SIX STEPS TO A TRAFFIC INCIDENT MANAGEMENT PERFORMANCE MEASUREMENT PROGRAM
States that consistently measure the performance of their traffic incident management (TIM) programs can demonstrate program accountability and process efficiency.
Hello everyone!

Missouri LTAP is off and running in the New Year. I have already traveled to both the east and west parts of the state sharing information on what we offer to local agencies and recognizing individuals who have recently completed Level I as part of our MO-LTAP Scholars Program. I attended the Missouri City Clerks and Finance Officers Association – Eastern Division meeting at the City of Manchester on January 18. I shared information about LTAP’s training and resources that are available to the cities they represent. I also presented our first 2018 MO-LTAP scholars on January 23 from Christian County Road Department. Please see the photo below from the awards ceremony.

As a reminder, we implemented some changes last year to the MO-LTAP Scholars Program that lowered the cost of Level III classes and increased the flexibility participants have to achieve advanced recognition. We combined the level II and III classes into one large group. This effectively made Level III a continuation of Level II by allowing participants to choose eight more classes from the list to complete Level III. It is a You Pick 8 (Level II) + You Pick 8 More (Level III) structure. A class cannot be repeated and counted for credit in both levels within a four-year period. This allows participants to choose Level III classes that are most related to their jobs and interests. Advance recognition as a “Super Scholar” will be awarded for completing all three levels. Please remember there is no cost for signing up as a Scholars participant! If you have not yet registered yourself or your employees for the Scholars Program, contact our office today!

The cost of our trainings remained the same for 2018. Course pricing and times are as follows:

- Level 1 - $45/person from 8:00 a.m. – 12:00 p.m.
- Level 2 & Level 3 - $55/person from 10:00 a.m. – 3:00 p.m. with lunch provided

We recently hosted an in-place asphalt recycling workshop in Columbia. Gallagher Asphalt, Byrne & Jones Construction, and Dunn Company sponsored the event. Three alternative methods of in-place asphalt recycling were discussed as alternative pavement management techniques. Topics included hot in-place recycling, full depth reclamation, and cold in-place recycling for asphalt. This workshop was an opportunity for Missouri LTAP to provide a free informational session to local agencies, contractors, and consultants. We look forward to hosting more of these types of workshops as a way of broadening the scope of information we provide to our customers. We also plan to schedule other materials related trainings on the Missouri S&T campus in Rolla. Watch for updates as we continue to develop these events. We remain committed to providing the best and most up-to-date training and resources possible. Please let us know if there is a training you want in your area of the state. We are always eager to provide training or resources for all agencies, both large and small.

Best wishes,

Heath Pickerill
Director, Missouri LTAP
DURING THE LAST TEN YEARS, 8,752 MOTORISTS LEFT on a trip in Missouri, but never made it to their destination. Unfortunately, they became real faces to a shocking number, joining more than 30,000 other motorists annually who ended their trip, unexpectedly, as a statistic each year in our nation.

MoDOT’s St. Louis District developed a bold strategy to implement Missouri’s Blueprint. Utilizing 3-year crash data, thirty-one locations with the highest safety concerns in two counties were identified.

MoDOT then developed a unique design-build procurement that emphasized implementing the most cost effective safety treatments utilizing Highway Safety Manual (HSM) analysis. A fixed price, $24.11 Million, variable scope contract encouraged teams to provide the maximum safety benefit with the dollars available, to save the most lives.

Proposals were scored based on 4 categories and one of those categories was HSM safety analysis. HSM analysis was required for each proposed safety improvement, including calculations of the projected reduction of fatal and serious injury crashes.

Proposing teams comprised of nationally known traffic/safety consultants and contractors, were selected based on qualifications to deliver safety proposals to MoDOT.

The best value team, led by NB West Contracting, design engineers Horner & Shifrin and partners Lochmueller Group, Engineering Design Source, Kivindyo Engineering Services, targeted safety improvements at all 31 locations. Their proposal included system-wide application of high-friction surface treatment (HFST), inlaid pavement markers, transverse rumble strips, LED stop signs, intersection conflict warning system (ICWS) and a round-a-bout. Over the period of ten years, the project is expected to reduce 73 fatal and serious injury crashes. In addition, the project will be completed nine months ahead of schedule.

