



First Quarter Edition
eNEWSLETTER

FIRST QUARTER 2019



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NEED TRAINING?

Call our office to schedule training for your agency at 1.573.341.6155

National RTAP is a program of the Federal Transit Administration dedicated to creating rural transit solutions through technical assistance, partner collaboration and FREE training.



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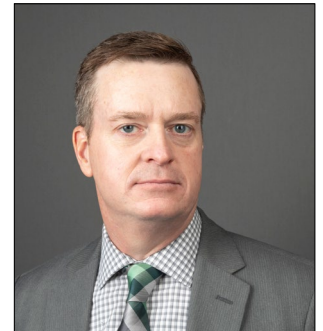
THE FINE PRINT

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LETTER FROM THE MANAGER

DEAR TRANSIT FRIENDS,

I hope the first quarter of 2019 is off to a great start for each of you. As I write this article, Old Man Winter still has a firm grip on the Midwest. Hopefully we are experiencing the last round of winter weather, and spring is just around the corner. Before spring officially arrives, all of this cold winter weather may have you thinking about sunshine and warmer temperatures. Where better to find those than in Palm Springs, California. The CTAA Expo will be held on May 19-23. Please start planning now if you would like to attend. The Expo will be here before you know it, so please remember that Doreen and I need time to review, approve, and process your travel requests. More time to review requests should mean fewer questions when you submit the reimbursement requests after returning from the conference.



Heath Pickerill, Missouri RTAP Manager

We recently purchased a Zinger Chair for John Rice to keep with him in the RTAP minibus. While a Zinger is a lightweight, motorized chair, it is not a wheelchair, power chair, or scooter. They are becoming more common; perhaps you have seen them on your transit vehicles. John will add training for the Zinger Chair into the wheelchair securement course. John also plans to start offering night driving training upon request. Please keep both training options in mind when planning your classes.

If you have any upcoming meetings you would like RTAP to attend, please let me know. I am happy to share the latest RTAP offerings or gather your ideas on how we can best serve transit agencies in the state. Please remember we welcome your input at any time. If you have a new facility, someone new on your staff or other news you would like to share, let us know. We will include it in an upcoming eNewsletter issue. We want to hear from you and feel it is important to offer expanded services designed around best serving our customers. Please feel free to contact me at pickerillh@mst.edu or by phone at 573-341-7637 with any questions, comments, or suggestions. If you know someone who would like to start receiving the eNewsletter, contact Doreen Harkins at harkinsd@mst.edu.

See you soon,

A handwritten signature in black ink that reads "Heath Pickerill". The signature is fluid and cursive.

Heath Pickerill
Missouri RTAP Manager



THE STATE OF TRANSIT FUNDING IN MISSOURI: THE DEFICIT -VS- THE NEED



COMMENTARY BY DENNY WARD, SMTS EXECUTIVE DIRECTOR AND MPTA BOARD MEMBER

As one of the nation's largest rural public transportation providers, and the second largest rural provider in the state of Missouri, Southeast Missouri Transportation Service (SMTS) began serving Missourians in 1973 with one vehicle and one driver in one county.

Today, SMTS operates a fleet of 200 vehicles, employs 200+ individuals and covers 21 counties. In the last fiscal year, SMTS vehicles traveled nearly 5 million miles, providing over 315,000 one-way trips within the state.

Missourians rely on public transit across the state, and look to providers like SMTS, Dunklin County Transit, Mississippi County Transit, Ripley County Transit, Scott County Transit and the other city-based entities to meet these needs. The demographic served is broad, as is the need. Weekly, SMTS is relied upon to help clients get to doctors, specialists, grocery stores, pharmacies, places of employment, sheltered workshops, nutrition centers, dialysis clinics and beauty shops. Many of these citizens are elderly or living with confirmed disabilities, while others are living at or below poverty level. All have no other means of transportation. This service is vital to their independence and well-being.

