



Second Quarter Edition

eNEWSLETTER

NEED TRAINING?

Call our office to schedule training for your agency at 573.341.6155.

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The Rural Transit Assistance Program (RTAP) was initiated in 1986 by the Federal Transit Administration (FTA) to provide resources, training and technical assistance to rural transit providers. The Missouri RTAP Center is located at Missouri University of Science and Technology (Missouri S&T) in Rolla. Since April 2012, Missouri S&T has been contracted by MoDOT to manage the RTAP program.



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

LETTER FROM THE MANAGER



Heath Pickerill
Missouri RTAP Manager

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DEAR TRANSIT FRIENDS,

Summer has arrived and protocols on campus seem to be slowly returning to normal, which are reasons to smile. Missouri S&T recently announced more relaxed guidelines. Missouri S&T adjusted its guidance following an update from the Centers for Disease Control and Prevention (CDC). As of May 17, all students, faculty, and staff who have been fully vaccinated against COVID-19 are no longer required to wear a facial covering or physically distance as long as they do not exceed 35 people indoors and no more than 50 people outdoors. However, all those who are unvaccinated are encouraged to continue wearing facial coverings and socially distance. For the safety of all students, faculty and participants, summer session classrooms and in-person camps will continue to require facial coverings and social distancing over the summer. Individuals are not required to disclose if they have been vaccinated to their supervisors, classmates, or co-workers. Further, supervisors and other individuals cannot ask employees or students if they have been vaccinated. Related, we cannot ask transit agencies and their employees if they have been vaccinated to adjust our training guidelines. Therefore, we will continue to limit RTAP trainings to one agency per session with small class sizes and follow physical distancing guidelines throughout the summer or until updated guidelines are issued. Please contact Doreen if you would like to schedule any drivers' training or have questions.

MPTA announced plans to hold the 2021 Multi-State Midwest Transit Conference in St. Louis on September 7-9. They will be offering a one-day virtual admission. Registration for all Section 5311 providers will be paid directly by MoDOT as in the past. Use code MPTA2021 at the end of the registration process. The 24th National Conference on Rural Public and Intercity Bus Transportation will be held online October 25-27. The conference offers a valuable experience for rural transit and human service transit providers, planners, state agency staff, consultants, researchers, and trainers. The 2021 conference will include multiple tracks in planning, design, and research; policy, funding, and finance; special topics on rural mobility; rural and tribal transportation; and better mobility through technology. Register by August 27, 2021 for the best rates. As I mentioned in the last eNewsletter, the CTA Expo has been postponed from June until November 7-11 in Richmond, Virginia.

We continue to post several online training options on the MO-RTAP website. As a reminder, Scholarship Reimbursement funds can be used for any virtual conferences or education opportunities you or your staff would like to participate. Please note that some of our transit agencies have used these funds for inhouse training materials. We are happy to answer any questions about eligible expenses. Please remember we welcome your input at any time. If you have any agency news you would like to share, let us know. We will include it in an upcoming issue. If you have any upcoming meetings you would like RTAP's participation, 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 feel free to contact me at pickerillh@mst.edu or by phone at 573-341-7637 with any questions, comments, or suggestion.

Best Wishes,

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

Heath Pickerill
Missouri RTAP Manager

RURAL TRANSIT FACT BOOK 2021

Public transportation plays a fundamental role in the livability of communities of all sizes. The Rural Transit Fact Book provides information on transit service availability and cost to help the transit industry in the United States provide efficient and effective service to meet rural community mobility needs. Financial and operating statistics can be used by agency managers, local decision makers, state directors, the Federal Transit Administration (FTA), and lawmakers to assist in policy making, planning, managing operations, and evaluating performance.

The Rural Transit Fact Book serves as a national resource for statistics and information on rural transit in America. This publication includes rural demographic and travel behavior data as well as financial and operating statistics for agencies receiving section 5311 funding. In addition to national-level data, statistics are presented by state, FTA region, tribe, and mode, as well as other agency characteristics.

The rural transit data presented in this report were obtained from the Rural National Transit Database (NTD).

The 2011 edition of the Rural Transit Fact Book was the first published by SURTC/SURCOM and included Rural NTD data for 2007-2009. Since 2011, updates have been made to the book to provide updated data. The 2021 edition includes 2019 data from the NTD as well as additional data from the American Community Survey and National Household Travel Survey.

