



Third Quarter Edition

eNEWSLETTER



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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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LETTER FROM THE MANAGER

DEAR TRANSIT FRIENDS,

I am heading to the National RTAP Technical Conference in Portland as I write this letter. I always look forward to this biennial event to network with other RTAP Centers and hear from National RTAP about their latest resources for rural transit agencies. With only a few days between returning from Kansas City and leaving for Portland, I realize the vast array of events held for transit agencies. I enjoyed seeing many of you at the 2019 Midwest/Southwest Transit Conference in Kansas City, MO on September 11-13. While we did not have a Missouri Rural Network session, where we usually present an update and answer questions, Doreen and I both had the opportunity to visit with many of you at the opening reception, during meals, and on breaks. We always appreciate time spent catching up with the agencies we serve.



Heath Pickerill, Missouri RTAP Manager

Since we did not have a formal session to gather input during the conference, I have been trying to meet with agencies face-to-face. As I mentioned in the previous eNewsletter, I attended a meeting of the Southeast Missouri transit agencies in Dexter on June 20 where several agencies shared ideas and offered suggestions on training topics. The group expressed strong interest in attending another Conflict Resolution (Dealing with Difficult Passengers) training along with a proposed class on active shooter incidents. John Fields, Safety Manager for OATS, has kindly agreed to teach both classes. He has taught the conflict resolution class multiple times for MO RTAP. Given his extensive background in law enforcement and organizing active shooter response events for the Columbia Mall as head of security there, he provides a wealth of knowledge and experience on the topic. He is currently gathering transit specific information and plans to teach a class for us this fall. We are hoping to offer both classes simultaneously later this fall in Southeast Missouri. Please let Doreen or me know if you would like to hold these courses in your part of the state.

I also had the opportunity to meet with both SMTS and OATS in recent months. I visited with Denny Ward, Executive Director of SMTS, on July 31. He also expressed a strong interest in both of the previously mentioned classes and suggested a class on cyber security. Then, I met with members of OATS's executive team, including Dorothy Yeagar, Jill Stedem, Jack Heusted, and Dion Knipp on August 21. This group shared an interest in cyber security training and offered to assist with organization such a class next spring. They also indicated the need for extra training on driving a class E vehicle, which may be accomplished with a driver simulator. I followed up with Fulton County Transit in Kentucky, who now operates the bus simulator previously managed by Paducah Transit Authority. We are considering a simulator training in 2020. Please let Doreen or me know if your agency has an interest. OATS also inquired about sexual harassment training, which we do now offer. John Rice taught a one-hour sexual harassment program for SMTS in July and August. The program addresses sexual harassment in the workplace and each person's role as a helpful bystander in sexual harassment situations. A helpful bystander, who follows the guidelines, can help prevent sexual harassment from happening. Finally, OATS asked about training for drivers who transport people with disabilities. We have two advertised classes: Diversity & Awareness Training: Providing Quality Customer Service for Transportation Who Have Disabilities and Sensitivity Awareness. See the complete course description on our website at www.mortap.com. Both can be scheduled with Doreen to be taught by John Rice.

Best wishes as always,

A handwritten signature in black ink that reads "Heath Pickerill".

Heath Pickerill
Missouri RTAP Manager



About the front cover...

Helen Coffey Hawn, a schoolteacher, grew up in Sainte Genevieve County and sought to share the natural treasures around her with the public. Using her own income, she purchased bits and pieces of land; she amassed a considerable amount (almost 1,500 acres!) which she bequeathed to the state upon her death in 1952 ("Women's History in State Parks"). Today's Hawn State Park totals nearly 5,000 acres. For more information go [HERE](#).

