

MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM
— LOCATED AT MISSOURI S&T —

SECOND QUARTER 2020



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Photo by MODOT

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The Fine Print

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FROM THE *DIRECTOR*



Hello everyone!

So much has happened this past quarter since the last Missouri LTAP newsletter. At the time we were going to print in early March, we were gearing up for some of our busiest months of training. Additionally, I was looking forward to several conferences and events throughout Missouri and the surrounding states. However, within the span of about a week, all of that changed as government agencies, businesses, and university campuses, including Missouri S&T, began transitioning to remote operations because of the COVID 19 pandemic. Like other LTAP centers across the country, we cancelled or postponed dozens of trainings. We quickly transitioned to a virtual method of operating, but did our best to provide weekly lists of available online trainings and resources that we hope local agencies found useful.

During this time, we held two one-hour online workshops: full-depth reclamation with cement, on May 28, and, composite pavements, on June 4, presented by Mr. Jesse Jonas, Director of Engineering with MO/KS Chapter, ACPA and Concrete Council of St. Louis. Concrete overlays are emerging as an option in the pavement market throughout the entire country, offering long life, durable, and sustainable paving solutions for a deteriorating pavement system. Roughly 6.5 million square yards of concrete overlays are being placed per year. Jesse covered some basic principles for the design and construction of concrete overlays and discussed when and where to specify them for optimum performance. These workshops were offered through Zoom meetings. We plan to offer similar online training in the coming summer months.

I am happy to report the MO-LTAP office resumed normal business operations on Monday, June 1 with the reopening of the Missouri S&T campus to faculty and staff under guidelines to protect the safety of everyone. We intend to begin offering in-person trainings, following all CDC guidelines by limiting class sizes, adhering to social distancing, providing proper personal protective equipment such as face masks and gloves, along with using any necessary sanitizers and disinfectants. We recognize scheduling classes with agencies will depend on their facility room sizes and the guidelines they must follow. To ensure that we meet all agencies' training needs, we plan to continue advertising the numerous online training opportunities available through countless organizations and resources for those agencies not able or comfortable scheduling in-person classes.

In closing, I want to wish everyone an enjoyable start to the summer. I hope the next few months bring warm, sunny weather to lift everyone's spirits and allow a productive construction season. As agencies focus on various infrastructure projects, I want to encourage all of you to work safely and take precautions to safeguard your own health and safety as well as those around you.

Kind regards,

A handwritten signature in black ink that reads "Heath A. Pickerill". The signature is written in a cursive, flowing style.

Heath A. Pickerill, Ph.D.
Director, Missouri LTAP

In this ISSUE

SECOND QUARTER 2020



SAFETY ON MISSOURI'S TRANSPORTATION SYSTEM

Update on Missouri's new program and highlights from our Safety Circuit Rider, serving as a field liaison for local agencies.



SCR PROGRAMS: A LIFE-SAVER FOR MANY LOCAL AGENCIES

Safety Circuit Rider (SCR) programs can help fill resource needs while supporting the goal of reducing the frequency and severity of roadway crashes.



VIRTUAL PUBLIC INVOLVEMENT

Virtual public involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology.



PLACES TO GO TINGLER PRAIRIE CONSERVATION AREA

The area was purchased to preserve a 10-acre wet mesic prairie natural community, a shallow marsh and a five-acre sinkhole pond (Tingler Lake) with its associated plant community, including the state endangered waterleaf.



ADVANCED GEOTECHNICAL METHODS IN EXPLORATION (A-GAME)

Mitigate risks and improve reliability by optimizing geotechnical site characterization with proven, effective exploration methods and practices.



PUBLIC INVOLVEMENT COMMUNICATION TOOLS FOR A 21ST CENTURY AUDIENCE

Effective public engagement during transportation planning and project development can boost collaboration and accelerate project delivery.

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Missouri LTAP | @Missouri LTAP

The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers — one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters. Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services, resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.