To read more about the current Rural Transit Fact Book - May 2021, go [HERE](#).



ABOUT THE FRONT COVER...

SCOTT COUNTY TRANSIT SYSTEM



Scott County Transit System, Inc. is a nonprofit public transportation system located in Sikeston, MO. Transportation services include both fixed route and pre-scheduled appointments to all residents of Scott County.

In 1981, Scott City Senior Citizens Transportation System, Inc. started in answer to a need for transportation in the Scott City area, with one van and one RSVP volunteer.

In 1985, the system expanded into the Chaffee area and changed the name to Scott County Transit System, Inc. In 1988, the system once again expanded, this time into Sikeston and the surrounding rural areas to provide transportation services to the entire county.

Marilyn Schlosser is the Executive Director. She has an office staff of three personnel and seven drivers. Annually they drive 136,000 miles, carefully transporting Scott County residents in clean and safe vehicles that are also accessible to persons with disabilities.



THANK YOU Marilyn Schlosser for volunteering and submitting awesome pictures that reflect your agency in service to the community. We want our transit agencies on future covers and would appreciate your help. We will need covers for the 3rd Quarter and 4th Quarter 2021. If any agencies are interested please contact Doreen Harkins, 573.341.6155 or harkinsd@mst.edu.



RideSheet: A Transportation Technology Solution for Rural America

Locals refer to Lake County, Oregon as the “rural outback.” This stunningly beautiful high desert location is known for cattle ranching, agriculture, timber production, and ample outdoor recreational opportunities. The county’s 8,100 residents are spread out across more than 8,200 square miles.

In Lake County, transportation challenges can be more than a mere inconvenience. Residents must travel more than 100 miles to reach a health care specialist. Over 25 percent of the population is over the age of 65 and many of these older residents depend on others to drive them these longer distances.

Inner Court Family Center (ICFC) and Lake County Senior Center Association (LCSCA) are the only transportation providers in the county. There are no buses or taxis, nor is there any Uber. ICFC and LCSCA are it—providing transportation to medical appointments in Bend and Portland and to life’s various local destinations. As is true for most rural transportation providers, long travel distances put a crimp on limited budgets and pose scheduling challenges.

In 2020, AARP provided funding to Full Path Transit Technology to develop low-cost scheduling software appropriately tailored to the needs and resource constraints of rural nonprofit transportation providers. ICFC and LCSCA signed up to be the first to test this new tool and help Full Path and AARP work out the kinks. RideSheet, as the new open-source software is named, has streamlined ICFC and LCSCA’s business operations, eliminating the common practice of jotting down ride requests on sticky notes and arranging rides by phone, email, and text message. Using RideSheet, program managers directly enter a ride request into the application’s cloud-based spreadsheet, pinpoint a precise pick-up location in GoogleMaps using an enhanced geocoding feature, and electronically generate manifests for their drivers.

TIME AND MONEY SAVED

“Time is money,” says LCSCA Executive Director Andrea Wishart. Excess time spent scheduling rides in a personnel-intensive manner and providing solo transportation for trips that could otherwise be shared by two or more riders reduces the resources the nonprofits could otherwise use to provide their customers with more rides.

RideSheet is a new open-source ride scheduling software application designed for the unique needs of small, demand-responsive transportation providers. By incorporating a new transactional data specification, known as the TDS, it enables two or more providers in a community to interoperate more efficiently, improving service for their clients.

RideSheet streamlines data entry and scheduling and opens up the opportunity for LCSCA and ICFC to coordinate their services to further reduce their trip costs in a number of ways. For example, through the GoogleSheet-based software, LCSCA can notify ICFC when the organization has scheduled a bus headed to Portland, a distance of 350 miles from Lakeview, the county seat. In response, ICFC can add their own riders directly to the itinerary. In the future, the organizations could also broadcast this information to the general public, filling more seats on that bus while opening up a new travel opportunity to residents who may not otherwise travel. Meanwhile, the additional seats filled would reduce the cost per trip for all parties involved (customers, agencies that provide a subsidy, and the transportation providers themselves). It’s a win-win for resource-constrained organizations.

To read more about RideSheet, go [HERE](#).



