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#### The Fine Print

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## FROM THE *DIRECTOR*

Hello everyone!

As summer approaches, most people are probably eager to get outside and start enjoying a variety of activities. If you have youngsters who love to bicycle, Missouri S&T proudly announces the operation of MoDOT's bike trailer – the Mobile

Bicycle Safety Unit. Mr. Ron Effland, who has a passion for helping school programs and youth bicyclists, will be instructing the trainings. Effland was involved in securing the trailer and equipment through a Safe Routes to School grant several years ago. He was also responsible for operating the bike trailer before retiring from MoDOT and is excited to continue his involvement with this program. We recently held our first bike safety event in Rolla on Saturday, May 22. See the photo and caption below for more information.

Missouri LTAP will soon have a new look online and new ways to keep local agencies and their employees connected to their professional development and our program. Our new learning management system and integrated website is scheduled to be operational this summer. Customers will have access to our latest MO-LTAP news and resources as well as details about upcoming classes. Agencies will also have access to their training history and Scholars reports. Updates will be coming soon!

Mark your calendars for an upcoming free right-of-way training to be held virtually and scheduled for August 10-12 from 9:00 a.m. to 12:00 p.m. daily. We are excited to partner with MoDOT and FHWA once again on this topic after holding an in-person class in Columbia in October 2019. This class, titled Essential Requirements of the Uniform Act Workshop, is taught by the Federal Highway Administration's Resource Center and introduces the federal-aid right-of-way process. The class also covers the fundamentals of complying with the Uniform Act, Federal Highway regulations, and other pertinent state laws, regulations, or requirements. Watch for upcoming registration information by email and on our website.

My best,

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



## In this ISSUE

SECOND QUARTER 2021



#### THE SAFETY CIRCUIT RIDER PROGRAM (SCR) REDUCING CURVE CRASHES!

The Safety Circuit Rider Program assists Local Public Agencies in reducing fatalities on locally owned systems by using data driven, proven countermeasures.



#### A NETWORK OF Solutions to make Roads safer

For more than a decade, the Federal Highway Administration's Every Day Counts (EDC) program has promoted proven, but underused innovations that enhance roadway safety, improve project delivery, and reduce traffic congestion.



#### MISSOURI GAINING GROUND ALONG BROADBAND SUPERHIGHWAY, BUT MANY MORE MILES TO GO

A new report says Missouri ranks 32nd in the nation in broadband internet access – a positive step from 41st just a couple years ago. Federal and state aid have helped to boost access around Missouri.



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Over the week of April 12, both the U.S. Senate and House held several hearings on matters impacting the U.S. Department of Transportation (USDOT).



#### IT'S OKAY TO BE THE SQUARE PEG IN A WORLD OF ROUND PEGS

We all want to be included. Regardless of who we are, we are all fighting for inclusion. In an ideal workplace, we would be respected for the work we do, regardless of our backgrounds.



## SHOW-ME ZERO TRAFFIC FATALITIES

Speed and lack of seat belt use remain top reasons for highway deaths in 2021

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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 LTAP CELEBRATED WORK ZONE AWARENESS WEEK ON APRIL 26-30, 2021 BY OFFERING VARIOUS WEBINAR TRAININGS FOCUSED ON WORK ZONE SAFETY FOR LOCAL AGENCIES.

On day 1, Dan Smith with MoDOT presented the 2020 FHWA/MoDOT Work Zone Process Review, a summary of the annual LPA work zones with identified areas of improvement. Smith emphasized the importance of laying the groundwork for safety through personnel training. On day 2, Smith along with Julie Stotlemeyer facilitated a review of the MoDOT University course, The Maintenance of Traffic for Supervisors (Module 2: Temporary Traffic Control Devices). The session presented information about the placement of required field maintenance and the inspection of traffic control devices. Smith presented again on day 3, providing an update of flagging and highlighting the personal protective equipment requirements for workers in work zones. On day 4, Smith and Stotlemeyer presented another MoDOT University course, Flagger Safety. The MO-LTAP team was excited to offer the week of virtual training to the local agencies throughout the state and pleased by the response from over 70 participants each day.