MISSOURI'S SAFETY CIRCUIT RIDER PROGRAM

SAFETY ON MISSOURI'S TRANSPORTATION SYSTEM

HELLO ALL,

I hope everyone has remained healthy and safe over the past few months. The COVID-19 pandemic certainly upended our daily lives. A definite collaborative effort throughout the nation necessitated minimizing risks to those vulnerable to the virus. Some may be familiar with another collaborative effort targeting the traveling public's safety, known as the Missouri Coalition for Roadway Safety. As stated on their website, savemolives.com/mcrs, "The Missouri Coalition for Roadway Safety is a partnership of safety advocates throughout the state who have come together for a common purpose: to end traffic fatalities and serious injuries on public roadways."

Approximately every five years, the group develops a statewide safety plan to determine safety areas and strategies for the Missouri Department of Transportation (MoDOT) and other transportation entities, focusing on efforts to reduce or eliminate fatalities and serious injuries on Missouri's transportation system. As expected, FHWA aims to reduce fatalities across the nation. In addition to funding safety projects, FHWA has conducted countless research and developed programs to assist in obtaining safer transportation systems. As an example, FHWA promoted the Focus on Reducing Rural Roadway Departure (FoRRRwD) initiative to reduce the potential for serious injury and fatal roadway departure crashes on **all public rural roads** by increasing the systemic deployment of proven countermeasures. FHWA discovered that, in 2015-2017, 52% of all fatalities were from roadway departures nationwide. Further, in 2014-2016, 45% of fatalities from run-off-road crashes were on roads typically owned or maintained by locals.

The current Missouri Strategic Highway Safety Plan for 2016-2020, Missouri's Blueprint – A Partnership Toward Zero Deaths, states that from 2012 to 2014 across the state of Missouri, 1926 people lost their lives, and 9785 people were seriously injured in incidents involving lane departures alone. Lane departures include run-off-road as well as head-on collisions.

Of these fatalities, 326 were on county road systems and 284 were on city roadways. This statistic alone demonstrates that to reach the zero-fatality goal, all agencies and travelers have a role to play.

The upcoming Strategic Highway Safety Plan for the next five years beginning in 2021, Show-Me Zero – Driving Missouri Toward Safer Roads, currently under review and soon to be adopted, can be found at savemolives.com/mcrs. The strategies put forward in this plan includes public works agencies routinely evaluating and implementing safe systems. A few of the major elements of this strategy outlined for public works and engineering departments include:

1. Using data-driven safety analysis to identify, prioritize, and quantify safety impacts of roadway improvements.
2. Integrating safety into routine planning processes.

ASK YOURSELF THE FOLLOWING QUESTIONS:

- Do you know which, if any, of your roadways had a fatality or serious injury crash?
- Do you know how to access and analyze the crash data for your system?
- Are you familiar with low-cost systemic safety improvements as well as location specific safety improvements?
- Does your agency have a Local Road Safety Plan (LRSP)?
- Does your agency routinely evaluate your system for safety issues or areas of improvement?
- **Last but quite important, would you be interested in utilizing the technical assistance provided by Missouri's LTAP Safety Circuit Rider Program to accomplish any or all of the above?**

If so, or if you would like to visit about other technical needs or transportation safety concerns your agency may have, please contact me by phone at (573) 246-0720 or email gidgetk@candidengineering.com!

Best Regards,
Gidget Koestner, P.E.
Field Liaison, MO Safety Circuit Rider



SAFETY CIRCUIT RIDER
PROGRAM

OPERATED UNDER MISSOURI LTAP



SAFETY CIRCUIT RIDER PROGRAMS: A LIFE-SAVER FOR MANY LOCAL AGENCIES

SAFETY ON LOCALLY MAINTAINED ROADS IS A SIGNIFICANT ISSUE NATIONWIDE AS LOCAL ROADS ACCOUNT FOR APPROXIMATELY 40 PERCENT OF THE FATALITIES ANNUALLY.

Nationally there are over 30,000 local agencies with diverse levels of safety expertise; many of these agencies lack the resources to best identify, diagnose and address their traffic safety issues alone.