Missouri, as a state, is unique in the fact that EVERY SINGLE COUNTY has a public transportation provider to assist residents with their transportation needs. No other state in the union can boast this claim. Yet, other transit systems across the nation receive approximately 40 percent of their annual operating budget dollars from state coffers. Unfortunately, this is NOT the case in Missouri. Over the course of the past decade, Missouri's legislature has continually slashed state funding for public transit until it has reached an all-time low of a meager \$1.7 million. This amount is

then split among 34 transit providers statewide. As a result, most of the state's providers currently receive less than 1 percent of their annual operating funds from the state.

This lack of state funding has forced Missouri's transit providers to rely heavily on federal dollars to support their operations, along with searching out other creative ways to secure funding to continually meet the demands of the public. According to the Missouri Public Transit Association, service cuts and fare hikes are being implemented across the state. These cuts are necessary in order to meet financial obligations associated with operating vehicles. Service cuts mean that individuals are being deprived of much needed visits to medical facilities, cannot do necessary shopping, nor get to their places of employment. The absence of funding from the State of Missouri is a huge contributor to this demise.

The impact public transportation has on a community is huge. Statistics substantiate that public transit helps to stimulate economic development, attracts business and enterprise, establishes healthier communities, connects individuals with employment thus reducing the unemployment rate, furthers equality, and can, will and does build sustainable communities.

It's clear no one source can possibly fund transportation in Missouri, but it is also evident that a greater investment and commitment needs to come from the state legislature going forward. The infrastructure exists and the players are dedicated and committed. We must promote awareness, impart upon our elected officials the importance and urgency at hand, and encourage them to increase funding for Missouri's transit systems.

Resource: <https://mopublictransit.org/2019/02/13/3078/>

Communities that invest
in public transit reduce the
nation's carbon emissions by

37 million
metric tons annually



**Get on
Board**
APRIL 25, 2019



87% of public
transportation trips directly
benefit the economy by
getting people to work and
connecting them to local businesses

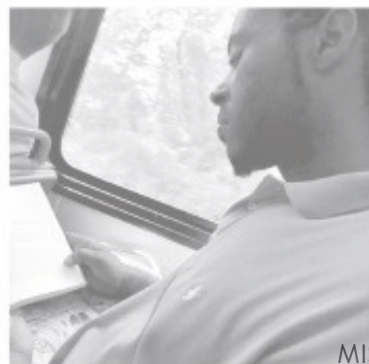
MPTA EXPANDS ON THEIR 2019 LEGISLATIVE PRIORITIES

2019 TALKING POINTS

- In 2017, MO transit providers sustained a 24 percent cut to transit operating funding in the State Budget for 2018. The Missouri Senate upheld the Governor's and House recommendations to cut \$500,000 in general revenue for transit operating assistance, effectively limiting transit funding to approximately \$1.7 million in State Transportation Fund revenues, distributed among 34 transit providers in Missouri. This funding level remained the same in 2018.
- This year, MoDOT has requested \$3 million new decision item for General Revenue and \$1,710,875 core budget from the State Transportation Fund. The Governor did not include the \$3 million from GR in his budget. Unfortunately, Missouri is currently spending less than 20 cents per capita on transit.
- Transit funding in Missouri topped \$8 million in operating assistance in 2002.
- The MO 21st Century Task Force on Transportation recommended \$50-70 million annually for transit and multi-modal transportation in their report released in January 2018. Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales, and every \$1 billion invested in public transportation supports and helps create more than 50,000 jobs. The National Association of Realtors has also indicated that homes, located near public transportation with high-frequency service, are valued 42 percent higher.
- Lack of state support for transit is having a direct impact on residents in both rural and urban Missouri. GoCOMO is set to cut service again in June, 2019, due to lack of state support to fill the funding gap. Columbia currently receives approximately \$25,000

from the State, or four-tenths of one percent of its annual operating budget. OATS, SMTS and other rural providers had to reduce service during the recent government shutdown because of the lack of state support. According to the American Association of State Highway and Transportation Officials (AASHTO), other transit systems across the country receive approximately 40 percent of funding from the state. This is 100 percent not the case in Missouri.