Earlier in the spring, Missouri's LTAP offered, in partnership with MoDOT, three sequential sessions on LPA Basics – Responsible Person in Charge on March 31, April 7 and 14. Each session had over 150 participants. Additionally, we held a pavement marking webinar series on April 5-6, titled Traffic Paint Application Training and presented by Ennis-Flint in partnership with MoDOT and MO-LTAP. This two-session online training focused on traffic paint applications for local public agencies. Day one covered the basics of paint, including composition, specifications, packaging as well as health and safety precautions. In addition, the reflective optics of paints used for pavement markings was explained. Day two discussed spray tip selection and calibration, bead equipment, and calibration along with surface and paint preparation. Additionally, the presenters discussed how to prevent and solve problems as well as how to assure a quality application. We are also planning two other upcoming webinars: an MUTCD overview for cities and counties as well as signal timing and maintenance. We anticipate these webinars will be held in this summer or early fall.





#### Did you know that over 50% of roadway fatalities across the nation are due to roadway departures?

Missouri's Safety Circuit Rider program aids Local Public Agencies (LPAs) in increasing the safety of their transportation systems and reducing fatalities across Missouri. The most cost-effective solution to reduce the number of crashes, injuries, and fatalities due to roadway departures strategically focuses efforts on implementing countermeasures that will keep the vehicles on the roadway.

More than 25% of fatal crashes are associated with horizontal curves; the majority are roadway departures involving striking fixed objects or overturning. The crash rate for horizontal curves averages about three times that of other highway segments. Most roadway departure countermeasures are effective when applied specifically at horizontal curves. Reducing crashes at curves includes a variety of potential strategies that can be implemented individually or in combination. These strategies should meet one of the following two objectives: 1) reduce the likelihood of a vehicle leaving its lane and either crossing the roadway centerline or leaving the roadway at a horizontal curve or 2) minimize the damaging consequences of a vehicle leaving the roadway at a horizontal curve. Moderate or higher cost solutions include high friction surface treatments, shoulder adjustments, super-elevation and/or cross-section adjustments. Many countermeasures are low-cost and can address safety issues identified during a systemic or site analysis. Low-cost strategies include signage and pavement markings. The following are signage considerations for reducing horizontal curve crashes along with a summary of countermeasure treatments:

- Signing devices should be applied uniformly, unless otherwise warranted, based on the sharpness of the curve to provide drivers with a consistent message. The Manual on Uniform Traffic Control Devices (MUTCD) provides specific recommendations and requirements for uniform application of many of these signs. The MUTCD requires that the use of warning signs be based on an engineering study or engineering judgment.
- Many curves need only the basic horizontal alignment warning signs. The decision to add one or more of the other basic or enhanced treatments (see the list below) at a specific curve should be based on a corridor level assessment. The assessment may reveal unnecessary

or improperly placed devices that should be removed as well as required or recommended devices that are missing. Providing uniformity may be the only change necessary to address an identified safety concern.

- Basic signing countermeasures: advance warning signs, advisory speed plaque, combination curve/intersection signs
- Supplemental devices in a curve: combination horizontal alignment/advisory speed sign, chevron alignment sign, one-direction large arrow sign
- Enhanced signing countermeasures: larger devices, doubling-up devices, retroreflective strip on signpost, highly retroreflective and fluorescent sheeting, flashing beacons, dynamic curve warning system
- Sign maintenance: replace or repair damaged signs, cut foliage to improve sight distance and sign visibility, replace faded signs

For more information on this and other FHWA Proven Safety Countermeasures, please visit:

https://safety.fhwa.dot.gov/provencountermeasures https:// safety.fhwa.dot.gov/roadway\_dept/countermeasures/ horicurves/

Low Cost Treatments for Horizontal Curve Safety 2016 A Guide for Reducing Collisions on Horizontal Curves

To implement these proven safety countermeasures, agencies can take the following steps:

- Develop a process for identifying and treating problem
- 2. Use the appropriate application for the identified problem(s), and consider the full range of enhanced delineation and friction treatments
- 3. Improve consistency in the application of horizontal curve guidance provided in the Manual on Uniform Traffic Control Devices for new and existing devices
- 4. Review signing practices and policies to ensure they comply with the intent of the new guidance

If you would like assistance in analyzing your system for safety improvements, please contact Gidget Koestner, P.E., Safety Circuit Rider at 573-246-0720 or GidgetK@ candidengineering.com





For more than a decade, the Federal Highway Administration's Every Day Counts (EDC) program has promoted proven, but underused innovations that enhance roadway safety, improve project delivery, and reduce traffic congestion.

Across the country, agencies attest to the value of adopting these new technologies and processes, along with a cultural change in how they deploy innovation. As the transportation community participates in EDC round six, Innovator is featuring articles that reflect on what the program has accomplished.