Fast implementation of safety improvements saves more lives. Data driven analysis assures the most cost effective treatment at the right locations. The Road to Saving Lives Design-Build project puts Missouri’s Blueprint vision of having zero deaths from automobile crashes one step closer to reality.
Applying a pavement preservation treatment at the right time (when), on the right project (where), with quality materials and construction (how) is a critical investment strategy for optimizing infrastructure performance.

Whether a highway pavement is constructed using asphalt, concrete or a composite system, traffic loads and environmental elements will contribute to its deterioration over time. Pavement preservation treatments can slow this structural decline. When the right treatment is applied at the right time with quality materials and construction, these practices offer a proven, cost-effective approach to extending the overall service life of pavements and achieving smoother, safer roads with fewer costly repairs.

**What is preservation?**
Preservation includes work that is planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. Preservation activities generally do not add capacity or structural value, but do restore the transportation facility’s overall condition.

Just as pavements differ, so do pavement preservation treatments. There is an array of different analyses, treatments, and construction methods that can help infrastructure owners achieve and sustain a desired state of good repair for their transportation facilities—despite tight budgets.

The When and Where component of this innovation, as part of the fourth round of Every Day Counts (EDC-4), supports preserving highway investments by managing transportation pavements proactively. The How component promotes quality construction and materials practices, including treatment options that apply to both flexible and rigid pavements.

**Pavement Preservation: When and Where**
Historically, pavement preservation programs have focused on applying specific project treatments at specific locations. These projects demonstrated that the proper application of a treatment could extend the life of a pavement at a relatively low cost. However, not all projects were successful due to poor timing, inappropriate treatments, substandard materials, and inexperienced construction crews. As a result, the policy in many agencies today is to allow pavements to deteriorate until reconstruction is the only option, resulting in higher costs and more pavements in poor condition.
The mantra, “Right Road, Right Treatment, at the Right Time” was promoted from 1995–2005 to address these issues. Extensive training by the asphalt and concrete pavement industries and by the Federal Highway Administration (FHWA) at the time helped eliminate many of the construction issues and the improper uses for temporary fixes. While these practices were valuable to demonstrate the viability of preservation projects, they were project based and did not link to pavement management or other strategic processes.

This EDC-4 effort supports moving the preservation concept significantly forward. The focus today in transportation is on sustaining infrastructure through “whole-life” investments and quantifying the risks. Pavement preservation has a key role in managing pavements in these whole-life programs.

For example, a class of pavements with an expected life of 30 years will have several construct / operate / preserve / repair / restore alternatives and schedules over the expected life cycle. Selection of a comprehensive strategy that includes preservation programs not only meets the performance expectations of the owners and users, but does so at a cost that is predictable and affordable. Making this evaluation a key part of pavement policy is an innovative approach to sustaining pavements in the future.

Under current federal statute on asset management (23 USC 119) and on performance management (23 USC 150), states are required to include consideration of pavement preservation as part of their long-term business practices that support federal funding. This consideration extends to evaluating the benefits and costs related to the life cycle analysis for pavements. The EDC-4 pavement preservation team is focused on assisting state departments of transportation in this effort.

EDC-4 is promoting quality construction and materials practices that apply to both flexible and rigid pavements. For flexible pavements these include using improved specifications for thin asphalt surfaces such as chip seals, scrub seals, slurry seals, micro-surfacing, and ultra thin bonded wearing courses; following improved construction practices; and using the right equipment to place these treatments. Rigid pavement strategies include the rapid retrofitting of dowel bars to reduce future faulting; the use of new, fast-setting partial- and full-depth patching materials to create a long-lasting surface; advanced pavement removal techniques to accelerate patching construction times; and advancements in diamond grinding that contribute to smoother and quieter pavement surfaces with enhanced friction.

Far too often, the past response to a construction failure has been to introduce bans or moratoriums on using treatments that have otherwise been proven effective. By following the best practices for materials selection and construction practices, pavement preservation will be less disruptive and safer while also eliminating much of the “fix-the-fix” problems endemic to many conventional pavement repair and rehabilitation techniques. Improved construction practices and the associated reduction in construction-related failures allow agencies to continue to use treatments that are proven to be effective, enabling them to realize the benefits of these techniques.