Safety Circuit Rider (SCR) programs can help fill resource needs while supporting the goal of reducing the frequency and severity of roadway crashes. A Safety Circuit Rider travels to all regions within a state providing on-site training and technical assistance to transportation agencies responsible for local road safety.

SCR programs can help address roadway departure issues through road safety audits, technical site visits, or loan programs for equipment such as ball bank indicators, the safety edge shoe, reflectometers, and traffic volume counters.

Kansas, Missouri, Colorado, Connecticut, and Virginia are among the states that have recently added Safety Circuit Rider programs to their toolbox to curb fatalities and serious injuries on their local road network, joining those with established programs including Iowa, Ohio, Indiana and Kentucky.

If you would like to learn more about Safety Circuit Riders and how to bring them to your area, review the summary report from an SCR Peer Exchange hosted by the FHWA Office of Safety, and contact Cate Satterfield or Dick Albin with the Focus on Reducing Rural Roadway Departures team.

Summary Report:

rspcb.safety.fhwa.dot.gov/p2p_reports/peer_report_MO_Nov2016.pdf

For more information on Reducing Rural Roadway Departures, please visit fhwa.dot.gov/innovation/everydaycounts/edc_5/roadway_departures.cfm.

Source: FHWA EDC Weekly Newsletter.



VIRTUAL PUBLIC INVOLVEMENT

Virtual public involvement supports agencies' efforts to engage the public more effectively by supplementing face-to-face information sharing with technology.

INNOVATIVE VIRTUAL PUBLIC INVOLVEMENT TECHNIQUES PROVIDE

State departments of transportation (DOTs), transit agencies, metropolitan planning organizations (MPOs), and rural transportation planning organizations (RTPOs) with a platform to inform the public and receive feedback. These strategies create efficiencies in how information is disseminated and how input is collected and considered, which can potentially accelerate planning and project development processes.

Encouraging Public Engagement

Public involvement is a critical component in the transportation decision-making process, allowing for meaningful consideration and input from interested individuals. As daily users of the transportation system, the public has useful opinions, insights, and observations to share with their State DOT and local agencies on the performance and needs of the transportation system or on specific projects. Early and strong public engagement has the potential to accelerate project delivery by helping identify and address public concerns early in the planning process, thereby reducing delays from previously unknown interests late in the project delivery process.

Nearly all State DOTs and most local agencies use websites to post information about their activities. With the increased use of social media tools and mobile applications, the public can access user-friendly features such as online videos, podcasts, crowdsourced maps, and other interactive forums to receive information and provide input.

These new opportunities for information sharing and public involvement in the transportation planning, programming, and project development process include, but are not limited to, telephone town halls, online meetings, pop-up outreach, social meetings/meeting-in-a box kits, story maps, quick videos, crowdsourcing, survey tools, real-time polling tools, social media following, visualization, and working with bloggers.

Benefits

- **Efficiency and Low Cost.** Virtual tools and platforms can efficiently be made accessible to communities, many at a lower cost than traditional public engagement methods.

- **Accelerated Project Delivery.** Robust public engagement helps identify issues early in the project planning process, which reduces the need to revisit decisions.
- **Communication and Collaboration.** Virtual public involvement can aid in establishing a common vision for transportation and ensure the opinions and needs of the public are understood and considered during transportation planning and project development.
- **Expanded Engagement.** Virtual tools include stakeholders who do not participate in traditional approaches to public involvement. Greater engagement can improve project quality.

State of the Practice

Virtual public involvement provides State DOTs and local agencies throughout the country with a platform of innovative tools and strategies for making public involvement more accessible, thus providing a better understanding of the public's concerns regarding transportation system performance and needs. The following are examples of successful virtual public involvement techniques:

- Colorado DOT held telephone town halls to conduct large-scale outreach while developing their long-range statewide transportation plan, including one town hall for each MPO and RTPO region in the State.
- Minnesota DOT targeted limited English proficiency (LEP) populations while updating their Statewide Multi-modal Transportation Plan using tablet-based surveys in multiple languages. The tablet-based surveys allowed Minnesota DOT staff to visit LEP communities and solicit stakeholders to easily point, click, and respond.
- North Jersey Transportation Planning Authority is using real-time polling as part of live meetings and webinars.
- Texas' Alamo Area MPO is using low-cost videos in posts on social media.
- The City of Richmond, Virginia, used targeted stakeholder meetings, a "wikimap," and innovative data collection via a cloud-based data-gathering tool to gather field observations and specific information from people with first-hand experience biking and walking along Richmond's streets.

fhwa.dot.gov/innovation/everydaycounts/edc_5/virtual_public_involvement.cfm

PLACES TO GO TINGLER PRAIRIE CONSERVATION AREA

Photo by: MDC Discover Nature

Prairie blooms and a sinkhole pond.

By Larry Archer

Howell County's Tingler Prairie Conservation Area (CA) is located on 240 acres south of West Plains. Tingler Prairie CA's 127 acres of remnant and recreated native prairie puts on quite a show, according to Area Manager Susan Farrington.

"The wildflowers in the prairie will be in full bloom — a lot of them — in mid-to-late May," Farrington said. "That's a really good time of year to go see it."

But as impressive as the prairie's spring bloom is, this area has a lot more to offer, she said.

"There's a large sinkhole pond, which is called Tingler Lake," she said. "Numerous rare species are found in and around this unusual natural pond."

The Nature Conservancy purchased the property for both the pond and the 27-acre original bottomland prairie remnant. MDC purchased the area from the The Nature Conservancy in 1987–1988.

The area was purchased to preserve a 10-acre wet mesic prairie natural community, a shallow marsh and a five acre sinkhole pond (Tingler Lake) with its associated plant community, including the state endangered waterleaf. The wet mesic prairie is the site of two varieties of the state endangered green orchid. The shallow marsh is also an unusual plant community for the region. Other unique plants found here include *Hydrolyia ovata* and *Habenaria flava*. (info from nature.mdc.mo.gov/discover-nature/places/tingler-prairie-ca)

Much of the open land was planted to fescue before the Nature Conservancy purchased the tract. Present management techniques include converting the fescue pasture to warm-season grasses and controlled burning of the existing prairie plant communities to maintain desirable native plant communities. (info from nature.mdc.mo.gov/discover-nature/places/tingler-prairie-ca)

"The Nature Conservancy recognized it as a really important site because of the remnant wet mesic prairie swale that runs through it," she said. "While prairie once covered much of Missouri, less than 1 percent of remnant prairie remains, and wet prairie remnants are even more rare."

"A lot of birding goes on out there. There's

some great birds, including the dickcissel, and we often have loggerhead shrikes using the property.”

—Tingler Prairie CA Manager Susan Farrington

Tingler Prairie Conservation Area consists of 240 acres in Howell County. From West Plains, take Highway 17 south about 6 miles, then County Road 9100 west to County Road 8110 and go south 0.33 mile to the access. short.mdc.mo.gov/Zem 417-256-7161

WHAT TO DO WHEN YOU VISIT

- **Birdwatching** Included in the Great Missouri Birding Trail (short.mdc.mo.gov/Zes). The eBird list of birds recorded at Tingler Prairie CA is available at short.mdc.mo.gov/Zeh.
- **Hiking** Three hiking trails, totaling 2 miles, cover prairie, wetland, and woodland habitats.
- **Hunting deer and turkey** Deer and turkey regulations are subject to annual changes. Please refer to the Spring Turkey or Fall Deer and Turkey booklets for current regulations. Also rabbit and squirrel.

DISCOVER MO OUTDOORS

Users can quickly and easily find outdoor activities close to home with our free mobile app, MO Outdoors. Available in Android or iPhone platforms at mdc.mo.gov/mooutdoors.

WHAT TO LOOK FOR WHEN YOU VISIT

- White-tailed deer
- Spring peepers
- Loggerhead shrike
- Scissor-tailed flycatcher

Story and copy from mdc.mo.gov/conmag/2020-05/places-go.