SENATE COMMITTEE INTRODUCES “AMERICA’S TRANSPORTATION INFRASTRUCTURE ACT”

Leaders of the Senate Committee on Environment and Public Works (EPW) introduced S. 2302, the “America’s Transportation Infrastructure Act” (ATIA), a bipartisan bill to reauthorize the Fixing America’s Surface Transportation Act (FAST Act) which expires on September 30, 2020. ATIA is a five-year authorization of \$287 billion from the Highway Trust Fund, which is a 27% increase from FAST Act funding levels. \$259 billion, or 90%, is distributed to states by formula. Sens. John Barrasso (R-Wyo.), Tom Carper (D-Del.), Shelley Moore Capito (R-W. Va.) and Ben Cardin (D-Md.) introduced the bill.

Highway Trust Fund

ATIA does not include new revenues for the Highway Trust Fund. The bill does, however, build on the FAST Act program to test the feasibility of an alternative user-based revenue mechanism, such as a vehicle mile travelled (VMT) fee. S. 2302 provides \$25 million per year, split evenly between state pilot projects and the national research program, to test alternative revenue mechanisms.

Under current law, public transportation projects are eligible for funding under several highway programs, including the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The bill continues significant funding for these programs. In addition, the bill expands the operating assistance eligibility under the CMAQ program for small urbanized and rural areas (areas with a population less than 200,000). The bill also expands the eligibility

of transit-oriented development (TOD) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to specifically include commercial and residential development near a rail station.

Addresses Environmental Challenges, the bill includes the following:

- Establishes the Carbon Reduction Incentive Program to encourage reduced carbon emissions. Grants would be made available to state or local governments that demonstrate reduction in transportation emissions. The program will receive \$100 million per year.
- Institutes a congestion relief program to provide competitive grants to states and local governments to advance solutions to congestion relief in highly congested areas. Minimum grant award size is \$10 million, and the bill provides \$200 million over five years.
- Creates the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program, which helps states improve the resiliency of transportation infrastructure. \$786 million will be given to states through a formula grant program and \$200 million per year will be awarded through a competitive grant process.

Resource: <https://mopublictransit.org/2019/08/16/white-house-congress-agree-increase-budget-caps/>





MOVING FORRRWD TO REDUCE RURAL ROADWAY DEPARTURES

A SYSTEMIC APPROACH HELPS AGENCIES SAVE THE PEOPLE BEHIND THE NUMBERS

Rural roadway departures make up a third of U.S. traffic fatalities—**about 30 people a day**. The Every Day Counts round five (EDC-5) initiative on reducing rural roadway departures features strategies to keep vehicles in their travel lanes, lower the potential for crashes, lessen the severity of crashes that do occur—and save lives.

“Roadway departures are not just run-off-the-road crashes, but any crash in which a vehicle crosses an edge line or center line or otherwise leaves the traveled way,” said Cathy Satterfield, Federal Highway Administration roadway safety engineer and EDC-5 team co-leader.

About half of rural roadway departure fatalities occur on locally owned roads, so what the team calls its “focus on reducing rural roadway departures,” or FoRRRwD, involves working with both local and State transportation agencies. The team encourages agencies to use a systemic approach to identify safety improvement locations, deploy proven countermeasures, and develop safety action plans.

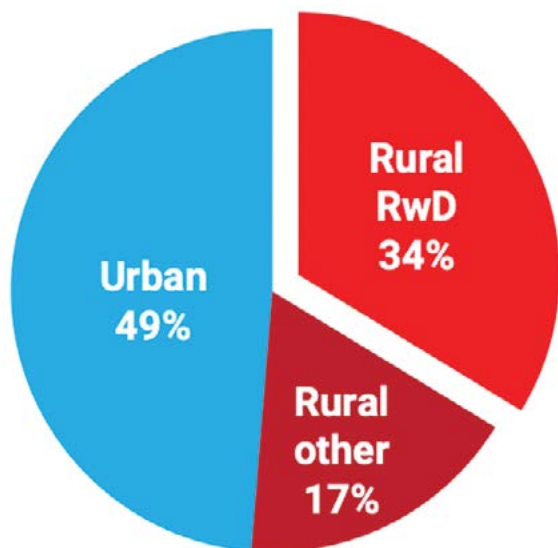
Thirty-two State Transportation Innovation Councils set goals to move FoRRRwD in EDC-5 by demonstrating, assessing, or using systemic application of safety countermeasures on rural roads as a standard practice.