Since its inception, the EDC program has helped identify and promote innovations to help improve traffic flow and increase safety. In rounds one through three, these included adaptive signal control technology (ASCT), national traffic incident management (TIM) responder training, and smarter work zones (SWZ). Each successive round of EDC is building a network of connections that creates more opportunities for enhancing the Nation's transportation system.

#### **Creating a Path Forward for ASCT**

Traffic congestion slows the movement of travelers and freight, and as congestion increases, so do traffic-related incidents and air quality impacts. Studies have shown that about half of all delays happen at the same times and places every day, and the rest are due to temporary disruptions of the transportation system such as traffic incidents, work zones, weather, and special events. Traffic signal timing that is not in sync with traffic conditions can contribute to congestion and delays. ASCT adjusts the timing of each signal phase to accommodate changing traffic patterns throughout the day, helping improve traffic flow.

When ASCT first became available, its benefits were apparent but its implementation and maintenance needs for public agencies were not yet clear. In round one of EDC (EDC-1), the focus on ASCT provided additional resources that helped agencies move this relatively new technology into widespread use. EDC's ASCT team developed a resource guide and offered training through FHWA's National Highway Institute as well as local workshops for agency staff to gain proficiency with the technology.

Prior to the start of EDC, about 12 agencies were using ASCT. During EDC-1 that number rose to more than 100 agencies, and the number of agencies using ASCT continued to grow after EDC-1 ended. ASCT is now widely deployed in both urban and suburban locations, and even

in some rural locations, based on agency needs and resource levels.

"EDC resources helped stakeholders advance from being excited about the technology to being successful" said Eddie Curtis, an FHWA traffic operations engineer and EDC ASCT team leader. "Agencies are now seeing a return on investment," he said. "The network of people and connectivity built through EDC helped it arrive at this point."

#### **Spreading TIM Training**

When a traffic incident occurs, it can create congestion and unsafe driving conditions that affect both motorists and first responders. In round two of EDC, FHWA partnered with the second Strategic Highway Research Program (SHRP 2) to expand TIM training, offering a new, interdisciplinary approach to traffic incident response.

"Adaptive signal control technology works with both traffic incident management and smarter work zones," said Curtis. "There is a lot more discussion of integration, more offices working together. These initiatives have helped move us in this direction."

EDC helped expand this new type of training throughout the country by providing a national forum for telling transportation and public safety professionals and elected officials the story of TIM, including sharing best practices and case studies on how it has been implemented successfully. EDC's outreach helped the ongoing TIM training evolve from an innovation to a standard business practice for many organizations and for the 500,000 responders who have received the training.

"The EDC marketing and outreach process helped spread TIM training," said Curtis. "The EDC model created opportunities and momentum for cooperation by bringing police, fire, towers, public works, and DOT traffic signal people together at workshops, which had not happened before."

Jim Austrich, FHWA TIM program manager and EDC team co-lead, said TIM is now taught routinely as part of the curriculum for traffic operations, police and fire academies, and technical colleges. "EDC helped build connections

across State divisions, departments, and groups that raised awareness of the impact of closing lanes," he said. "Traffic signals experts are now working with winter operations personnel, and they are coordinating with incident managers. TIM has become part of their common language."

#### Making Work Zones "Smarter"

Work zones are meant to provide a safe environment for highway workers and travelers alike, but changes in traffic patterns, narrower rights-of-way, and other construction activities are factors that can lead to crashes, injuries, and fatalities. Round three of EDC promoted Smarter Work Zones (SWZ), which focused on two strategies to minimize travel delays and help maintain motorist and worker safety: coordination of construction projects to reduce work zone impacts, and technology applications, such as queue management and speed management systems, to dynamically control traffic in and around work zones.

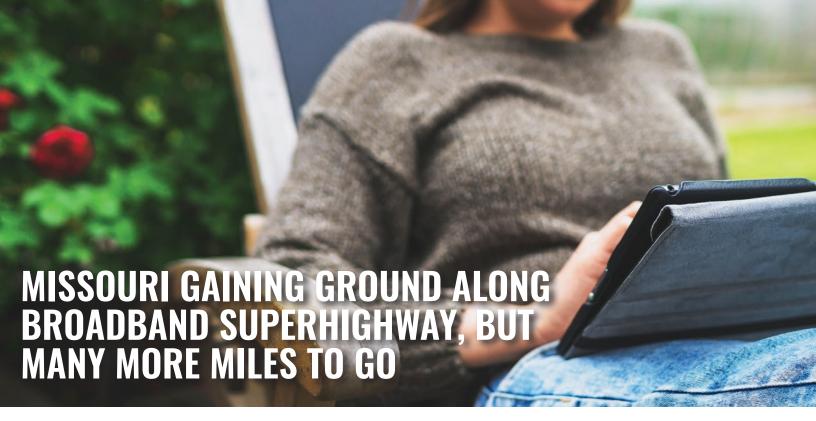
Because implementing new technology applications and synchronizing work zones involves coordination among different divisions and groups, sometimes across jurisdictional lines, the working relationships set in place by previous EDC rounds helped lay the groundwork for SWZ to succeed.