TAC learns of SMTS deviated fixed-route possibility for Phelps, Dent counties

The Meramec Regional Planning Commission’s (MRPC) Transportation Advisory Committee (TAC), meeting June 10 at MRPC, was updated on the progress of a Southeast Missouri Transportation System (SMTS) feasibility study that could lead to a deviated fixed-route in Rolla with connections to St. James and Salem.

SMTS has contracted with MRPC to conduct the feasibility study for the potential new route. A fixed route bus system is characterized by a designated travel route with set schedules and stops where passengers can board and deboard. A deviated fixed-route allows for pick-ups within ¼ mile of fixed stops. This bus service would be modeled after the Bluff Area Transit Service (BATS) in Poplar Bluff and the Connect Service in St. Francois County, both of which are operated by SMTS. Both systems have fees ranging from \$1 per boarding, \$3 all-day passes, as well as pre-paid punch cards with discounted prices. While the Rolla service would not be identical to BATS or Connect in the number of stops or pricing, it will likely operate very similar, if such a service is found to be feasible. The study is also looking at connector routes from Salem to Rolla and from St. James to Rolla.

“With the problems employers are facing, this could solve some problems,” MRPC Executive Director Bonnie Prigge said during the meeting. “If transportation is a barrier, this could hopefully reduce that barrier.”

Currently, MRPC is accepting public input on the possible route and stops from Phelps and Dent counties via two online surveys that can be found at www.meramecregion.org/surveys/.

One survey is for the general public, and the other is for students in the Rolla area.

Additionally, during the meeting:

- Freand gave an update on the road safety audit that will take place at Route E and Robart Road in Washington County to be completed by June 30. The road safety audit will look for low-cost

“With the problems employers are facing, this could solve some problems,” MRPC Executive Director Bonnie Prigge said during the meeting. “If transportation is a barrier, this could hopefully reduce that barrier.”

solutions to the issues plaguing the intersection that can be handled by MoDOT or locals;

- Steve Englebrecht with MoDOT gave an update on the 2022-26 Statewide Transportation Improvement Program (STIP), which will be presented to the Missouri Highway Commission on July 1;
- Heard a report from MRPC Executive Director Bonnie Prigge on the number of fatalities in the region. The state is seeing an increase in fatalities when compared to 2020. As of June 6, 365 people had lost their lives on Missouri roadways, compared to 351 for the same time period in 2020. Fourteen of those fatalities in 2021 were in the Meramec Region. Statewide in 2021, 72 percent of the fatalities were not wearing seatbelts. Prigge has ‘Buckle Up, Phone Down’ signs for anyone who would like to install one on a parking lot; and
- Lastly, a nominating committee was formed to recommend a slate of officers for the Transportation Advisory Committee to consider at its August meeting.

Individuals needing more information on the Transportation Advisory Committee may contact the Meramec Regional Planning Commission at 573-265-2993.

Resource: <https://www.masstransitmag.com/bus/news/21227476/mo-transportation-advisory-committee-learns-of-deviated-fixed-route-possibility-for-phelps-county>

NATIONAL RTAP WELCOMES FOUR NEW REVIEW BOARD MEMBERS



- **Jeannie Fazio**, Deputy Director, Office of Local Transit Support, Maryland Transit Administration, Maryland Department of Transportation, Baltimore, MD
- **Brenda Schweitzer**, Executive Director, Brookings Area Transit Authority, Brookings, SD
- **Paula Smith**, Executive Director, Tri River Transit, Hamlin, WV
- **Jill Stedem**, Administrative & Development Director, OATS Transit, Columbia, MO

The National RTAP Review Board provides in-depth expertise and local perspectives to ensure that National RTAP products and services are of the highest quality, easily accessible, and useful for local transit operators and state RTAP managers.

To learn more about our Review Board and the other members, visit <http://nationalrtap.org/About-Us/Review-Board>. National RTAP is headquartered in Massachusetts, and an office in Washington D.C.

National Rural Transit Assistance Program (RTAP), is pleased to announce our newest Review Board members, whose terms will begin at our spring meeting held virtually on May 25-26, 2021:

RURAL TRANSIT DAY IS JULY 16TH

The nation's first Rural Transit Day was celebrated on July 16, 2019. This special holiday focuses on what agencies are doing to recognize passengers and staff on Rural Transit Day and throughout the year.