- People in literally every county in Missouri rely on public transportation for access to medical care, school, jobs, and other essential services. OATS for example is the primary provider in northern MO. They serve more than 32,000 people with more than 1.5 million rides provided. Not to mention, OATS employs more than 700 individuals in many MO rural communities. There is a significant need as demonstrated above for more bus funding.
- The average St. Louis and Kansas City household spends nearly 20 percent of its budget on transportation, which includes gas, auto lease or purchase payments, insurance and maintenance. A resident in rural Missouri or a low-income individual can spend up to 40 percent of their income on transportation.
- According to the American Public Transportation Association, for every dollar invested in transit projects there is a \$4 return for the state. The positive impact of investment in our transit infrastructure can be seen statewide, the Kansas City Streetcar, new light rail station in St. Louis at Cortex, and the new Transit Center in Downtown Springfield. There has been more than \$1 billion in investment tracked around the light rail system in St. Louis and millions invested in the streetcar corridor in development.



This is a
DRUG-FREE
Workplace!

**We
Conduct
Drug
Testing**

☒ When You Apply

☒ At Random Times

☒ When Job is Offered

☒ After Any Accident

NEW TESTING THRESHOLDS FOR FTA DRUG TESTS

WHAT HAPPENED? Effective January 1, 2019, the Federal Transit Administration (FTA) has announced that the minimum annual rate of random drug testing will increase from 25% to 50%. This applies to all entities receiving FTA Section 5307, 5309, 5311, or 5339 funding, including recipients, subrecipients, and applicable safety-sensitive contractors. The minimum random testing rate for alcohol remains unchanged and stays at 10% for CY2019.

BACKGROUND. The old minimum random drug testing rate of 25% had been in effect from 2007 through 2018. However, due to the reported positive drug test violation rate being greater than 1.0% in CY2017, FTA is required by federal statute to increase the minimum annual rate of random drug testing to 50 percent.

WORKPLACE IMPACT. As an employer, you must ensure that whoever is charged with the responsibility of selecting your safety-sensitive employees for random drug and alcohol testing is aware of this change and that they are fully prepared to implement the changes starting January 1, 2019.

If you manage a drug & alcohol testing program with both FTA covered employees as well as FMCSA covered employees, please be aware that the FMCSA minimum random drug testing rate will remain at 25% in CY2019. If you have two separate random testing pools for FTA

employees and FMCSA employees, then your FMCSA random testing pool can remain at 25% for random drug testing. However, if you have one random testing pool where you mix employees covered by FTA along with employees covered by FMCSA, then you must test the entire pool at the higher rate of 50% for random drug testing.

POLICIES. Additionally, employers must check their drug & alcohol testing policies. If your D&A policy references the old random drug testing rate of 25%, you must update your D&A policy. However, if the language in your D&A policy is more generalized, such as "ACME Transit will conduct random drug and alcohol testing at the minimum testing rates established by FTA", then your D&A policy will not need to be modified.

REFERENCE. At the link provided below, you can find this update in the Federal Register Vol. 83, No. 238, issued on December 12, 2018; as well as the "dear colleague" letter from the Acting FTA Administrator.

• *Federal Register* - <https://www.gpo.gov/fdsys/pkg/FR2018-12-12/pdf/2018-26950.pdf>

• *FTA "Dear Colleague"* - <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/ccam/policies-programs/118686/fta-dear-colleagueletter-2019-random-drug-testing-rate-increase-final10-17-18.pdf>

SIGNIFICANT SAFETY RISK DETERMINATION - NOW WHAT?

