

# MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM  
LOCATED AT MISSOURI S&T

SUMMER 2022

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TAP MORE FEDERAL FUNDING

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Photo by: Sam O'Keefe

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## The Fine Print

Missouri LTAP Quarterly is published by the Missouri LTAP office located on the campus of Missouri University of Science and Technology. The opinions, findings and recommendations expressed in this newsletter are not necessarily those of Missouri S&T, MoDOT or the Federal Highway Administration.

# FROM THE *DIRECTOR*



Hello everyone!

I recently traveled to Sioux Falls, South Dakota for the LTAP North Central Region meeting, the first time we met in person since 2019. It was wonderful seeing colleagues from other LTAP centers and sharing the challenges we faced at our center throughout the Pandemic along with the resulting methods of training local agencies. One topic of special interest among all the states centered on the Bipartisan Infrastructure Legislation (BIL). Each center indicated various approaches of informing their locals about upcoming funding opportunities. I shared that we held a webinar April 20 and 29 on the BIL, focusing on highway provisions and funding opportunities for local agencies. The session was hosted by Ashley Buechter, MoDOT Local Programs Administrator, and Dawn Perkins, Missouri Division FHWA Program Implementation Team Leader. The presentation provided an overview of significant programs and provisions, which included information on several relevant programs the Office of the Secretary of Transportation will administer. The BIL provides a once-in-a-generation investment in infrastructure with approximately \$550 billion in new Federal infrastructure that goes beyond transportation. The amount includes the largest federal investment in public transit ever and the largest in passenger rail since the creation of Amtrak. Additionally, this funding represents the most funding dedicated to bridges since the construction of the Interstate System as well as the largest investment in clean energy transmission and electric vehicle infrastructure in history. Of special interest to the cities and counties we serve, the BIL provides local governments access to new funding through a variety of programs such as Safe Streets and Roads for All, Charging and Fueling Infrastructure Program, Bridge Investment Program, Rural Surface Transportation Grants, and National Infrastructure Transportation Grants. We intend to hold future sessions on the funding opportunities through the BIL as more information becomes available.

I also highlighted the Local Road Safety Plans (LRSP) online workshop we recently held on May 10. The workshop, taught by FHWA's Resource Center, introduced LRSPs and outlined the steps and funding resources as well as demonstrated the DIY website. Of significant importance, the workshop discussed why communities should create a LRSP. One, they advance a risk based, data-driven and systemic approach to improving local roadway safety. Two, LRSPs provide transparency in the prioritization and funding of projects. Three, plans allow local agencies to leverage funding opportunities by incorporating safety into routine business such as maintenance and capital improvements. Finally, and most importantly, LRSPs help reduce fatal and severe crashes since approximately 40% of fatalities occur on locally owned roadways each year. The presenters also explained how developing a LRSP can benefit a local agency in applying for funding through the BIL. A LRSP can be modified into a comprehensive safety action plan, which is required for a funding application under the Safe Streets and Roads for All program. A LRSP can serve as a great first step. Local agencies interested in developing a LRSP are encouraged to contact Gidget Koestner, our Missouri Safety Circuit Rider, who can help collect the necessary crash data and outline information needed for the plan. See Gidget's contact information on the Missouri Safety Circuit Rider page in this newsletter.

Here's wishing everyone a productive, yet relaxing summer!

A handwritten signature in black ink that reads "Heath A. Pickerill". The signature is fluid and cursive, with the first name being the most prominent.

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

# In this ISSUE

SUMMER 2022



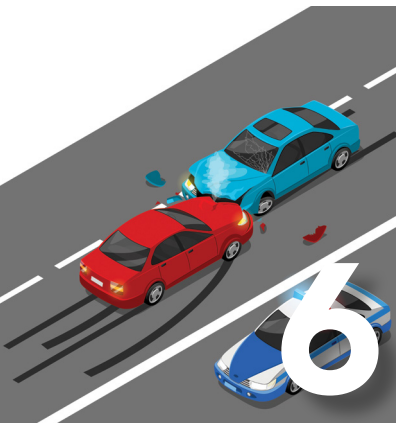
## MISSOURI'S SAFETY CIRCUIT RIDER PROGRAM

Whether you are traveling to other destinations or families visit your area, there will be a higher volume of vehicles on the roadways and likely more pedestrian traffic.