TWITTER CHAT

Each year we host a #RuralTransitDay Twitter Chat where participants share thoughts about the benefits of rural transit, along with challenges and solutions. Join us on July 16, 2021 for a chat moderated by Angie Jones, District Manager, Grant County Transportation District (People Mover), Tyler Bender, Ohio RTAP Manager, and Paula Smith, Executive Director, Tri River Transit Authority. RSVP for an email the morning of the chat with instructions.

Our 2020 chat was moderated by Julia Castillo, Executive Director, HIRTA Public Transit and Kari Banta, Section 5304 Program Manager, TX DOT, with planning support from



Angie Jones, District Manager, Grant County Transportation District (People Mover). View the chat **transcript** and **summary**.

RURAL TRANSIT DAY PLEDGE

Take the Rural Transit Day Pledge to show your commitment to rural transit. For Rural Transit Day 2020, 66 agencies from 22 states (45 Rural, 7 State, 8 Community, 4 Intercity, and 2 Tribal Transit Agencies) took the pledge.

On Rural Transit Day (July 16) and every day throughout the year,

TAKE THE PLEDGE



MoDOT WELCOMES THE NEW ADMINISTRATOR OF TRANSIT



Christy Evers
Administrator of Transit

Christy's public service experience consists of 21 years with the Missouri Department of Transportation (MoDOT), working in various divisions in financial/administrative management roles. Her tenure at MoDOT, includes four years in the Transit Section where she primarily managed Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities grant program and the Missouri Elderly & Handicapped Transportation Assistance Program (MEHTAP). While in Transit, Christy worked extensively in creating effective partnerships and ensuring success and regulation compliancy in transit grant programs.

For the past three years, Christy has worked at Scholastic, Inc. as a financial analysis manager where her primary focus was budgeting and financial forecasting for 19 lines of business and 11 customer service departments.

Christy holds a Master's in Business Administration and a Bachelor of Science in Accounting and Finance. She is married to her husband, Darren, for 24 years and has three daughters. She is an advocate in serving in her community and her wind-down time is spent at their place on Pomme de Terre Lake, watching her family drag-race and spending time with family and friends.



CELEBRATES THEIR WORKIVERSARIES



30 YEARS	REGION	START DATE
Debra Taylor, Driver	Midwest	04/29/1991
20 YEARS		
Linda King, Driver	Mideast	05/10/2001
15 YEARS		
John Staton, Driver	Midwest	04/08/2006
10 YEARS		
Bobby Colley, Driver	Mid-MO	04/08/2011
Mark Sloan, Driver	Northwest	04/14/2011
George Mruzik, Driver	East	06/01/2011
Dan Newton, Driver	Mideast	06/06/2011
Jim Scott, Driver	Northeast	06/08/2011



TRAINING UPDATES AT SMTS

BY GINNY SMITH, SMTS, DIRECTOR OF OPERATIONS

With the safety precautions that were implemented with COVID-19, Southeast Missouri Transportation Service (SMTS) restructured its new employee training room as well as its required quarterly safety meetings. An area inside the Fredericktown location was constructed to hold training sessions that limit class size to no more than 12 attendees. This has provided a safer learning environment for our staff and drivers, and more hands-on approach of training our employees.

Daniel Smith, SMTS Fleet and Facility Manager, and Ginny Smith, SMTS Director of Operations, have continued their education and certifications to provide quality safety training. The new training room provides a classroom setup for SMTS to teach certified CPR/First Aid training, Wheelchair Securement and Passenger Assistance Techniques, as well as numerous other classes. SMTS has been provided assistance from the MO Rural Transit Assistance Program (MO-RTAP) Scholarship Reimbursement Program to purchase needed training materials, an electric powered wheelchair device, and registration fees and expenses reimbursement for courses for Daniel Smith and Ginny Smith to become certified trainers.



SMTS NEW TRAINING CLASSROOM



BUS TRAINING AT SMTS



DANIEL'S CLASSROOM TRAINING



GINNY TEACHING FIRST AID TRAINING



LIFT TRAINING AT SMTS



2021 NATIONAL RTAP PHOTO CONTEST: BUSES ARE BEAUTIFUL

Is your bus sparkling, sleek, colorful, and altogether gorgeous? Show it off in all its glory in the National RTAP 2021 Photo Contest – Buses are Beautiful! We're looking for photos that showcase how special and unique your bus is, and how it adds to the majestic landscapes of rural communities and tribal lands.