What is it? When a prescription drug/metabolite is detected during a USDOT drug test, the Medical Review Officer (MRO) is required to verify that the tested individual has a legitimate medical explanation for the presence of that drug/metabolite. MROs will conduct a verification process in an effort to determine if the drug was legitimately prescribed. During this verification process, the MRO will attempt to contact the tested individual for an interview and to verify whether or not the individual has a legally valid prescription (consistent with the Controlled Substances Act (CSA)).

If after interviewing the tested individual, the MRO determines that there is not a legitimate medical explanation for the presence of the drug/metabolite, the MRO will report the test result as positive to the employer. On the other hand, if the MRO determines that there is a legitimate medical explanation, the test will be reported as negative to the employer. However, even in cases when the MRO verifies a legally valid prescription and reports a test as negative to the employer, the MRO still has a serious safety duty, and responsibility under 49 CFR Part 40, to address potential safety-concerns. If the MRO has a safety-concern and determines that, despite a legally valid prescription and verified negative test result, the employee is either (1) likely to be rendered medically unqualified under an

applicable USDOT agency regulation, and/or (2) is likely to pose a 'significant safety risk' if they continue to perform safety-sensitive functions, the MRO is required to provide the employee with up to five (5) business days to have the prescribing physician contact the MRO, before the MRO reports this safety-concern to the employer. This five (5) day period allows the prescribing physician to contact the MRO to determine if any actions can be taken (e.g., change of medication, modify treatment plan, etc.) which will alleviate the MRO's safety-concern. If the MRO does not receive such information from the prescribing physician within five (5) business days, the MRO is required to then report the safety-concern to the employer.

It is very important to remember that if an employee is identified as a "significant safety risk", this is NOT in any way equivalent to a positive test result. Employers must not treat a "significant safety risk" determination the same as a positive test result. Remember, an employee who is a "significant safety risk" had a VERIFIED NEGATIVE test result, with an added concern by the MRO about their safety impact.

Workplace Impact. An important factor for employers and employees to understand is that neither USDOT nor

FTA has issued any formal or informal direction on how employers are supposed to handle a circumstance when an employee is deemed to be a "significant safety risk". Once an employer is notified of such by the MRO, all action taken thereafter would be under the sole authority of the transit agency. Upon notification, employers must follow procedure for CDL standard violation, if appropriate.

Best Practices. Beyond addressing potential CDL standard violations, the actions an employer takes following notification of a "Significant Safety Risk" are under the sole authority of the employer. These actions should be

carefully crafted and articulated within a written agency policy, being sure to address all legal, collective bargaining, human resource, liability, and other workplace concerns. In establishing a program to address these fitness-for-duty concerns, some areas to cover would include:

- Policy
- Consequences
- Procedures
- Employee Education
- Documentation, method of employee reporting, confidentiality.

THE DANGERS OF DRUGS IN THE WORKPLACE

The ever-changing marijuana laws and the worrying opioid epidemic may have affected the growing number of employees who tested positive on drugs. As of now, 30 states (plus the District of Columbia) have legalized the use of marijuana for medical purposes, and nine passed recreational marijuana initiatives. Although the laws on marijuana vary per state, the DOT remains clear on their stance to prohibit participants from using any type of drugs. Regardless of state laws, drug and alcohol use under the DOT is strictly banned.

Substance use and abuse in the workplace poses a number of problems. Loss of efficiency aside, employees under the influence may exhibit poor judgment and decision-making capabilities, which can lead to injuries or accidents. Employ-

ees in roles considered safety-sensitive by the DOT are often in charge of tasks or projects that involve a number of civilians, and one small error can have dire consequences (for the civilians as well as the employees).

Another effect of drugs is abrupt shifts in mood that can make an individual difficult to deal with. This can cause conflicts within the organization and affect the company's productivity. Drugs may also cause anxiety, depression, and psychosis.

The public's safety is of prime importance. Thus, it's vital to make sure that employees with safety-sensitive roles accomplish their responsibilities with a clear head, free from the effects of drug use and abuse. This announcement by the FTA is a way to promote awareness and to encourage people to stay away from substances entirely, even if their state laws say marijuana is acceptable for recreational use.