## NEW PROGRAM AIMS TO HELP RURAL AMERICA TAP MORE FEDERAL FUNDING

The Biden administration announced it will deploy U.S. Department of Agriculture staff into at least 25 rural areas in five states to help local communities with accessing federal economic development dollars.



## NEXT-GENERATION TIM: INTEGRATING TECHNOLOGY, DATA, AND TRAINING

New methods for improving Traffic Incident Management (TIM) programs aim to increase traveler and responder safety and improve trip reliability and commerce movement on all roadways.



## SUSTAINABILITY AND THE INFRASTRUCTURE ACT

The bipartisan Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. It will provide \$1.2 trillion over the next five years to reinvest in America's aging infrastructure.



## VIRTUAL PUBLIC INVOLVEMENT (VPI)

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



## WORKFORCE DEVELOPMENT: WHERE DO WE GO FROM HERE?

The signs are seen all around our communities: "Hiring," "Help Wanted." Employers are looking for workers. Public Works Departments are not immune to this trend. The competition for employees is fierce.

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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

## SCHOOLS OUT! ITS SUMMER BREAK

SUMMER BREAK MEANS MORE VACATIONS. WHETHER YOU ARE TRAVELING TO OTHER DESTINATIONS OR FAMILIES VISIT YOUR AREA, THERE WILL BE A HIGHER VOLUME OF VEHICLES ON THE ROADWAYS AND LIKELY MORE PEDESTRIAN TRAFFIC.

I want to highlight the Federal Highway Administration's proven safety countermeasures specifically geared toward pedestrian and bicyclist safety this quarter. Additionally, I want to introduce a traffic safety initiative called Complete Streets, which has potential funding available. Watch for upcoming information on this funding.

### WALKWAYS

FHWA's proven countermeasure defines a walkway as any type of designated space or pathway for use by a person traveling by foot or using a wheelchair. Examples include sidewalks, shared use paths, and even roadway shoulders. Historically there are more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries annually. This large number highlights the great need for local agencies to incorporate a connected network of walkways throughout their system, providing access to desired destinations.

Walkways have been proven to significantly reduce crashes involving pedestrians – 65 - 89% for sidewalks along roadways and 71% for paved shoulders. If sidewalks are not feasible, you may choose to utilize paved shoulders. Designating shoulders with additional striping and signing as shared use for bicyclists provides a good way to manage traffic and reduce crashes as well.

#### Sources

[safety.fhwa.dot.gov/provencountermeasures/pdf/19\\_Walkways\\_508.pdf](https://safety.fhwa.dot.gov/provencountermeasures/pdf/19_Walkways_508.pdf)

[pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=1](https://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=1)



### COMPLETE STREETS

FHWA is also advancing the widespread implementation of the Complete Streets approach to help improve safety and accessibility for all users. Complete Streets are designed to feel safer and be safer for users of all ages and abilities. This concept utilizes the safe system approach and safety countermeasures. Among other things, the overall complete street design concept keeps drivers at safe speed for areas that include multiple user types. This initiative mainly focuses on roadways such as urban arterials and smalltown main streets.

For more information regarding Complete Streets, see FHWA's Report to Congress, titled "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges," [highways.dot.gov/complete-streets/complete-streets-fhwa](https://highways.dot.gov/complete-streets/complete-streets-fhwa).

Safe Travels,

# NEW PROGRAM AIMS TO HELP RURAL AMERICA TAP MORE FEDERAL FUNDING

The Biden administration initiative is starting in five states and there are plans to expand it.

**The Biden administration announced it will deploy U.S. Department of Agriculture staff into at least 25 rural areas in five states to help local communities with accessing federal economic development dollars, COVID recovery aid and infrastructure funding.**

In a call with reporters on Tuesday, a senior administration official noted that many of these localities have limited staff and can struggle to figure out what grants are available or how to apply for them. USDA's Rural Development division is leading the initiative, working along with 16 federal agencies and regional commissions.

While staff for the program—who are trained in community development—will come from USDA, they will help communities navigate the complex federal funding process for all agencies.

**“The federal staff will wake up every day with a mandate to work with the local community,” another senior official said on the call.**

“USDA and its federal partners are committed to unlocking the full potential of rural America by investing in its people and the unique visions they have for the places they call home,” Agriculture Secretary Tom Vilsack said in a statement.

Vilsack and White House Domestic Policy Advisor Susan Rice are expected to unveil the new initiative on Wednesday, meeting with community leaders from Clarksdale and Greenwood, Mississippi, two of the communities that will receive the help.

