collaboration and customer service. The result is an engine primed for economic growth and community stability.

Building on the system’s 40-year history of safety and reliability, Harford County Executive Barry Glassman shifted Harford Transit into its broader role in 2014 by transferring oversight of the system from the county’s Department of Community Services to what is now the Office of Community and Economic Development under Director Len Parrish. The move has strengthened ties between transportation, economic growth and community stability and unleashed new synergies. Recent improvements within Harford Transit have also helped the system transition from a service primarily used by seniors to serve a vast array of local transportation needs.

To improve efficiency and customer service, Harford Transit has adopted new technology, including the RouteShout 2.0 app deployed in October 2017. RouteShout helps riders get to work and appointments on time by tracking buses online in real time from the convenience of a smartphone or computer. Easy access to information about all of the system’s fixed routes is also helping to market the entire system, while the app’s popularity is reducing congestion on Harford Transit LINK’s scheduling and dispatch phone systems.

To connect more workers with job opportunities, Harford Transit recently piloted a new route to busy employment centers in Perryman and Riverside. Service hours on the new route, known as the Silver Line - Route 8 Perryman-Riverside Express, are specially tailored to fit the work shifts of area employers. Combined with an existing Harford Transit fixed route in the area, the added trips provide service a total of 22 times per day in Riverside and an unprecedented 30 times per day in Perryman.

Other recent improvements include a fare reduction that has naturally pleased riders and is increasing ridership on the Route 7 - Teal Line connecting Harford and Cecil counties. Both Harford County Executive Glassman and Cecil County Executive Alan McCarthy supported the lower fares.

In addition to these service enhancements, Harford Transit LINK is making changes to solve problems and encourage collaboration internally. A driver shortage was successfully addressed by offering a more competitive salary and benefits package that reduced overtime expenses. Vacancies were filled in accounting and for a grant-writer position, enabling a more balanced redistribution of employees’ workload. Generating a surprising level of enthusiasm among employees, Harford Transit held a recent Saturday meeting of the entire organization to provide training and important operational updates, with an opportunity to discuss their frontline experiences. Positive feedback and immediate results from these discussions have led the system to plan additional Saturday meetings in the near future.

To maximize the use of existing assets, Harford Transit LINK completed a fleet study and then reassigned vehicles to increase the mileage where necessary for buses to meet their useful life in both miles and years. At the same time, the five-year forecast for capital funding was realigned to ensure proper funding would be in place through the FTA/MTA.

Capital projects now in the works include a bus wash replacement, a service-bay garage door expansion, office enhancements, and additional bus shelter installations. In fact, Harford Transit recently installed the first county-owned shelters in Aberdeen at the MARC Train station, Walmart and the Boys & Girls Club, with permitting underway for the next shelter location at the Mary Ristau State Office Building in Bel Air. Over the next three years, Harford Transit plans to install approximately 20 additional shelters for the traveling public.

Despite these changes, working with state and local partners to benefit all stakeholders remains a priority. Statewide, Harford Transit LINK remains committed to coordinating and collaborating with Maryland Locally Operated Transit Systems (LOTS). For example, Harford recently took the lead on procuring a vehicle security camera system, which also enabled the Tri-County Council for the Lower Eastern Shore, the Town of Ocean City, and Charles, Calvert and Washington counties to outfit their fleets and improve the safety and security of their drivers and patrons. Harford Transit’s entire fleet was outfitted earlier this year with the AngelTrax security camera systems, which are now fully operational.

Coordinating with local businesses is helping Harford Transit LINK forge new connections for its customers. This includes DaVita Kidney Care, which has a new dialysis facility in Forest Hill. The company and Harford Transit’s lead dispatcher Ashley Baynes worked together prior to the opening, resulting in a bus stop at the new location and a coordinated schedule to serve patients in the area and reduce the strain on both the transportation system and the dialysis provider. Such collaborations also raise awareness in the business community about Harford Transit LINK’s services, paving the way for increased ridership.

Community outreach is also expanding with a new group called the Harford Transit Coordinated Council. Created in March 2018, the group will meet quarterly beginning in July to gather ideas and feedback from community organizations, businesses and local government leaders to improve service now and in the future.

In the driver’s seat for the road ahead will be Gary Blazinsky, Harford Transit LINK’s new administrator. As the system’s former operations manager, Gary brings experience navigating challenges and making continuous improvements for Harford Transit’s valued team of employees and for the community they serve.

For more information, please visit http://www.harfordcounty.md.gov/213/Harford-Transit-LINK.
Cecil Transit Launches Commuter Connection Route

On April 30, 2018, Cecil Transit launched a new fixed route service connecting the Perryville, MD and Newark, DE train stations with an intermediate park and ride stop at Cecil College, located in North East, MD.