While marijuana has been a growing concern considering the changing state laws, opioids are another danger. The United States is in the middle of an opioid epidemic, which is worse than HIV ever was, and it has, without a doubt, traveled into the workplace. Employers often don't notice someone on their team has an opioid abuse problem until it's too late. This helps explain the FTA's recent changes — drug abuse in the workplace is still worse than we previously thought.

These addictions often start with a prescription for painkillers, meant to be used under the guidance of a medical professional. However, the addictive properties in opioids make them a dangerously risky substance. US Drug Test Centers will help keep opioids out of your workplace. Should an employee test positive but be using them responsibly as their prescription advises, our Medical Review Officer (MRO) will confirm it.

Resource: <https://www.usdrugtestcenters.com/drug-test-blog/253/fta-announces-increase-in-random-drug-testing.html>

DRUGS IN THE WORKPLACE

Treatment website Detox surveyed 1,121 professionals about their drug use at the office.



● Employees who have used drugs at work

Most-used drugs at work

 **Opiates**

17.83%

 **Benzodiazepines**

17.05%

 **Amphetamines**

8.53%

 **Cocaine**

8.53%



Data Reveals Rural Transit Continues Sterling Safety Record

Based on data submitted to the National Transit Database (NTD) by rural transit providers across the country, rural transit continues to be the safest way to travel while on land. Full data from 2017 demonstrates only four fatalities occurred that year involving rural transit vehicles, which marks the lowest number of annual fatalities since 2009. At the same time, this year's data continues the industry's trend of safe operations over that period, with an average of eight fatalities per year involving rural transit vehicles between 2009 and 2017. The data includes all incidents, regardless of cause or avoidability.

In contrast to other travel modes, rural transit is only surpassed by commercial air carriers in annual fatalities. Many factors combine to produce exceptionally safe transit service across rural America, including regular and rigorous training for drivers – such as the Community Transportation Association of America's (CTAA) industry-standard Passenger Safety and Sensitivity (PASS) and Certified Safety and Security Officer (CSSO) certification programs – as well as responsive and preventative maintenance, robust communication with dispatchers and adherence to policies and procedures by rural transit supervisors and managers. Last year, CTAA applauded Federal Transit Administration's (FTA) Public Transportation

Agency Safety Plan (PTASP) Final Rule, which deferred additional oversight of rural transit systems due to the sector's strong and consistent safety performance.

Rural transit has maintained its commitment to safety while also continuing to grow ridership by more than 7 percent nationwide since 2007, amounting to the greatest increases in ridership within the transit industry during that time. Each year, more than 1,200 rural transit systems carry more than 130 million riders over more than 480 million miles and 27 million service hours, operating more than 24,000 vehicles.

"Rural transit has proven itself time and again the safest mode of surface transportation," says CTAA Executive Director Scott Bogren. "Its superb safety record is a testament to the dedication and professionalism of rural transit workers across the country, and their commitment to providing safe, reliable, affordable and effective mobility options in communities of all sizes."

Resource: https://ctaa.org/wp-content/uploads/2019/02/Analysis_Rural_Safety_2019.pdf



NEW CLASS BEING OFFERED FOR RTAP CUSTOMERS:

Night Driving - Discusses driver, vehicle, and roadway factors that can lead to nighttime incidents and crashes, provides helpful tips for increasing night-driving safety, and covers important information drivers need to know about driving at night: headlights, glare, speed, impaired drivers, animals, visibility, and fatigue. Approximate time: 1 hour

Diane Floyd Celebrates 40 YEARS WITH OATS TRANSIT



Out of the 48 years that OATS Transit has been operating (since 1971), Diane Floyd has been here for 40 of them. Floyd celebrated her 40th anniversary with the company in January. She is currently working as an Operations Coordinator in the Southwest Region (SW) which encompasses 17 counties in the state of Missouri.