SYSTEMIC APPROACH

“Rural roadway departure crash locations can be random, but fatal crash types tend to be predictable,” said Dick Albin, FHWA roadway safety engineer and EDC-5 team co-leader. ”

“We can have the greatest impact by identifying roadway features connected with fatal and severe injury crashes and implementing countermeasures to address those features across the system.”

This systemic approach identifies safety improvements based on high-risk roadway features that correlate with particular severe crash types rather than solely on crash data.



Source: National Highway Traffic Safety Administration

Rural roadway departures account for about a third of all U.S. traffic fatalities

Three-quarters of rural roadway departure fatalities involve vehicle rollovers, head-on crashes, or collisions with trees. At a national level, risk factors in these types of crashes include curves and speeds of more than 50 miles an hour.

“When agencies look at these crashes based on their own roadway data, we expect they will find more specific risk factors, such as traffic volume ranges or a curve radius,” said Albin.

PROVEN COUNTERMEASURES

The EDC-5 team provides training and technical assistance to help agencies find ways to more effectively use a variety of countermeasures to reduce rural roadway departures:

- Signage and markings delineate lane edges and alignment changes and help drivers navigate.
- Rumble strips provide an audible alert to drivers drifting from their lane.
- High-friction surface treatments at curves or other key locations help drivers maintain better control of their vehicles.
- Shoulders, the Safety EdgeSM paving treatment, and clear zones provide opportunities for a safe recovery when drivers leave the roadway.
- Roadside hardware, such as breakaway features on signs and barriers to shield trees, reduces the severity of roadway departure crashes.

ACTION PLANS

Safety action plans help agencies prioritize the locations and countermeasures that will reduce rural roadway departures most effectively. In Washington, 35 of the State’s 39 counties completed local road safety plans (LRSPs) to identify priorities for Highway Safety Improvement Program funding.

“The plans made it easier for the Washington State Department of Transportation to support funding requests made by the counties,” said Scott Davis, Thurston County traffic engineering and operations manager. Thurston County, where about two-thirds of the roads are in rural areas, used FHWA’s Systemic Safety Project Selection Tool to determine risk factors and prioritize rural safety investments.

“The tool allowed us to go from a reactive to proactive approach, from events-based to risk-based, so we can address problems before a crash can happen,” said Davis.

One area of concern targeted in Thurston County’s LRSP was curves, where 45 percent of fatal and serious injury crashes occurred from 2006 to 2010. Over several years, the county implemented countermeasures at curves such as enhanced signage, raised pavement markers, rumble strips, and guardrail delineation.

As a result, 2012 to 2016 crash data showed a 35 percent reduction in fatal and serious injury crashes at curves. “Now that we have performance results, it is easier to communicate to our executives and elected officials about our safety programs,” Davis said. “It helps build support for future funding.”

FOR MORE INFORMATION

- Watch a [webinar](#) on how agencies are using proven countermeasures to reduce rural roadway departures.
- Visit the [roadway departure safety web page](#) to learn about FHWA’s strategic approach to keep vehicles on the roadway, provide for safe recovery, and reduce crash severity.
- Contact Cathy Satterfield of the FHWA Office of Safety or Dick Albin of the FHWA Resource Center for information, technical assistance, and training, including peer exchanges and focus groups.

Resource: <https://www.fhwa.dot.gov/innovation/innovator/issue74/issue74.pdf>



NATIONAL CYBERSECURITY AWARENESS MONTH 2019

Held every October, National Cybersecurity Awareness Month (NCSAM) is a collaborative effort between government and industry to raise awareness about the importance of cybersecurity and to ensure that all Americans have the resources they need to be safer and more secure online.

NCSAM 2019 will emphasize personal accountability and stress the importance of taking proactive steps to enhance cybersecurity at home and in the workplace. This year's overarching message – Own IT. Secure IT. Protect IT. – will focus on key areas including citizen privacy, consumer devices, and e-commerce security.