Not all rural communities will immediately get assistance from the federal workers. What's being dubbed the Rural Partners Network will initially work with selected communities and tribes in five states: Arizona, Georgia, Kentucky, Mississippi and New Mexico.

The communities were selected based on factors like economic distress and the readiness of local stakeholders to participate in the effort, according to a White House fact sheet.

The Biden administration has plans for the program to expand to Nevada, North Carolina, Puerto Rico, West Virginia, Wisconsin and Tribal communities in Alaska by the end of August, officials said. It could later spread to all 50 states, but that would depend on congressional approval of funding in the fiscal 2023 budget.

In addition to the staff in the communities, officials said 13 key agencies are creating a D.C.-based point person, or team, to work with the on-the-ground staff. The locally deployed staff will also bring rural issues to the federal policymakers, the officials said.

The effort to help rural communities gain better access to federal dollars is a different approach from a Trump administration rural initiative launched in 2017.

Trump's Interagency Task Force on Agriculture and Rural Prosperity, created through an executive order, was tasked with identifying changes to regulations, laws and policy that would give a boost to agriculture, economic development, public works and quality of life in rural areas.

A third Biden administration official during the call with reporters touted the new program as a followup to help for rural communities in Biden's American Rescue Plan Act and the bipartisan infrastructure law that the president signed last year.

“We needed to finish the job by making sure rural communities can access those resources,” the official said.

[route-fifty.com/infrastructure/2022/04/new-program-aims-help-rural-communities-tap-more-federal-funds/365867/](https://route-fifty.com/infrastructure/2022/04/new-program-aims-help-rural-communities-tap-more-federal-funds/365867/)

# NEXT-GENERATION TIM: INTEGRATING TECHNOLOGY, DATA, AND TRAINING



## New methods for improving Traffic Incident Management (TIM) programs aim to increase traveler and responder safety and improve trip reliability and commerce movement on all roadways.

Over 6 million reportable crashes occur every year in the United States. Each crash places responders and motorists at risk of secondary crashes while having a severe impact on congestion. New tools, data, and training mechanisms can be used to improve safety and reduce clearance times at roadway crashes. New and existing TIM programs, including those for local agencies and off-interstate applications, will benefit from using enhanced TIM practices on all roadways to save lives, time, and money.

### A New Generation of TIM

While the FHWA's national TIM responder training program successfully trained almost 500,000 responders to clear incidents collaboratively, safely, and quickly, it was largely focused on agencies that respond on interstates and high-speed roadways. Next-generation (NextGen) TIM increases the focus on local agency TIM programs while integrating new and emerging technology, tools, and training to improve incident detection and reduce safety response and clearance times on all roadways.

Traditionally, transportation agencies capture incidents (crashes, roadway debris, stalled vehicles on mainlines, etc.) where sensor technologies are installed, where safety service patrols are present, or when contacted by public safety/law enforcement agencies. NextGen TIM significantly expands this capacity. It enables agencies to improve TIM strategies by implementing new options such as back-of-queue warning, navigation-app notification of active responders in the vicinity, notification-based incident detection using crowdsourced data, and more.

**By using NextGen TIM methods, State and local agencies can increase traveler and responder safety, improve trip reliability and commerce movement, and enable responder communities to focus more resources on other pressing citizen needs.**

### Benefits

**Increased Safety.** NextGen TIM targets advances in safety through engineering, enforcement, education, and emergency services to help keep responders, drivers, and pedestrians safe across freeway, arterial, and multimodal travel.

**Improved Travel Times.** Training, data, and technology combine to help local and State agencies reduce secondary crashes and clearance times, improving trip reliability and increasing motorists' awareness of active responders along their travel routes.

**Improved Operations.** Integrating new and emerging technology, tools, and training can improve incident mitigation and safety throughout the whole TIM timeline, from incident detection to clearance on all roadways.

### State of the Practice

Examples of NextGen TIM tools and strategies in use by local agencies:

- TIM tools and training helped the Tippecanoe County (Indiana) Sheriff's Office experience a 60-percent reduction in the time needed to measure a serious traffic crash scene. In one instance, they completely processed an 800-foot scene in 22 minutes using unmanned aerial system mapping technology.
- The Oro Valley, Arizona, Police Department found that when officers focused on TIM practices and time was tracked in a computer-aided dispatch (CAD) system, roadway and incident clearance times were reduced by 32% during the first 6 months of 2018.
- After receiving TIM training, the Houston, Texas, Fire Department saw a 40% reduction in scene time, resulting in a 25% reduction in fire apparatus struck while at incident scenes.