#### **Building an Innovation Deployment Network**

Because many EDC innovations are connected, especially in traffic operations, the processes, approaches, and relationships inherent to the program have provided one of its biggest outcomes — a deployment network that is used beyond a single innovation and has lasting benefits over time.

David Johnson, manager of FHWA's road weather management and work zone safety management programs, said the connections formed during the EDC process have created future opportunities for progress. "It's really about the momentum behind EDC," he said. "If we pull on the thread behind TIM and other EDC innovations, we can uncover more advances based on the momentum they have helped build. This is what the EDC story has been about."

fhwa.dot.gov/innovation/innovator/issue83/page\_05.html



new report says Missouri ranks 32nd in the nation in broadband internet access – a positive step from 41st just a couple years ago. Federal and state aid have helped to boost access around Missouri.

THE REPORT SAYS 23% OF MISSOURI STUDENTS STILL DO NOT HAVE ACCESS TO HIGH-SPEED INTERNET. PLUS, IT SAYS THE STATE RANKS IN THE BOTTOM FIVE FOR ACCESS TO LOW-COST INTERNET.

Missouri gaining ground along broadband superhighway, but many more miles to go (Photo courtesy of Alisa Nelson)

During a state Board of Education meeting Tuesday, Tim Arbeiter, state Director of Missouri's Broadband Development Office, said there is still a lot of work to do.

"Within the next three years, I think we could probably cut our divide in half. But I still think we are going to have challenges ahead of us in the affordability space. As I listen to my colleagues across the state, when affordability programs are active and live, there is still some hesitancy from populations to hook on. We don't know the aspects and the why to that. So, we need to understand that little piece a little bit better," said Arbeiter.

Arbeiter said Missouri has 255 broadband internet providers, including cable, wireless, electric, and telecommunication companies.

Rob Dixon, the director of the state Department of Economic Development, said Missouri's economy will not grow without continuing to boost broadband access. "It's a key plank in our overall economic development

strategy," says Dixon. "The big question of is it an affordability issue or is it an access issue or is it a device issue. The answer is yes on all of those things. And so, it is a pretty challenging issue all around."

He said data shows Missouri is a mixed bag in its state of broadband.

"The bottom line message I think that we have is there is still very much a gap that we are trying to close, but we are moving in that right direction. We're still on the wrong side of that list but we are moving forward. It's a difficult issue to talk about kind of in a positive way because there is still such a big gap that we are trying to close. I think that's why there's so much urgency around this issue," says Dixon.

Board member Pamela Westbrooks-Hodge of Pasadena Hills said some individuals in the corporate community want to help.

"Maybe where they plug in and play is with these short-term actions," she said.

Members talked about broadband coverage being spotty from house to house. During the pandemic, some communities have set up portable wifi connections for students to access internet from a building or a parked bus, for instance.

"A lot of homework being done at the McDonalds," said Board President Charlie Shields of St. Joseph.

missourinet.com/2021/04/14/missouri-gaining-ground-along-broadband-superhighway-but-many-more-miles-to-go/

## COUNTY CONNECTION



## CONGRESS TAKES ACTION ON THE SURFACE TRANSPO

ver the week of April 12, both the U.S. Senate and House held several hearings on matters impacting the U.S. Department of Transportation (USDOT), including renewing the current surface transportation law, P.L. 114-94, the Fixing America's Surface Transportation (FAST) Act, and the Department's budget request for FY 2022. Both the current extension of the FAST Act and funding for federal agencies, including USDOT, will expire on September 30, 2021.