The new Commuter Connection route bridges the approximately 20-mile gap in commuter rail service between MARC and SEPTA, the only gap in about 460 miles of commuter rail between Richmond, VA, and New London, CT. Additionally, commuters who are currently driving to catch a train may now choose to drive and park their vehicles at either the Cecil College Park and Ride or the Newark Train Station.

“The creation of the park and ride was a collaborative effort between Cecil College and Cecil Transit and is an important feature of the new route. Commuters in the region surrounding Cecil College will have the added benefit of catching the bus at the park and ride versus driving the additional distance to the train station,” said Suzanne Kalmbacher, Cecil Transit Chief.

“After considerable planning, we are very excited to introduce the new Commuter Connection that will serve to bridge the existing commuter rail gap between Perryville and Newark; this stopgap solution provides commuters the opportunity to connect with both MARC and SEPTA services,” added David Trolio, Director of the Cecil County Department of Community Services.

The Commuter Connection will operate two daily shifts. The morning route will begin at the Newark Train Station at approximately 4:25 a.m. and end at 8:50 a.m. The route will resume in the afternoon at 2:00 p.m. and run through approximately 9:20 p.m. The regular fare will be $2.00 per one way trip and half-fare will apply to individuals age 60 or over and those with a disability. Passengers can purchase 12-ride passes for the cost of 10 rides.

The route schedule has been configured to make as may direct connections as possible between the two rail services with an emphasis on the MARC schedule. Direct connections have been provided for five arriving and three departing MARC trains. Passengers can download the free RouteShout 2.0 application from their smart phone to track buses in real time and receive predicted arrival times.

Cecil Transit celebrated the start of the new route with a ribbon cutting ceremony on April 30 at the Cecil County Administration Building in Elkton.

New Schedule Demand Response Service

Beginning in November 2017, Cecil Transit began assessing the needs of the residents of three rural Cecil County towns: Cecilton, Chesapeake City, and Port Deposit. These communities are geographically isolated and are not currently being served by fixed route service. Cecil Transit began offering a scheduled demand response service connecting residents to prime retail locations twice each month in the towns of Cecilton and Chesapeake City. Meanwhile, the needs of Port Deposit are currently being assessed. If there is a strong interest in a similar service, Cecil Transit hopes to launch a comparable route by early summer.

“We are excited to work with the towns to provide reliable transportation options for residents in these communities. Registered passengers are able to ride the bus to access fresh groceries, prescription medication, or other necessities,” explained Kalmbacher.

According to David Trolio, Director of Community Services, “This is an excellent opportunity to begin providing transit services to these communities. It provides scheduled access to retail and medical services while simultaneously assessing need for future transportation planning and development.”

Passengers are picked up at approximately 10:30 a.m. at predeter- mined locations. The bus makes the return at approximately 12:45 p.m. All riders must call by 2:00 p.m. the day before to reserve a spot.

“Demand response vehicles are scheduled based on the number of people who have called ahead for the service. In order for us to send the appropriate sized vehicle, it is imperative that riders call and reserve their ride the day before,” Kalmbacher stressed.

The round trip service will cost riders $5.00. Seniors (individuals age 60 and over) and persons with disabilities will pay just $2.50 to travel back and forth.

Cecil Transit provides free travel training to those in need of instruction on using public transportation. The training includes an explanation of bus routes, bus stops, bus schedules and rider safety, plus “on-site” instruction when requested.

For more information about Cecil Transit services, visit www.ceciltransit.com.
Local Public & Specialized Transportation News

Ocean City Ramps up for 2018

There will be several changes to the transportation scene for Ocean City visitors in 2018. The first change is that riders can now locate their bus in real-time on a map, be it by smart phone, desktop or tablet, through a new tracking system powered by TransLoc. The smart phone app is available through the App Store on iOS devices and through Google Play for Android devices. The Ocean City website has links to the apps at https://oceancitymd.gov/oc/ as well as a to a real-time map (https://oct.transloc.com/).

The second big change for the Town of Ocean City’s transit operators, and the security of customers, is the introduction of transit security cameras on all 62 buses and the three ADA vans. Ocean City also expects delivery of 11 new 40-foot coaches from El Dorado National in late May to replace an equal number of buses that have been in service at the shore for an average of 16 years. With the new coaches’ sleek, low-floor design, Ocean City expects customer satisfaction to reach a peak this summer. With dedicated bus-bike lanes extending 16 of the 20 lane miles for the north-south Coastal Highway, the Ocean City Beach Bus will run at 10 minute frequencies, closely in pace with travel times of cars and trucks moving in the standard travel lanes.