[fhwa.dot.gov/innovation/everydaycounts/edc\\_6/nextgen\\_tim.cfm](http://fhwa.dot.gov/innovation/everydaycounts/edc_6/nextgen_tim.cfm)



**SUSTAINABILITY AND  
INFRASTRUCTURE**





# END THE ACT

**The bipartisan Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. It will provide \$1.2 trillion over the next five years to reinvest in America's aging infrastructure. The IIJA provides a critically needed infusion of dollars into rebuilding roads, bridges, water systems, and other critical infrastructure. It also provides opportunities for communities to make investments toward a more resilient and sustainable future.**

The approval and first-year funding of the IIJA has been applauded by infrastructure advocates and communities across the country. APWA's CEO, Scott D. Grayson, CAE, praised the measure saying, "We are so pleased that communities all over the U.S. will now receive funding for much needed repairs and upgrades to their infrastructure systems, which will not only improve the quality of their lives but protect them as well." (APWA) Dennis D. Truax, P.E., President, American Society of Civil Engineers, in a statement on November 5, 2021, said, "It is a great day for the nation as the U.S. House of Representatives passed the Infrastructure Investment and Jobs Act (IIJA), fulfilling President Biden's vision with a historic piece of legislation that will have monumental impacts on the economy, public safety, global competitiveness, and each American's well-being." (ASCE)

According to a White House statement, the IIJA will advance numerous sustainability goals. Key investments will be made to reduce greenhouse gases, deliver clean and reliable energy, build more resilient infrastructure, mitigate the impacts of climate change, and create more resilient and equitable communities. These goals closely align with the United Nations' 17 Sustainable Development Goals (UNSDG), which were adopted by all UN Member States in 2015. The objective of the UNSDG is to create a shared blueprint for peace and prosperity for people and the planet, now and into the future (United Nations Department of Economic and Social Affairs). Similar to the White House objectives, the UNSDG goals target issues such as clean water, affordable clean energy, decent work, economic growth, reduced inequalities, climate action, and resilient communities.

The IIJA will invest \$1.2 trillion over five years, including \$550 million in new federal spending. Programs in the areas of transportation, water, and energy at all levels of government will use these dollars to help rebuild our infrastructure and support solutions that mitigate the risks of sea level rise, droughts, forest fires, hurricanes and natural disasters that are increasingly impacting communities everywhere.

## INVESTING IN TRANSPORTATION

Transportation will receive the largest percentage of the federal funding. Key sustainability goals in the transportation sector are to reduce greenhouse gas emissions, build more resilient infrastructure, strengthen the economy, and improve equity within communities. A change to the purpose of the National Highway Performance Program will specifically support activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, and other natural disasters. Changes in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) will address equity by prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM2.5 emissions. Several new programs will provide funding to states to support projects that reduce transportation emissions and improve community resilience and evacuation routes for at-risk coastal communities. Additional programs will help deploy EV charging infrastructure and advance innovative multimodal solutions to reduce congestion and the related economic and environmental costs in congested metropolitan areas.

## INVESTING IN WATER

IIJA is one of the largest investments in water that the federal government has ever made. Key sustainability goals in the water sector include clean and safe drinking water for everyone and more swimmable and fishable streams and lakes. More than \$50 billion will be appropriated to EPA to improve the nation's drinking water, wastewater, and stormwater infrastructure to achieve these goals. These investments include funding to the Drinking Water State Revolving Fund (SRF) to address lead service lines and PFAS and other emerging contaminants to improve drinking water. Investments will be made in regional waters through the National Estuary Program and Gulf Hypoxia Program to protect the Chesapeake Bay, Great Lakes, Puget Sound, and other vital water bodies. As stated by Water Environment Federation President Jamie Eichenberger, "With the

passage by Congress of this infrastructure package, the water sector will get the largest boost in federal funding for local water infrastructure it has received in decades ... Now it is time to seize this opportunity to rebuild water infrastructure and systems, not as we did in the past, but in ways to fit for the 21st century, that utilize innovative technology, create resilience, serve communities, and deliver equity." (Water Environment Federation)