Loggerhead shrike. Wikipedia



Spring peeper. Wikipedia

Scissor-tailed flycatcher. Wikipedia



MITIGATE RISKS AND IMPROVE RELIABILITY BY OPTIMIZING GEOTECHNICAL SITE CHARACTERIZATION WITH PROVEN, EFFECTIVE EXPLORATION METHODS AND PRACTICES.

Up to 50 percent of major infrastructure projects suffer impacts to schedule or cost due to geotechnical issues. Many of these issues relate to risks identified directly or indirectly to the scope and quality of site characterization work. Effective site characterization is critical for recognizing potential problems that may affect design and construction and for ensuring safe, well-performing, and cost-effective projects.

IMPROVED GEOTECHNICAL SITE CHARACTERIZATION

Current practice for characterizing a project site will typically include a minimum number of borings with samples obtained every few feet. Drilling and sampling at discrete locations requires engineers to construct profiles of the subsurface using interpolation, which may result in uncertainty in design and construction.

Differing site conditions, due to inherent variability in top of rock elevation, groundwater levels, and stratigraphy location and thickness, represent a significant number of cost escalations and delays on highway and bridge construction projects. These problems arise when the site conditions encountered differ from those documented in geotechnical reports and contract documents developed from prescriptive and minimal subsurface exploration programs. Making decisions with incomplete or limited information can result in costly constructability issues and claims.

Several proven, effective, and underutilized technologies are available that, when combined with processes that assess risk and variability, allow optimization of subsurface exploration programs for improved site characterization and maximum return-on-investment. These technologies include cone penetration testing, seismic and electrical geophysics, measurement while drilling, and optical and acoustic televiwers.

BENEFITS

- **Reduced Risk.** Reducing uncertainties in subsurface conditions mitigates design and construction risks.
- **Improved Quality.** Improving confidence in the

ADVANCED GEOTECHNICAL METHODS IN EXPLORATION (A-GAME)


geotechnical characterization reduces unnecessary conservatism in design and establishes a more reliable basis for design and construction of foundations and other geotechnical features impacting the highway system.

- **Accelerated Project Delivery.** Since a significant number of construction delays can be attributed to inadequate knowledge of subsurface site conditions, well-scoped investigation programs improve decision-making and constructability, providing time and cost savings for transportation agencies.

STATE OF THE PRACTICE

Advancements in computer processing, data acquisition, data management, and hardware have improved the functionality and time requirements needed to progress geotechnical exploration methods. State departments of transportation currently incorporating these advanced methods within project geotechnical site characterizations include California, Florida, Minnesota, Missouri, and the Office of Federal Lands Highway.

fhwa.dot.gov/innovation/everydaycounts/edc_5/geotech_methods.cfm



Site characterization is the process of developing an understanding of the geologic, hydrologic and engineering properties at the site including the soil, rock, along with groundwater and in many cases, man-modified conditions in the subsurface (e.g. utilities, structures, mines and tunnels) that can impact site conditions.
link.springer.com/

Precast concrete retaining wall. Wikipedia

PUBLIC INVOLVEMENT
COMMUNICATION TOOLS
FOR A 21ST CENTURY
AUDIENCE



EFFECTIVE PUBLIC ENGAGEMENT DURING TRANSPORTATION PLANNING AND PROJECT DEVELOPMENT CAN BOOST COLLABORATION AND ACCELERATE PROJECT DELIVERY. ADDING VIRTUAL PUBLIC INVOLVEMENT TECHNIQUES EXTENDS THE REACH OF ENGAGEMENT STRATEGIES BY MAKING STAKEHOLDER PARTICIPATION MORE CONVENIENT, AFFORDABLE AND EVEN ENJOYABLE.

“As transportation professionals, we can no longer expect the public to come to us,” said Scott Allen, Federal Highway Administration transportation specialist and co-leader of the Every Day Counts round five (EDC-5) team on virtual public involvement. “We need to reach people in their everyday lives, whether online, at home, or in a chosen gathering space.”

In EDC-5, agencies are learning how to supplement face-to-face information sharing with virtual tools, such as mobile applications, project visualizations, and virtual town halls.