The SW region has grown quite a bit over the last four decades. Floyd recalls a time when there were approximately 20 vehicles and drivers. "Now there are 90+ drivers and 100+ vehicles," Floyd said.

The current SW Region Director, Jeff Robinson, describes Floyd as a staple who keeps the team honest and on track. "She is the fixture we'd have difficulty doing without," Robinson said. "Everybody on the SW staff-past and present, including hundreds of drivers-have excelled under Diane's guidance." Robinson credits Floyd as being one of the two current staff members who taught him most of what he knows about OATS Transit services.

Robinson added a comment to Floyd when asked to remark on her 40 years at OATS Transit, "Diane, as you read this, just know that I, and others, will often fall short of being as loyal, as genuine and as good a person as you have been for all of us and for OATS Transit. We are thankful for your years of service, and guess what? At the current rate, your 50th OATS anniversary may be here before you know it!"

Diane is... "a very kind person with a wealth of patience," and "a go-to person no matter what the dilemma." ... "Her dedication to OATS and to her grandchildren never ends," one employee added. "She's helpful, loyal and trustworthy- a good friend and coworker."

Celebrate

UPCOMING EVENTS



CTAA EXPO

Palm Springs, CA
May 19-23, 2019

GENERAL SESSIONS:

FTA ACTING ADMINISTRATOR K. JANE WILLIAMS
On Tuesday, May 21, FTA Acting Administrator K. Jane Williams has been invited to share the agency's goals and accomplishments during our EXPO Conference Luncheon, while our Membership Lunch on Thursday, May 23 will share the key themes and priorities compiled from our Road Map Workshop Sessions.

GABE KLEIN OF CITYFI

We're excited to announce that Gabe Klein of Cityfi – and previous director of the Chicago and Washington, D.C. Departments of Transportation – will be our keynote speaker at EXPO 2019 in Palm Springs, Calif., on Wednesday, May 22. Gabe will outline how CTAA members can incorporate innovative approaches to mobility that respond to the needs and challenges of their communities.

For more information, visit <https://ctaa.org/expo-2019/>



2019 MPTA
Midwest/SW
Transit Conference
Kansas City, MO
September 11-13, 2019

The conference will provide a space for transit professionals, stakeholders, elected and interested citizens across the Midwest to share innovative ideas and best practices with a variety of top presentations, workshops and panel discussions.

REGISTER OR SPONSOR NOW! FOR MO 5311 PROVIDERS, A DISCOUNT CODE HAS BEEN SET-UP. PLEASE USE PROMO CODE MODOT WHEN REGISTERING

For more information on the MPTA Midwest/SW Transit Conference, please visit <https://mopublictransit.org/event/2019-eleven-state-midwest-transit-conference/>



4th National RTAP
Technical Assistance
Conference
Portland, OR
September 15-18, 2019

The National RTAP Conference Committee announces a call for presentations for the 2019 Technical Assistance Conference in Portland, Oregon. This is our fourth biennial conference focused on innovation, best practices, and compliance. The conference will include multiple routes to offer learning and technical assistance opportunities for all attendees: Administration and Planning; Operations; Compliance; Coordination; and Technology.

For more information, visit <https://www.nationalrtap.org/News/2019-Conference>

THERE'S ONLY ONE REMAINING STREETCAR LINE IN ALL OF MISSOURI

Public transportation isn't one of Missouri's most notable features. However, the streetcar line in Kansas City is attempting to change that. Ride KC is the newest option in public transportation in the Show Me State. This state of the art streetcar line travels over 2 miles through downtown Kansas City and as of this July over 230 thousand rides have been taken! The Kansas City streetcar is the only remaining line in Missouri. With 16 convenient stops through downtown, this is an experience you won't want to miss!