BENEFITS

» **Economy.** Whole-life planning for pavements defines expectations and risks for the long term and provides more stability to the cost of operating and maintaining highway pavements.

» **Performance.** Identifying preservation policies and strategies at the network level provides a cost-effective alternative for extending the performance period for pavements and reducing the need for frequent or unplanned reconstruction.

» **Sustainability.** A well-defined pavement strategy that includes preservation will aid in setting achievable performance targets.

**Pavement Preservation: How**

Pavements deteriorate as a result of many different forces, but the predominant factors affecting pavement performance are the vehicle loads and environmental elements they are exposed to over their lifetime. Today, most highway agencies accept that an effective pavement preservation program will slow down the rate of pavement deterioration, while also providing a safer, smoother ride to the traveling public. Pavement preservation programs based on the 3Rs—right treatment, right pavement, and right time—have been proven to extend pavement life while saving money.

One obstacle to successful pavement preservation is the impact that treatment failures can have on an entire program. Whether it is a failed patch, stone flying off a chip seal, or a micro-surfacing that peels off because it did not set, even a single failure and the associated damages can set back an agency’s program for many years. However, most early failures can be attributed to a breakdown in some part of the construction process, such as the materials, site preparation, or placement practices, and as such are avoidable.

**Benefits**

» **Safety.** The treatments are typically installed in shorter work zones and during off-peak hours, reducing the likelihood of work zone incidents. Improved skid resistance is a key functional benefit of preservation.
» **Performance.** Successful construction practices contribute to improved pavement performance, providing smoother and safer roads and delaying the need for time-consuming and costly rehabilitation.

» **Flexibility.** Retaining a mix of successful treatments in the preservation toolbox provides agencies greater flexibility in placing the right treatment on the right pavement at the right time.

» **Savings.** Improved performance and fewer failures keep a pavement network in a state of good repair at a lower cost.

**State of the Practice**
The past 20 years have seen significant advancements in the quality of the materials used in preservation, as well as technological advancements in equipment and construction methods, but early failures persist, and they are often attributed to poor construction practices.

A focus on improved construction of pavement preservation highlights innovations in treatment materials, construction practices, improved specifications, better equipment, and a greater emphasis on construction quality, all of which lead to longer lasting preservation treatments. Properly constructed pavement preservation projects on flexible pavements using chip seals, micro surfacing and slurry seals, and ultra thin bonded wearing courses have allowed agencies to cover more miles of pavements more rapidly and with greater assurance of success. Similarly, successful preservation projects on rigid pavements, using techniques such as dowel bar retrofits, patching, and diamond grinding, have been demonstrated to add years of service life to pavements.

Highway agencies, industry and the FHWA have partnered in deploying the materials and methods needed to advance the how aspect of pavement preservation. They have identified effective approaches that are implementation-ready and have been used in all regions of the United States. Some of these include:

- The North Carolina Department of Transportation’s chip seal specifications and construction practices
- The Kentucky Transportation Cabinet’s slurry and microsurfacing specifications and construction practices
- The Clinton County, Iowa, portland cement concrete full panel replacement specifications and construction practices

**RESOURCES**
- EDC-4 Pavement Preservation (When and Where): http://www.fhwa.dot.gov/asset/
Have you ever found yourself a bit nervous as you’ve driven through a roadway construction zone due to the limited driving space, construction barriers, and large machinery? Now imagine how you would feel if you were the person not sitting in the safe confinement of your vehicle, but you’re actually a part of the work crew. Now imagine all of the other activities that you, the crew member, must focus on and beyond...the constant passage of vehicles driving through the work zone, the blowing car horns, the screeching tires, the equipment and heavy machinery being operated in the work zone, to name a few. While many of these factors are beyond the control of the work crew, there is something that employers and work crews can control that just may prevent needless injuries or death to the work crew.

According to the National Institute for Occupational Safety and Health (NIOSH), workers on roadway construction work zones are exposed to possible injury and death from moving construction vehicles and equipment. NIOSH and the Fatality Assessment and Control Evaluation (FACE) Program have identified control measures that employers, contractors, and workers should take to protect against injury while working around backing construction vehicles and equipment.

EMPLOYERS AND CONTRACTORS

Standard Operating Procedures

Develop, implement, and enforce standard operating procedures that address worker safety and minimize work to be performed near vehicles and equipment.