“THESE INNOVATIVE APPROACHES ARE NOT INTENDED TO REPLACE TRADITIONAL PUBLIC INVOLVEMENT, BUT TO ENHANCE EXISTING STRATEGIES AND BROADEN OUR REACH TO ENSURE THAT ALL VOICES ARE HEARD,” SAID ALLEN.

The team is working with state transportation departments, metropolitan planning organizations, and local agencies to plan workshops and peer exchanges to share best practices. This summer, the team will kick off an “Expanding Our Impact” series of videos and factsheets on virtual public involvement tools and strategies, following its 2019 “Extending Our Reach” series.

With the team’s assistance, 23 states are demonstrating and assessing virtual strategies to engage the public. Eight states institutionalized virtual public involvement techniques and use them regularly for planning and project development, including Colorado, Florida, Iowa, North Carolina, Ohio, Texas, Vermont, and Washington.

REACHING STAKEHOLDERS VIRTUALLY

The Colorado Department of Transportation (CDOT) hosted telephone town halls to gather input for its statewide long-range transportation plan update. CDOT held 15 telephone town halls—10 in rural transportation planning areas and five in metropolitan areas—to hear about each area’s needs and priorities.

Moderators asked questions such as “How should CDOT invest limited funding?” to address issues such as safety, maintenance, and operation

of existing facilities; freight movement; bus service; and active transportation options. Participants were able to ask the moderators questions, make comments, and participate in live polls using touch-tone phones.

The results informed priorities for the plan and provided feedback for other CDOT planning documents, including transit, bicycle/pedestrian, and safety plans. CDOT continues to use this method to report on progress in implementing the plan. Nearly 58,000 people participated in the sessions, including more than 17,000 in rural regions.

The Mid-Ohio Regional Planning Commission (MORPC) developed an interactive map for its metropolitan transportation plan. When MORPC asked people to draw project ideas on the map, it received more than 300 suggestions. After screening to ensure each was suitable for consideration in the planning process, MORPC displayed the suggestions for comment, along with other candidate projects identified in state and local planning processes. More than 700 people added comments, which were visible to everyone who viewed the map.

MORPC publicized the map through social media, emails, and meetings, encouraging people to share the link with others.

“WE RECEIVED MORE THAN 10 TIMES THE NUMBER OF COMMENTS AND INTERACTIONS THAN WE DID USING TRADITIONAL METHODS,” SAID MARIA SCHAPER OF MORPC. “THIS INTERACTIVE MAP HAS BECOME A KEY TOOL FOR TELLING THE TRANSPORTATION STORY IN CENTRAL OHIO.”

EIGHT WAYS TO ENGAGE

Mobile applications allow users to get information or submit their own text and images. An app can serve as a digital clearinghouse for project planning and development, public involvement opportunities, and contact information.

Project visualization techniques include photo simulations, three-dimensional images, videos, aerial footage, and augmented reality, providing a mockup of what a proposed project would look like.

Do-it-yourself videos shot with tablets, smartphones, and digital cameras are an affordable and accessible way to

reach stakeholders with content about plans, projects, and events.

Digital crowdsourcing tools gather suggestions and provide a forum for others to weigh in on ideas. They enable stakeholders to engage in the early stages of a project in a quick, easy way.

Virtual town halls offer a way to take part in transportation planning without traveling to a meeting location. Participants can join the meeting via teleconference or online meeting software.

Mapping tools communicate information in a visual format. Their interactive capabilities allow users to search, click, and query their way across a project site, neighborhood, or region to gather details not easily accessible in other formats.

All-in-one tools combine crowdsourcing features, mapping, visualization, file sharing, and survey instruments, offering a one-stop-shop for information on a topic.

Digital tools to enhance in-person events include live polling via mobile devices, collecting and sharing ideas with tablets, and using social media to stream public meetings in real time.

fhwa.dot.gov/innovation/innovator/issue77/page_01.html



National
Center
for
Rural
Road
Safety

YOUR TRUSTED “SAFETY SIDEKICK” TO MAKE RURAL ROAD TRAVEL SAFER!