Meanwhile, the 65th Street Campus, where the buses are stored and maintained, is up for a major reconstruction. The current bus storage building, which holds 22 vehicles that have to be backed in when parking, will be redeveloped into a new bus storage facility that will hold all 62 vehicles, and backing up will no longer be necessary. The campus plan also includes a new operations office and drivers area, which replaces one that was constructed in 1984, when the Town employed fewer than 40 bus drivers in the peak season. Present-day rosters can go as high as 165 drivers. Drivers will again have functioning lockers and break-meeting areas, and muster areas will be more sufficient to meet the needs of reporting employees. The plan includes a new communications dispatch center. Currently dispatch in the peak season is separate from the supervisor offices due to space constraints. Finally, a new money audit room and fueling island are included in the circulation that leads into a bus wash, the storage barn, or the service center depending on the needs of the returning-from-service coach. All of the campus plan improvements are expected to be complete by 2021.

Queen Anne’s County Announces New Transit Administrator

Queen Anne’s County is pleased to announce the hiring of Jim Wills as the new Transit Administrator for County Ride. Jim holds a Bachelor of Science in Business Administration from Towson University, and has over 20 years of experience owning independent businesses as well as working in financial institutions. His strong financial background and years of management will be a welcome addition to the Transit Division. Jim is a long-time resident of Queen Anne’s County and looks forward to serving his county.

Partners In Care Maryland Is Expecting

Partners In Care Maryland (PIC) is pleased to announce the pending birth of a new bundle of joy. Later this spring or early summer, PIC’s expanding family of buses will increase from three to four. PIC Mobility vehicles provide door-to-door transportation options for individuals, couples, or groups of seniors living in Anne Arundel County. This on-demand, fee-for-service mobility option is available seven days per week including evenings and weekends (excluding major holidays).

PIC continues to offer Ride Partners transportation as well. Door-to-door transportation is provided to members using volunteers who drive their own vehicles. The volunteers are donating their personal time to offer efficient and reliable transportation for members requesting services. Members can schedule one ride per week with a seven-day notification.

Celebrating 25 years of neighbors helping neighbors, PIC is proud to offer a series of services: member care, handyman repairs, Connect America (medical alert system), and its premier Upscale Resale Boutique. These services are made possible thanks to PIC’s army of volunteers who participate in their unique culture of service exchange. For each hour of service provided by members, they earn one hour of credit. Those receiving services use credits that they have earned or have been donated by other members of PIC. PIC has more than 3,200 members.

Ocean City’s Operations Manager Steve Bartlett and Supervisor Don Goodrich (seated) at Wor-Wic Community College Job Fair for the town’s annual recruitment for drivers and other employees.

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Interview with Matt Paugh

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because the vehicle may be significantly different than a GTS vehicle, and of course, competition jitters!

His advice to drivers who are preparing for their first driving competition is to be focused and stay calm. He indicated that if a driver has met the qualifications required to enter the Roadeo, which include no points, no at-fault accidents, no disciplinary actions, and 12 months of experience, they are more than prepared to compete. “Focus on what you do every day, go and do it like you do your job.”

The Head Start route appears to be a perfect fit for Matt, a father of two boys, ages six and four. When Matt is not working, he enjoys playing with his boys and participating with a community youth basketball league. Matt coaches for a team of six-year olds and also referees games for older youth. He also tries to fit running into his routine so he can keep up on the court!

The beach is his favorite getaway spot, when he is not working on home projects at his newly purchased home in Oakland, Maryland.

Editor’s note: Matt did indeed qualify for the National Community Transportation Roadeo in June in Pittsburgh. Congratulations, Matt! See page 1 of this issue for the 2018 Maryland Roadeo champions.

Does your organization have news related to community transportation in Maryland? How about...

- new services, vehicles, facilities, and technologies?
- innovative programs?
- staff achievements and milestones?
- problem-solving successes?
- funding opportunities?
- noteworthy events?
- staff achievements and milestones?
- problem-solving successes?
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- new services, vehicles, facilities, and technologies?
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- noteworthy events?

Submissions are always welcome for the Maryland Transit Update, particularly from MTA grantees and TAM members. Submissions are requested by September 24, 2018 for the next issue, and can be sent to TAM or to bhamby@kfhgroup.com.
Transit Bookshelf & Toolbox
New & Interesting Free Resources

National RTAP
The National Rural Transit Assistance Program (RTAP) offers many excellent resources for rural transit systems, all of which can be accessed through www.nationalrtap.org.
Archived recordings of recent webinars can be streamed through http://nationalrtap.org/Webinars, including:
- FTA Low-No Emissions Program: Grant Writing for Small and Rural Systems, presented April 19, 2018
- Moving from Demand Response to Deviated Fixed Route Service, presented April 18, 2018
- Drug & Alcohol Fitness-for-Duty Policies & Procedures for Public Transit, presented January 19, 2018
- Hours of Service and Electronic Logging Devices, presented January 12, 2018

Recently recorded peer calls (http://www.nationalrtap.org/Peer-Program/Peer-Calls):
- Disaster Preparedness Series: In the Eye of the Storm, held February 21, 2018
- Disaster Preparedness Series: Getting Ready for the Worst, held January 17, 2018
- ADA Riders Guide and Policies for Tribal Transit, held November 30, 2017

National RTAP’s new eLearning course, Substance Abuse Awareness Training, is available in their eLearning portal (http://nationalrtap.org/Training/National-RTAP-eLearning). This 60 to 90 minute interactive course on the signs and symptoms that may indicate drug use awards participants a certificate after completion. Designed for transit management, drivers, maintenance personnel, dispatchers and managers.