On April 14, the Senate Environment and Public Works (EPW) Committee held a hearing entitled, "Long-term Solvency of the Highway Trust Fund: Lessons Learned from the Surface Transportation System Funding Alternatives Program and Other User-based Revenue Solutions, and How Funding Uncertainty Affects the Highway Programs." The hearing focused on funding mechanisms to address the Highway Trust Fund (HTF) shortfall that is projected at \$195 billion over the next 10 years. The solution receiving the most discussion from Senators was the potential for transitioning from a federal gas tax to a tax on vehicle-milestraveled (VMT). While the VMT alternative has bipartisan support, the White House has said it will neither raise the federal gas tax nor implement user fees based around the number of miles traveled. Within the reauthorization bill,

Senate EPW has jurisdiction over nation's highway, road and bridge programs, while Senate Finance is tasked with developing the necessary mechanisms to fund and finance such programs, such as levying a fee on drivers' VMT.

On April 15, the Senate Committee on Banking, Housing and Urban Affairs (Banking) held a hearing entitled, "21st Century Communities: Public Transportation Infrastructure Investment and FAST Act Reauthorization." The hearing concentrated on how much federal transit programs should be funded in the reauthorization bill in comparison with roads, bridges and highways. The question of whether transit programs should receive a higher portion of transportation funding through the HTF is a main disagreement between Democrats and Republicans. Currently, the HTF is made up of two accounts that respectively fund federal highway and transit programs. Much like its highway counterpart, the mass transit account is projected to have a roughly \$54.5 billion shortfall by FY 2031. Senate Banking has jurisdiction over the transit title in the reauthorization bill.

Later on April 15, the House Committee on Appropriations – T-HUD Subcommittee held a hearing on USDOT's FY 2022 budget request. Testifying before the committee,



## RTATION REAUTHORIZATION, USDOT FY 2022 FUNDING

Transportation Secretary Pete Buttigieg highlighted the Biden Administration's policy priorities, including emphasizing the need to integrate electric vehicles (EV) and charging infrastructure into the national transportation system and discussing the White House's goal to expand tax rebates that will assist individuals in purchasing EVs and building out charging infrastructure across the country. The Biden Administration's American Jobs Plan (AJP) directed \$174 billion to EV manufacturing and deployment, making up the majority of the proposal's overall transportation investments. View NACo's executive summary of the AJP here.

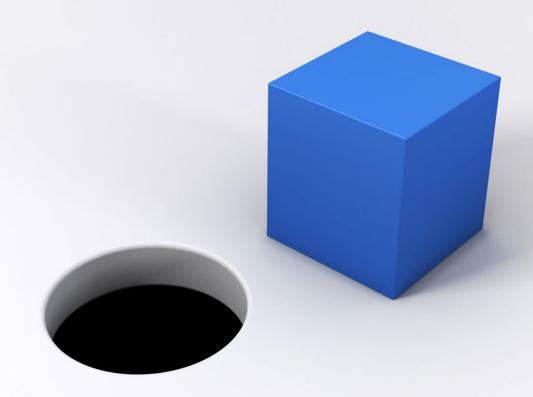
THE HEARINGS ALL COINCIDE AS THE BIDEN ADMINISTRATION CONTINUES TO MAKE ITS CASE FOR THE AJP, A \$2.3 TRILLION INVESTMENT IN THE NATION'S INFRASTRUCTURE THAT FUNDS SECTORS FROM TRANSPORTATION TO DRINKING WATER TO PUBLIC SCHOOLS.

Counties support additional infrastructure investments that will help support the 45 percent of public roads and 38 percent of bridges that are county-owned or -operated in future AJP legislation, as well as for the countless other public infrastructure responsibilities that county officials

are tasked with and have maintained even in the face of hundreds of billions in budgetary shortfalls as a result of the COVID-19 pandemic. In addition to providing funds, Congress should also work to find aspects of the federal permitting process that can be streamlined to maximize federal dollars at the local level and to otherwise ensure that federal infrastructure funds are as flexible as possible to meet the unique needs of America's 3,069 counties.

Finally, counties encourage lawmakers to reach a bipartisan compromise that will allow for the passage of a new, long-term surface transportation reauthorization. Five-year reauthorizations provide certainty to county officials, who are tasked with significant public sector responsibilities and who rely on the intergovernmental structure of the federal transportation process to deliver projects for our residents. As negotiations on both items continue, the National Association of Counties continues to work closely with federal lawmakers to ensure county priorities are addressed in any final infrastructure legislation.

www.naco.org/blog/congress-takes-action-surface-transportation-reauthorization-usdot-fy-2022-funding



# IT'S OKAY TO BE THE SQUARE PEG IN A WORLD OF ROUND PEGS

I am not male or an engineer. I am a female with a master's degree in Public Administration.