- Use equipment designed to minimize blind areas and equipment with proximity warning systems.
- Establish safe work practices for night work and backing equipment, requiring high visibility apparel.
- Design work sites to minimize backing vehicles and equipment.
- Provide adequate oversight and supervision by a competent person.
• Ensure that drivers only back under the direction of a spotter.
• Ensure daily communication between the prime and sub-contractors to discuss any changes or revisions in construction traffic flow.
• Channel construction vehicles and equipment away from workers using visual safety devices (retro reflective barrels, delineators, portable barricades, cones).
• Install signs to guide workers on foot with respect to traffic areas, vehicle flow, and worker-free zones.

Equipment Operation And Servicing

Ensure that construction vehicles and equipment operating on-site are maintained in safe operating condition at all times by developing and implementing the following:

• A scheduled maintenance program for all roadway construction vehicles and equipment.
• Safety features (reverse alarm, video cameras) installed in accordance with manufacturer's specifications, that operate as intended, and function properly.
• Inspection of all vehicles, equipment, and safety devices (brakes, lights, horns, and reverse alarms) at the beginning of each work shift.
• Defective vehicles, equipment, and safety devices should be immediately reported and removed from service until repairs are made.
• Installation of collision avoidance or proximity warning systems (radar and sonar devices, or tag-based systems that use personal electronic tags to detect a marker field generated by a transmitter on the vehicle) or monitoring technologies (video cameras and additional mirrors) on construction vehicles and equipment to increase the likelihood that equipment operators will detect workers on foot around their equipment.

Vehicle And Equipment Operators

• Inspect your vehicle, equipment, and safety devices (reverse alarm, mirrors, and windows) at the beginning of each shift and report any deficiencies to your supervisor or employer; remove any defective equipment from service until repairs are made.
• Ensure mirrors and windows are functioning, in good condition, clean and properly adjusted.
• Be aware of equipment and vehicle blind areas and watch for workers.
• Use and maintain contact (visually, verbally, or by hand signals) with a spotter when backing any vehicle or equipment. If contact with the spotter is lost, STOP immediately.

Communication

• Develop, implement, and test the method(s) of communication that will be used during operations.

At the start of each shift, review communications signals (verbal, hand signals, flags) between spotters, machine operators, truck drivers, and workers on foot. Prohibit the use of personal cellular phones and head phones or similar items that could pose a distraction [VDOLI 2009]. Provide two-way radios to personnel who coordinate vehicular and equipment activity within the work site.

Training

Develop, implement, and enforce a comprehensive safety and training program in the workers’ primary language and at the appropriate literacy level. Training should include the following information:

• Targeted training on the operator’s visual limits of the specific equipment being used on the site, and provided to both equipment operators, and workers required to work on foot near the equipment blind areas.
• Standard operating procedures that minimize exposure of workers on foot to moving construction vehicles and equipment.
• Daily pre-work safety meetings to discuss the work to be performed, safety hazards, safe work procedures, and the method of communicating changes in the work plan.

WORKERS ON FOOT

• Always wear high visibility apparel that is appropriate for your job task and work environment.
• Be aware of equipment and vehicle blind areas and avoid being near these areas.
• Confirm communications signals with an operator and do not approach until the operator gives acknowledgment.
• Be aware of equipment travel paths and avoid standing or walking in these areas.
• LISTEN for reverse signal alarms in the area.
• Do not rely solely on one safety practice, always be aware of your surroundings and ensure that workers are aware of you.
SIMPLY STATED, PAVEMENT PRESERVATION STRATEGIES can save money in maintaining an agency’s highway network. Today, instead of individual projects and pavements, the focus is on sustaining infrastructure through whole-life investments and quantifying risks. Pavement preservation plays a key role in managing pavement systems in these whole-life programs.

“We are in a pavement preservation mode,” said James Gray of the Federal Highway Administration Office of Infrastructure and a leader of the Every Day Counts round four (EDC-4) team on pavement preservation (when, where, and how). “We are not adding substantial new capacity to our road networks. We are trying to preserve what exists.”

For the past two decades, pavement preservation concentrated on doing projects with the “right treatment on the right road at the right time” mantra. This resulted in a substantial body of evidence that these treatments work when properly applied.