FIRST PRIZE: \$400, SECOND PRIZE: \$200, THIRD PRIZE: \$100

Winners will also receive plaques, and all other entries will also receive certificates. Entries will be showcased on our website and social media and displayed at one or more upcoming conferences.

JUDGING CRITERIA

- Photo quality
- Artistic design
- Originality
- Creative depiction of a beautiful bus

SUBMISSION PROCESS

- Send up to 3 photos to info@nationalrtap.org by August 20, 2021
- Photos must be in .jpeg format
- Label each photo as: Photographer'sName_TransitAgency
- Photos must be accompanied by a photo release form





BEST PRACTICES TO COUNTER CYBER SECURITY THREATS IN 2021

Cybersecurity threats are becoming a common occurrence with the rapid succession of modernization and remote work culture. Business organizations and institutions are rigorously relying on virtual private networks (VPN) and remote desktop protocol admin tools.

2020 witnessed an incredible surge in cybersecurity breaches on government, companies, and individuals. In 2021, cyber threats have reached advanced levels of sophistication with the emergence of machine learning (ML), artificial intelligence (AI), the internet of things (IoT), and 5G. Cloud, IoT, IoB, Deep Fakes, and Open Source are often more prone to cyber-attacks because of a significant lack of skilled cyber workers.

These factors are often instrumental in increasing the rate of cybercrimes at an unprecedented rate. Reportedly, 2021 alone has witnessed a 15% rise in cybercrime cases, which has surpassed the total number of cybercrime cases in 2020.

Experts and scientists are laboring to carve out ways by which the cybersecurity threats can be countered and the prospective ones can be prevented.

HERE ARE A FEW IMPORTANT STEPS TO KEEP CYBERCRIMINALS AWAY FROM YOUR SYSTEMS

THE ZERO TRUST MODEL - Technology enthusiasts and experts strive to create modern solutions for modern problems in technology. To follow this, scientists and experts often tend to revisit the old approaches or the ones which have already been implemented. It is a prejudice people often cultivate that the security system they have built to protect their organization can bar every cyber breach, no matter how minute it is. It is now time to change this mindset.

It is important to understand that cyber criminals evolve themselves to get through any device irrespective of the stringent shields. Enter the Zero Trust Model. Under this model, organizations get the opportunity to authenticate and verify every access request on their

systems. This helps them to detect odd behaviors and attacks and prepare the counteraction accordingly.

THE INSIDER THREATS - Employees of companies and organizations are often prone to threats. Additionally, at times, employees visit malicious websites or click on options that can bring unwanted trouble for the systems and the company at large. To make reductions in insider threats here are few steps to follow:

Limit access- Set up a policy that provides the employees only limited access to the systems. The employees will only have access to the important resources.

Cybersecurity risk training- Providing cybersecurity risk training to employees is one of the most crucial steps to avoid the chances of cyberattacks. Every organization should execute the responsibility of training its employees on cybersecurity threats.

THIRD-PARTY RISK MANAGEMENT - Third-party vendors can often inflict cyber threats as they possess access to clients' critical systems and data. To counter such third-party risks, establish cybersecurity policies that can limit access to third-party vendors.

MISSING SECURITY PATCHES - Delayed or missing patches may seem like a trivial issue but can potentially entail great risks. The objective to publish patches is to protect assets from unknown attacks. Unknown and malicious attacks often contaminate the systems and leave them useless.

INCIDENT MANAGEMENT AND RESPONSE IN REAL-TIME - Organizations must acknowledge problems and attacks to find solutions to counter them in real-time. Installing software that can provide comprehensive views of all the details can eventually neutralize threats.

Resource: <https://industrywired.com/best-practices-to-counter-cyber-security-threats-in-2021/>



SIMPLE, SMART SECURITY TIPS FOR RURAL HOMES

Once upon a time my husband and I left the keys in every vehicle and kept the cash box for a retail business unlocked. We had a motion detector aimed at our driveway – not so much for security as to announce the arrival of customers if you went to the house to use the bathroom. Still, it was never quite as effective as my grandparents’ rural security system: Their farm was at the end of a gravel lane that had to be more than a half-mile long. About halfway down it, there was a big tree where a flock of guinea fowl perched. Any time a vehicle got that far those birds kicked up a ruckus. That gave my grandma time to slice a pie and put on a clean apron before a visitor reached the house. I suppose it also gave my grandpa time to grab a shotgun if he didn’t like the looks of you.