We all want to be included. We all want to feel included. Regardless of who we are, we are all fighting for inclusion. In an ideal workplace, we would be respected for the work we do, regardless of our backgrounds. But I have learned that it is difficult but not impossible—to fit a square peg into a round hole. In my case, the round hole is public works. Public works management is filled with mainly male engineers. I am not male or an engineer.

I am a female with a master's degree in Public Administration. However, I have found that, in many minds, that doesn't make me qualified to help run public works.

Public works consists of more than engineers; it is a pool of engineers, administrators, maintenance workers, inspectors, and much more. We all work together to make the town a better place. At first, I didn't care to fit into the round hole; it was just a job. As years went on, I started to care deeply, and I wanted to be included. It has taken extremely hard work and perseverance to be respected as

not an engineer but as an individual who can contribute to public works, but it has happened.

At one point, I considered going to a department that a square peg would fit neatly into. After years of effort, I have found I love being different from my colleagues. Yes, many times that means I have to fight harder to get my voice heard, and many times I get told I don't know what I am talking about because I am not a round peg. But that just means I need to fight harder to make my voice heard.

Sometimes, we have to be the ones to make sure others are included.

I have embraced being the odd one out. We all need to embrace what makes us different. Whether it is at work, at our charities, at schools, at the parent lunch table, we all want to feel included. In life, we will often feel excluded, but we have to find a way to make things work. And sometimes, we have to be the ones to make sure others are included.

You do not have to have a certain degree or look a certain way to contribute.

Regardless of where we are, we need to listen to each other, even the people who seem to fit in most—they have a lot to contribute. I have known many individuals in the department that are not round pegs, but triangles, rectangles, and ovals, all trying to make a difference. Everyone brings different backgrounds to a situation; you do not have to have a certain degree or look a certain way to contribute. Many times, we need to just close our eyes and listen to what is being said instead of finding the differences in who is saying it. All the pegs have a place and they all fit together. The world would be pretty boring if everyone were a round peg all the time.

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apwa.partica.online/reporter/march-2021/inside-apwa/its-okay-to-be-the-square-peg-in-a-world-of-round-pegs



## A RISE IN SPEEDING AND OTHER RECKLESS DRIVING BEHAVIORS CONTINUE TO BE A DISTURBING TREND IN 2021.

During the first quarter of the year, there were 176 fatalities in Missouri as a result of traffic crashes. Though down slightly from the first quarter of 2020, officials remain concerned increases in speed observed during the early stages of the pandemic have carried over into 2021.

Preliminary reporting indicates excessive speed played a role in nearly one-third of the traffic deaths so far this year. Unfortunately, this behavior has been exhibited even in vulnerable roadway environments such as work zones. In a recent work zone, law enforcement officers issued 79 citations including several drivers traveling over 100 mph within just a few hours.

First quarter reports also show a high percentage of people killed in crashes were not using a seat belt. So far in 2021, 68% of the vehicle occupants killed in Missouri crashes were unbuckled. For pickup truck occupants killed in crashes, it's even worse with 88% being unbuckled.

Speed and a lack of seat belt use aren't the only concerns. The number of fatalities under the age of 21 has increased by 58% during the first quarter. Likewise, 19 pedestrians have been killed so far in Missouri traffic crashes. In 2020, a record number of pedestrians (127) were killed in Missouri, with impairment and distraction being two of the most common factors in these crashes. Thus far in 2021, 20 people have been killed in impaired driving crashes while another 12 people have been killed as the result of a distracted driver.

With April being Distracted Driving Awareness Month, all Missourians are encouraged to take the Buckle Up Phone Down pledge. In addition, Missouri's new strategic highway safety plan, Show-Me Zero, provides information and strategies for all Missourians to help promote four key messages: buckle up, phone down, slow down and drive sober. The plan can be viewed in full at savemolives. com. In addition to the plan, users will find other helpful information including highway safety promotional materials such as the Missouri Coalition for Roadways Safety's new video highlighting how everyone can help Show-Me Zero traffic fatalities. Visitors can also pledge to Buckle Up Phone Down by visiting the site.

myemail.constantcontact.com/Express-Lane. html?soid=1119463931788&aid=CjSWxO7socg



## 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 <u>ruralsafetycenter.org</u>

## 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 signup 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 Federalaid 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.

#### FREE RIGHT-OF-WAY TRAINING

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#### **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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