NADTC
Resources recently posted to the National Aging and Disability Transportation Center (NADTC) website at http://www.nadtc.org/resources-publications/ include:
- NADTC and FHWA Safe Crossings at Transit Stops (recording of a webinar presented April 19, 2018)
- 2017 Transportation Trends Report
- Dementia, Caregiving and Transportation Toolkit
- Half Fare or Reduced Fare Requirements Information Brief
- Before You Give Up the Keys: Create a Roadmap for Transportation Independence

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NTI
Recorded National Transit Institute (NTI) webinars available through NTI’s YouTube site (https://www.youtube.com/user/RutgersNTI/videos) include:
- TCRP Report 198: Relating Asset Condition to Service Quality (published May 7, 2018)
- Transit Asset Management for Tribal Populations (published May 1, 2018)
- TCRP Report 196: Private Transit: Existing Services and Emerging Directions (published May 1, 2018)

TCRP
Recent releases from the Transit Cooperative Research Program (TCRP), downloadable through www.tcrponline.org:
- Report 198: The Relationship Between Transit Asset Condition and Service Quality
- Synthesis Report 136: Contracting Fixed-Route Bus Transit Service
- Synthesis Report 135: ADA Paratransit Service Models
- Synthesis Report 133: Administration of ADA Paratransit Eligibility Appeal Programs
- Synthesis Report 132: Public Transit and Bike Sharing
- Synthesis Report 130: Battery Electric Buses State of the Practice
- Legal Research Digest 53: Legal Considerations in Relationships Between Transit Agencies and Ridesourcing Service Providers
- Legal Research Digest 52: Legal Implications of Video Surveillance on Transit Systems

National Safety Council
June is National Safety Month and the National Safety Council is offering free materials for this year’s campaign, No 1 Gets Hurt. Download NSC’s poster, tip sheets, social media graphics and much more to raise awareness of the following weekly themes: Week 1: Emergency Preparedness, Week 2: Wellness, Week 3: Falls, Week 4: Driving. For more information, visit: http://safety.nsc.org/national-safety-month-2018-post-launch

NCHRP
Upcoming transit-related research reports from the National Cooperative Highway Research Program (NCHRP) include:
- Consolidation of Rural Transit Systems (http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-65(69)_FR.pdf)
- Consolidation of Rural Public Transportation Services Guidebook (http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-65(69)_Guidebook.pdf)
Maryland Rural Transit Assistance Program (RTAP) is a program of the Maryland Transit Administration (MTA) Office of Local Transit Support. Maryland RTAP provides the following types of assistance targeted at Maryland rural and small urban public transit providers: training classes and materials, scholarships to assist with costs of attending training away from home, a lending library of training and resource materials, and dissemination of information on training opportunities and other issues of interest to community transit providers in Maryland. For more information about Maryland RTAP, contact Jeannie Fazio at jfazio1@mta.maryland.gov or 410-767-3781.

The Transportation Association of Maryland, Inc. (TAM) is a statewide professional organization committed to improving mobility and economic opportunity for all of Maryland’s citizens. TAM’s mission is to strengthen community transportation in Maryland through advocacy and professional development. Transportation services provided by TAM members link people to community resources and promote business, tourism, and economic development. For more information about TAM’s member services and RTAP library, visit the website at www.taminc.org or call 410-553-4245. TAM is located at 939 Elkridge Landing Road, Suite 195, Linthicum, MD 21090.

Resources on the USDOT Drug & Alcohol Amendment

- US DOT web page: https://www.transportation.gov/odapc/Part_40_Final_Rule_Summary_of_Changes
- Final rule: https://www.transportation.gov/odapc/frpubs
- National RTAP’s recorded webinar on the new rule: http://nationalrtap.org/Webinars#DrugAlcoholUpdate

TAM Board Election Results

At the May 9, 2018 General Meeting, the following Board members and officers were reelected:

Reelected as President:
Gary Blazinsky, Harford Transit LINK
Reelected as At-large directors:
1. Rick Gordon, City of Annapolis
2. Will Kenlaw, Montgomery County Government
3. Veronica Lowe, Maryland Transit Administration