Last year when I worked the Census, I encountered a number of home security systems, including lots of signs that the property was protected by Smith & Wesson. The one person who actually greeted me with a firearm as I approached his home was not at all threatening, as the man clearly was bent on revenge against the red squirrel I heard chittering. I wouldn’t put much faith in those signs to deter break-ins where every other indicator makes the property appear attractive to thieves. In fact, there were times when I thought the signs just advertised that the place might be an easy mark for the theft of guns and more.

So what makes an effective home security system in a rural area? Here are some things to consider.

DOGS - Personally, I would go with Beware of Dog signs and actual dogs. For years, we had Golden Retrievers. They were super friendly but also protective of me and a

couple of times they placed themselves squarely between me and a perceived threat. I remembered that a bit late one day while working the Census: I pulled into a place where a big yellow lab ran toward my car with a ball in his mouth. I was ready to reach for the ball when he realized I wasn’t the right person and shifted roles from playmate to protector of the realm. At another place, the Rottweiler just wanted to be petted but I froze as instructed until the homeowner got her three Jack Russell terriers inside. My dad always said it’s the smaller dogs you have to watch out for. For home security, I’m not sure it matters that much whether the bark coming from inside is deep and gruff or high-pitched and frantic, if it makes someone think twice before entering. And I know of at least two house fires where the barking dog alerted the residents before the smoke alarms. What other security system’s features include unconditional love and Hoovering up food spills?

BIRDS - When I was a kid, a neighbor kept peafowl. They made even more noise than my grandparents’ guineas. A peacock’s alarm call can be heard several miles away. If that’s not enough deterrent, I recall them having sharp spurs and a suspicious nature. While less showy, there’s a pampered pet rooster who alerts everyone to any car that turns onto a dead-end road near my home. I suspect he would use his spurs to protect his territory from any perceived threat, too.

To read about more simple, smart, security tips for rural homes click the link below to the remainder of the article.

SECURITY TIPS

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. ACTIVE SHOOTER PREVENTION AND RESPONSE – 2 HOURS.
2. AGGRESSIVE DRIVING – 1 HOUR.
3. BACKING SAFETY – 1 HOUR.
4. BASIC FIRST AID – 1 HOUR.
5. BLOOD BORNE PATHOGENS – 1 HOUR.
6. CPR & BASIC FIRST AID – 4 HOURS.
7. DEALING WITH DIFFICULT PASSENGERS – 2 HOURS.
8. DEFENSIVE DRIVING – 3 HOURS.
9. DISTRACTED DRIVING – 1 HOUR.
10. DIVERSITY & AWARENESS TRAINING - PROVIDING QUALITY CUSTOMER SERVICE FOR TRANSPORTATION PASSENGERS WHO HAVE DISABILITIES – 2 HOURS.
11. DRIVEN TO EXTREMES – 1 HOUR.
12. DRUG AND ALCOHOL AWARENESS – 1 HOUR.
13. EMERGENCY & EVACUATION PROCEDURES – 1 1/2 TO 2 HOURS.
14. ENTRY LEVEL CDL DRIVER TRAINING – 2 HOURS.
15. FATIGUE AWARENESS FOR DRIVERS – 2 HOURS.
16. HIPAA – 1 HOUR.
17. NIGHT DRIVING – 1 HOUR.
18. OPERATION LIFESAVER – HIGHWAY-RAIL CROSSING SAFETY – 1 HOUR.
19. PASSENGER ASSISTANCE/MOBILITY AID SECUREMENT – 2 HOURS.
20. REASONABLE SUSPICION TRAINING FOR SUPERVISORS – 2 HOURS.
21. SAFE & SECURE PROPER INFANT AND CHILD SEAT INSTALLATION – 2 HOURS.
22. SENSITIVITY AWARENESS – 1 HOUR.
23. SEXUAL HARRASSMENT – 1 HOUR.
24. SLIPS, TRIPS AND FALLS – 1 HOUR.
25. WHEELCHAIR SECUREMENT – 2 TO 3 HOURS DEPENDING ON NUMBER OF PARTICIPANTS.
26. WINTER DRIVING SAFETY – 1 HOUR.

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

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

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

www.tcrponline.org/