Now, many agencies are considering preservation as an essential strategy for managing pavement networks. In doing this, the focus is not on projects and how long a treatment might add to a project’s life. Instead, agencies look at the network, the age and condition of the pavements, and the amount of preservation appropriate to minimize overall costs. They also consider the risk that not doing enough preservation can end up being more costly.

Agencies have experience with preservation treatments and can tabulate the costs and expected impacts from using them. Each agency also can predict the need for preservation treatments from the age, condition, usage, climate, and other factors unique to sections of the pavement network. The EDC-4 pavement preservation initiative helps agencies pull together the information for their networks and identify strategies that take whole life costs into consideration.

“It’s not about selecting pavement preservation project locations. It’s not about specific materials or treatments,” said Steve Gaj of the FHWA Office of Infrastructure and a leader of the EDC-4 team.

“It’s about developing preservation as a whole-life strategy for pavement networks. It’s about getting more out of your investments.”

In EDC-4, 16 States and the U.S. Virgin Islands plan to demonstrate and assess the “when and where” component of pavement preservation. Another 27 States and Federal Lands Highway (FLH) expect to make it a standard practice to manage pavements pro-actively to preserve highway investments.

Eleven States, Puerto Rico, and the U.S. Virgin Islands plan to demonstrate and assess the “how” component of pavement preservation in EDC-4. Another 30 States and FLH plan to institutionalize the use of quality construction and materials practices to preserve pavements.

STATE SAVINGS
From 2007 to 2012, the Kentucky Transportation Cabinet embarked on a process of diamond grinding—a
treatment that corrects surface imperfections in pavements—for all 536 State-maintained lane miles of concrete pavement. The program reduced the average International Roughness Index (IRI) value—a method used to measure ride quality or comfort—from 112.1 to 74.5 over the 5-year program. The cost of the program was about $100 million, but the comparable cost of non-preservation treatments to achieve the same IRI values would have been in excess of $1 billion.

The North Carolina Department of Transportation (NCDOT) has a long-standing chip seal program and has invested heavily in measuring performance, improving specifications, and training the workforce.

Of NCDOT’s 60,000 miles of paved secondary roads, about 44 percent have been treated with a chip seal, a surface treatment that combines layers of asphalt binder and aggregate.

The average cost of a chip seal treatment is $25,000 per lane mile, compared to $100,000 per lane mile for a traditional 1.5-inch mill-and-overlay project. By ensuring proper construction techniques and materials are used on chip seal projects, NCDOT is able to treat significantly more lane miles of paved roadways in a year than it could with a traditional mill-and-pave program.

The Washington State Department of Transportation (WSDOT) has a strategic maintenance policy under which $13 million applied to 3,500 lane miles between 2009 and 2015 resulted in $15 million in annual savings by delaying major resurfacing projects.

In 2014, WSDOT implemented a policy that requires at least one maintenance treatment before a capital rehabilitation or resurfacing project can be programmed. Applying a pavement preservation treatment at the right time on the right project with quality materials and construction is a critical investment strategy for optimizing infrastructure performance.

WSDOT found that when a chip seal is applied at the right time, the cost is 20 percent of the cost of asphalt resurfacing and 30 to 40 percent of the life-cycle cost of asphalt resurfacing. Because of that, WSDOT applied 1,500 lane miles of chip seal conversion between 2010 and 2015. The agency plans to convert at least 1,500 lane miles more over the next 10 years. WSDOT estimates that applying preservation strategies to its network will save the agency $80 million a year through 2025. That comes from an estimated difference between $324 million as an average annual network cost baseline and a $244 million average annual network cost with preservation strategies applied.

**LEARN MORE**
For information and technical assistance on the when and where component of pavement preservation, contact Thomas Van or Steve Gaj of the FHWA Office of Infrastructure. See the FHWA Asset Management Web page for resources at fhwa.dot.gov/asset/.

For information and technical assistance on the how component of pavement preservation, contact James Gray of the FHWA Office of Infrastructure. Visit the FHWA Pavement Preservation Web page for resourcesfhwa.dot.gov/pavement/preservation/.
States that consistently measure the performance of their traffic incident management (TIM) programs can demonstrate program accountability and process efficiency as well as make the business case for future funding and support.