The National Center for Rural Road Safety opened in December 2014. Funded by the Federal Highway Administration, this Center of Excellence is focused on enhancing safety on rural roads by supporting local, state and tribal road owners and their stakeholders. Resources include education, training, tools, and technical assistance.

To learn more about the National Center for Rural Road Safety, visit their website ruralsafetycenter.org

Please visit our website for other training courses:

MOLTAP.ORG

Level I

\$45/person

8:00 AM - 12:00 PM

Level II and Super Scholar (LIII)

\$55/person

10:00 AM - 3:00 PM

Lunch is included

For non-government or for-profit organizations, call 1.866.MORoads for rates

Attendance Policy

The Missouri LTAP staff would like to remind all agencies registering for classes that it is important to sign-up before the registration deadline to allow us time to plan for course materials, refreshments, etc. It is equally important that you let us know at least 48 hours before the class if some of your employees will not be attending. Please note that you will be charged for any no-shows; therefore, it is very important that you let us know at least 48 hours before. This policy was approved by our Missouri LTAP Advisory Board and ensures that we have an accurate count for class attendance. Thank you and we look forward to meeting your training needs.

Need training but don't have the budget to pay for travel expenses?

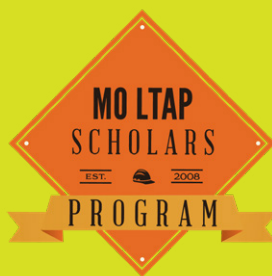
We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

CONTACT US TO FIND OUT MORE!

T: 866.MO ROADS (667-6237)

E: moltap@mst.edu

MO LTAP SCHOLARS PROGRAM A Training & Recognition Program



About The Program

The primary purpose of the MO-LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III Super Scholar. Participants must complete the requirements for Level I before completing Level II.

Getting Started

Registration is available on the Missouri LTAP website (www.moltap.org). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or view the online training calendar.

Recognition

Certificates will be awarded by the Missouri LTAP Director to those individuals who successfully complete the requirements of the program during award ceremonies held at various conferences throughout the state and/or at a ceremony held at the graduate's place of employment.

LTAP TRAINING RESOURCES

FHWA Essentials for Local Public Agencies

Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who want further understanding of Federal-aid policies, procedures, and practices.

fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm

Missouri Local Public Agency Program

The Federal Highway Administration (FHWA) and MoDOT offers a free 4-hour training class designed to meet the recently implemented requirements for a Full Time Sponsor Employee to serve the role as the Person In Responsible Charge in order to receive Federal-aid funding for Locally Administered Projects. Local public agencies and consultants will be required to have taken this basic training course.

design.modot.mo.gov/lpatraining/

APWA – Professional Development

APWA offers online, face-to-face, and on-demand programs, with educational content that fits within your time and travel constraints. The Donald C. Stone Center provides professional development opportunities for the next generation of public works leadership.

apwa.net/learn

NHI – Training Resources

National Highway Institute, NHI, is the training and education arm of the Federal Highway Administration (FHWA) with its rich history of innovation and expertise in delivering transportation training.

nhi.fhwa.dot.gov/home.aspx

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UPCOMING EVENTS

Due to cancellations of upcoming conferences, please follow us on Facebook and LinkedIn for the most up to date information regarding events.

2020 MML 86th Annual Conference
Kansas City, MO | September 13-16, 2020

2020 MINK Conference
St. Joseph, MO | September 23-24, 2020

15th Annual MACTO Conference
Branson, MO | October 6-7, 2020

Photo by MODOT

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Eligibility requirements can be found under
"Read about the Program"

REALTY FOR SALE

The Missouri Department of Transportation is responsible for managing realty assets owned by the Missouri Highways and Transportation Commission. Realty assets are periodically reviewed to determine if they are essential to current operations, or are expected to be in the near future. When realty assets are no longer essential to operations, they may be made available for sale to the public.

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**NO EQUIPMENT FOR SALE
AT THIS TIME**