Kansas City used to have one of the largest and most efficient streetcar systems in the nation. However, as time went on the streetcars were replaced with buses and the system was closed by 1960. Luckily, the city government brought back the rail and line systems and the new Ride KC streetcars were unveiled in 2016.

This free transportation system travels through downtown Kansas City and has 16 stops at many of the most popular city attractions. The streetcars are ADA accessible and allow service dogs. You may also bring your pet on-board if they can be carried in a small crate. Bikes and strollers are also allowed

on the streetcar making this mode of transportation perfect for families. Enjoy a free concert from other passengers on your way to your favorite downtown hang-out.

There are four streetcars in use and each can hold up to 150 passengers. These streetcars are well maintained, totally safe, clean, and offer free wifi so you can scroll through Facebook or get a little more work done on your commute. While St. Louis waits for their streetcar line to finally open, Kansas City's amazing streetcar fleet remains the only and most impressive line in the state.

For more information and for route details check out the [Ride KC website](#).



AVAILABLE TRAINING PROGRAMS

The following is a list of the training programs and course length of each that are currently available to rural transit providers through Missouri RTAP. Requests for training can be made by contacting Doreen Harkins, MO-RTAP Program Specialist, at harkinsd@mst.edu or 573-341-6155.

1. AGGRESSIVE DRIVING — 1 hour.
2. BACKING SAFETY — 1 hour.
3. BASIC FIRST AID — 1 hour.
4. BLOOD BORNE PATHOGENS — 1 hour.
5. CPR & BASIC FIRST AID — 4 hours.
6. DEFENSIVE DRIVING — 3 hours.
7. DISTRACTED DRIVING — 1 hour.
8. DIVERSITY & AWARENESS TRAINING - *PROVIDING QUALITY CUSTOMER SERVICE FOR TRANSPORTATION PASSENGERS WHO HAVE DISABILITIES* — 2 hours.
9. DRIVEN TO EXTREMES — 1 hour.
10. DRUG ABUSE AWARENESS IN RURAL TRANSIT — 1 hour.
11. EMERGENCY & EVACUATION PROCEDURES — 1 1/2 to 2 hours.
12. ENTRY LEVEL CDL DRIVER TRAINING — 2 hours.
13. FATIGUE AWARENESS FOR DRIVERS — 2 hours.
14. HIPAA — 1 hour.
15. NIGHT DRIVING — 1 hour.
16. OPERATION LIFESAVER - HIGHWAY-RAIL CROSSING SAFETY — 1 hour.
17. PASSENGER ASSISTANCE/MOBILITY AID SECUREMENT — 2 hours.



18. REASONABLE SUSPICION TRAINING FOR SUPERVISORS — 2 hours.
19. SAFE & SECURE PROPER INFANT AND CHILD SEAT INSTALLATION — 2 hours.
20. SENSITIVITY AWARENESS — 1 hour.
21. SLIPS, TRIPS AND FALLS — 1 hour.
22. WHEELCHAIR SECUREMENT — 2 to 3 hours depending on number of participants.
23. WINTER DRIVING SAFETY — 1 hour.

For more information on classes and to register please visit: mltrc.mst.edu/mortaphome/mortaptraining/

RESOURCES

National RTAP – Rural Transit Assistance Program

www.nationalrtap.org/

Transportation Safety Institute – Transit Safety & Security Training Division

www.tsi.dot.gov/Transit.aspx

Federal Transit Administration – Rural Transit Assistance Program Page

[www.fta.dot.gov/funding/grants/
grants_financing_3554.html](http://www.fta.dot.gov/funding/grants/grants_financing_3554.html)

Missouri Public Transit
www.mopublictransit.org/

National Transit Institute

www.ntionline.com/

Kansas RTAP – Kansas University Transportation Center

[www.kutc.ku.edu/cgiwrap/kutc/rtap/
index.php/index.html](http://www.kutc.ku.edu/cgiwrap/kutc/rtap/index.php/index.html)

Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP)

www.tcrponline.org/