The Every Day Counts round four (EDC-4) initiative on using data to improve TIM encourages the use of available technology to increase the amount, consistency, and quality of TIM data collection and the adoption of TIM performance measures. Now a year into the effort, the EDC-4 team is working with 37 States pursuing the initiative.

Central to the support provided to States is technical assistance and process formulation. Technical assistance ranges from creating data collection systems to providing analysis tools for reviewing TIM data. Processes relate to developing an inventory of data systems and a strategy to move TIM data collection and analysis forward.

The EDC-4 team conducted 14 State workshops in 2017 for participants from transportation agencies, law enforcement, academia, and private industry. “They’ve been really good forums for identifying opportunities and beginning to lay out the approach and implementation plan for each State,” said Paul Jodoin, manager of FHWA’s TIM program and leader of the EDC-4 team.

PROCESS FOR PROGRESS
Each workshop covers a six-step Process for Progress (P4P) to establish, implement, and institutionalize a TIM performance measurement program based on guidance developed through a National Cooperative Highway Research Program (NCHRP) project:

1. **Review TIM performance measures, definitions, and data requirements.** To maintain consistency at a national level, FHWA recommends that agencies collect and report three TIM performance measures: roadway clearance times, incident clearance times, and secondary crashes.

2. **Determine what data are available.** These may include transportation agency data, law enforcement data, and information from sources such as towing companies and computer-aided dispatch systems.

3. **Collect and manage data.** TIM data for performance measurement can be collected various ways, including by traffic management and operations centers, transportation personnel at the scene, and crash reports. A standardized TIM...
performance measurement data model can help States determine what data elements to collect and how to organize them in a database.

4. **Analyze data and report performance.** A systematic performance measurement process involves collecting and analyzing data to determine if organizational goals are met, then using the information to make strategic and tactical decisions and reporting the findings to stakeholders and customers. Transportation agencies and law enforcement agencies use TIM performance measure data on monthly reports, dashboards, and scorecards.

5. **Engage partners in discussions about TIM performance measurement.** A comprehensive TIM performance measurement program requires buy-in, support, and input from more than just the agency leading the charge. It’s important to look for and capitalize on opportunities to discuss the importance of TIM performance measurement with TIM partners.

6. **Institutionalize TIM performance measurement.** Institutionalization ensures that performance measurement is a fundamental and repeatable process that is embedded in a TIM program and valuable to its ongoing success.

P4P helps agencies and other stakeholders understand the data requirements for TIM performance analysis and reporting. Knowing where and how to obtain TIM data leads to more effective analysis and reporting. Ultimately, these steps help agencies move from an ad hoc approach to TIM performance measurement to a more formalized and institutionalized process.

Contact Paul Jodoin of the FHWA Office of Operations for information and technical assistance, including workshops.

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**DATA COLLECTION TACTICS**

State crash forms are a proven way to collect TIM data.

Thirteen States participating in the Every Day Counts using data to improve TIM initiative plan to add one or more TIM data elements to their statewide crash reporting system, and six more States are exploring the possibility.

Other States are examining changes to traffic management center software or computer-aided dispatch integration to help them achieve TIM data collection goals.

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**UPCOMING CONFERENCES**

**May 1-2, 2018**
Missouri S&T Havener Center
St. Pat’s Ballroom
Rolla, MO

**April 22-24, 2018**
Drury Plaza Hotel Conference Center
Cape Girardeau
Please visit our website for other training courses: www.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**

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**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 (Leadership & Workforce Development). Participants will be required to meet the requirements for Level I before completing Level II; however, Level III is a stand-alone tract.

**Getting Started**
To register, 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 see the training calendar online.

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

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**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.

www.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.

www.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.

www.nhi.fhwa.dot.gov/home.aspx
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

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UPCOMING EVENTS
2018 NATIONAL WORK ZONE AWARENESS WEEK
April 9-13
2018 GO ORANGE DAY
April 11
2018 APWA Missouri Spring Conference
Cape Girardeau, MO
April 22-24
2018 Missouri Concrete Conference
Rolla, MO
May 1-2
2018 APWA Snow Conference
Indianapolis, IN
May 6-9
2018 NATIONAL PUBLIC WORKS WEEK
May 20-26
2018 NACE Conference & Expo
New Orleans, LA
June 5-8
2018 NATIONAL LTAP CONFERENCE
New Orleans, LA
July 23-26