## INVESTING IN ENERGY

The Department of Energy will receive more than \$62 billion through the IIJA. Key sustainability goals in the energy sector include a more resilient grid, clean energy, and greater equity. Program highlights include funding for clean energy demonstrations and research hubs focused on next generation technologies to include demonstration projects in rural areas and economically hard-hit communities. DOE grants will be provided to support efforts to enhance the resilience of the electric infrastructure against extreme weather and cyber-attacks. IIJA will expand programs to help states weatherize homes, increase energy efficiency, and expand clean generation. Investments will be made to support industry workers to include paying prevailing wages, workforce development initiatives, and establishing an Energy Jobs Council to strengthen workforce readiness.

## CLOSING

The infrastructure that will be built through IIJA will be in place for a generation. It is imperative that the investments and decisions made protect our finite environmental resources and create a better future for the next generation. Please contact James W. Patteson with any questions regarding this article at [jpatteson@blueheronLG.com](mailto:jpatteson@blueheronLG.com).

*[apwa.partica.online/reporter/may-2022/features/sustainability-and-the-infrastructure-act](https://apwa.partica.online/reporter/may-2022/features/sustainability-and-the-infrastructure-act)*

# VIRTUAL PUBLIC INVOLVEMENT (VPI)

## 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 increase the number and variety of channels available to agencies for remotely disseminating information to the public and create efficiencies in 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 be made accessible to communities efficiently, 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 is providing 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 a few of many examples of successful techniques:

- Iowa DOT developed a web-based Public Involvement Management Application (PIMA) tool that documents and tracks public comment throughout all phases of project delivery.
- North Jersey Transportation Planning Authority is using targeted online advertisements to reach intended audiences strategically.
- The Broward MPO in Florida employs a robust social media strategy to engage and inform its stakeholders through eye-catching visualizations and social media campaigns.

[fhwa.dot.gov/innovation/everydaycounts/edc\\_6/virtual\\_public\\_involvement.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_6/virtual_public_involvement.cfm)

## Workforce Development

# Workforce Development: Where do we go from here?

### THE SIGNS ARE SEEN ALL AROUND OUR COMMUNITIES: “HIRING,” “HELP WANTED.”

Employers are looking for workers. Public Works Departments are not immune to this trend. The competition for employees is fierce. In the private sector, employers are able to make adjustments to salaries and benefits quickly; while in the municipal sector, it is very difficult to adjust salaries and benefits.

This is placing communities at a disadvantage when an employee is looking at salary. Another challenge that is occurring is what future employees are looking for in employment.

**Part of workforce development is advocacy, letting different audiences know what public works does, talking about the differences between private and community service, and working to make changes.**

In a January 4, 2022 release, the Bureau of Labor Statistics reported that 4.5 million people in November 2021 quit their current employment matching the number in September 2021. There are many explanations for people quitting, from finding better economic situations, wanting more choices in how they perform their jobs, to wanting to do something different. This has added to the pressures on finding employees. In the City of Keene Public Works Department, we have had experienced individuals who went through the hiring process, who appeared to be ready to join, and after receiving an employment offer indicate they were no longer interested. The reasons have included that they found another position with higher pay to rethinking if they really wanted to do what the position requires. This is requiring the Department to rethink our recruiting and hiring processes.

Part of workforce development is advocacy, letting different audiences know what public works and your department does, talking about the differences between private and community service, and working to make changes that allow for larger pools of eligible workers.



APWA's Government Affairs Committee (GAC) has made workforce development an area of focus. In response, the GAC has established a Workforce Development Policymaker Primer that was drafted with the intention of informing Congress about the public works workforce and why a robust public works workforce is essential to the economic and public health of our nation. The GAC in conjunction with the Government Affairs staff is identifying and discussing policies that can enhance the ability of public works agencies to recruit employees and areas that may be reducing candidate pools. This will provide direction that all public works agencies can utilize in advocating. All APWA Public Policy Priorities and Policymaker Primers for the current 117th Congress can be found and downloaded at [apwa.net](http://apwa.net) under the "Government Affairs" tab.

**Areas that the GAC and Government Affairs staff have identified include:**

- Career and Technical Educations: Work to provide robust funding for career and technical educational opportunities and programs to provide a pipeline for

skilled individuals to be ready for careers in public works.

- Apprentices/Pre-apprentice Programs: Support programs and encourage the inclusion of opportunities for public works jobs in programs that allow individuals to "earn and learn."
- Licensure: People who are in the water and wastewater career fields are in high demand. Licensing and licensing requirements for these areas are established state by state, causing challenges for individuals seeking employment in new states. We should continue to inform federal and state policymakers on this issue.
- Promote Innovative and Targeted Workforce Development Programs: Numerous programs at the state and local levels provide different groups with assistance in developing job skills and linking them up with careers. These programs include those focused on inmate rehabilitation, women, under-represented minority groups, and transitional programs for former service members and veterans. Advocate for the inclusion of the development of skills for public works careers along with identifying position within the public works workforce.

Workforce development is a marathon and not a sprint. It will require public works agencies to step forward and advocate for funding and inclusion into current and future programs at all levels: federal, state, and local. It will also require public works agencies to look at their recruitment process and employee development and see how they can support different sources of new hires.

Kürt Blomquist can be reached at (603) 352-6550 or [KBlomquist@keeenh.gov](mailto:KBlomquist@keeenh.gov).

Kürt Blomquist, P.E., Asst. City Manager/Public Works Director/Emergency Management Director, City of Keene, New Hampshire; member, APWA Government Affairs Committee

*[apwa.partica.online/reporter/march-2022/columns/workforce-development-where-do-we-go-from-here](https://apwa.partica.online/reporter/march-2022/columns/workforce-development-where-do-we-go-from-here)*

## INNOVATION OF THE MONTH:

# TARGETED OVERLAY PAVEMENT SOLUTIONS

Photo by: Sam O'Keefe

**The volume of concrete used for pavement overlays has tripled since 2005, increasing from about 4 percent to 12 percent annually in America.**

Popularity of concrete overlays is growing in states like Missouri. The Missouri Department of Transportation (MoDOT) commonly constructs three types of concrete overlays to restore or increase structural capacity including:

- Unbonded overlays are typically 8 inches thick with 15-feet long by 12-feet-wide panels placed over an asphalt or geotextile interlayer.
- Big block overlays, or unbonded overlays, are typically 5 inches thick with 6-foot by 6-foot panels placed either without an interlayer or over an asphalt or geotextile interlayer.
- Bonded overlays are applied on asphalt to add structural capacity to an existing pavement in fair or better condition and are typically 4 feet by 4 feet and 4 inches thick.

MoDOT chose to use a big block concrete overlay in 2008 to address nearly 4 miles of a Missouri secondary

state route that was severely distressed with spalling and durability or freeze-thaw cracking. The segment was originally constructed in 1986 with 8 inches of jointed reinforced concrete pavement. MoDOT installed an asphalt interlayer prior to placement of the new concrete overlay. The interlayer provides a shear plane to reduce distresses in the existing pavement from reflecting through the new concrete surface.

As of 2020, only minor repairs have been required, including minor full-depth patching at the transition areas on either end of the overlay. Fewer than one percent of the overlay slabs are cracked.

The FHWA Targeted Overlay Pavement Solutions (TOPS) Every Day Counts team recently hosted a concrete webinar and released the fourth edition of the Guide to Concrete Overlays. To learn more about TOPS, contact Robert Conway (concrete) and Tim Aschenbrener (asphalt), EDC-6 team co-leads.

*EDCNews Weekly Newsletter. May 12, 2022.*



**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](https://www.ruralsafetycenter.org)*

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**MOLTAP.ORG**

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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?**

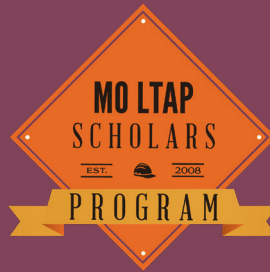
We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

**CONTACT US TO FIND OUT MORE!**

**T: 866.MO ROADS  
(667-6237)**

**E: [moltap@mst.edu](mailto: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](http://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](http://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/](http://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](http://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](http://nhi.fhwa.dot.gov/home.aspx)**



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Photo by: Sam O'Keefe

## UPCOMING EVENTS

**Rural Road Safety Awareness Week 2022**  
July 18-22, 2022

**2022 MACTO Conference**  
October 18-19, 2022

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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.

**VISIT:**  
[www6.modot.mo.gov/  
PropertyForSale](http://www6.modot.mo.gov/PropertyForSale)



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**NO EQUIPMENT FOR SALE  
AT THIS TIME**