This toolkit includes a wealth of resources to engage and promote the core theme and critical messages leading up to and throughout October. Please make sure to read the entire article and click on all the links provided within the article. There is so much valuable information for all segments of the community and for different audiences: preschool aged kids 3-7 years old, parents and educators, young professionals, older Americans, government, industry, small business, and law enforcement. We are ALL vulnerable and we ALL have a shared responsibility and a role to play in preventing cybercrime.

NCSAM 2019 TOOLKIT

OWN IT.



SECURE IT.



PROTECT IT.



Sheree Webb Celebrates 40 YEARS WITH OATS TRANSIT

Sheree Webb of Shelbina, MO was honored by OATS Transit for 40 years of service with the company this month. Sheree started with the company in August 1979 and worked her way up to head the company's Northeast MO Region as Regional Director in 1991. She oversees operations in 16 counties, including Kirk-Tran in Kirksville, The Linc in Troy and the Magic City Express in Moberly.



Sheree has overseen many changes in her 40 years with the company, including moving the Northeast Region office from Shelbina to a larger facility in Macon in 2013, expanding service to include daily express routes from rural areas into urban areas, working with city/county governments for local funding support, and increasing overall service in much of her region. The Northeast region has 98 drivers, 10 office staff, 200 volunteers, and 140 vehicles in its fleet.

When asked about her 40 years at the company, she replied "Oats Transit is a great company to work for. Everyone pulls together to provide a valuable service to residents throughout Missouri, including the rural areas. I love being able to make a difference in the lives of others by providing them with the transportation they need to remain independent and living in their own communities."



The Most Dangerous Time to Drive

As we 'Fall Back' to Shorter Days, Take Extra Care on the Road

Shorter days, fatigue, compromised night vision, rush hour and impaired drivers are some of the risks we face when driving at night. These risks become especially pronounced moving into the weekend, with fatal crashes peaking on Saturday nights, according to NSC analysis of NHTSA data.

When Daylight Saving Time ends – for 2019, that's 2 a.m. Sunday, Nov. 3 – many people will find themselves spending more time driving in the dark. Depth perception, color recognition and peripheral vision can be compromised in the dark, and the glare of headlights from an oncoming vehicle can temporarily blind a driver.

Even with high-beam headlights on, visibility is limited to about 500 feet (250 feet for normal headlights) creating less time to react to something in the road, especially when driving at higher speeds.

What should you do to combat darkness?

- Aim your headlights correctly, and make sure they're clean

- Dim your dashboard
- Look away from oncoming lights
- If you wear glasses, make sure they're anti-reflective
- Clean the windshield to eliminate streaks
- Slow down to compensate for limited visibility and reduced stopping time

COMPROMISED NIGHT VISION

Night vision is the ability to see well in low-light conditions. As we age, we have greater difficulty seeing at night. A 50-year-old driver may need twice as much light to see as well as a 30-year-old. At age 60 and older, driving can become even more difficult, according to the American Optometric Association. Some older drivers also may have compromised vision due to cataracts and degenerative eye diseases.

The AOA recommends older drivers:

- Have annual vision exams
- Reduce speed
- Take a driving course; even experienced drivers can benefit from a refresher course, and some of

the rules have probably changed

- Minimize distractions, like talking with passengers or listening to the radio
- Check with your doctor about side effects of prescription drugs
- Limit driving to daytime hours if necessary

FATIGUE

A National Sleep Foundation poll says 60% of adults have driven while they were tired, and another 37%, or 103 million people, have fallen asleep at the wheel. Of those, 13% say they fall asleep while driving at least once a month, and 4% say they have caused a crash by falling asleep while driving. The reasons are many – shift work, lack of quality sleep, long work hours, sleep disorders – and it doesn't only happen on lengthy trips.

These staggering numbers are backed up by a report by NHTSA that 100,000 police-reported crashes are a result of driver fatigue. Most crashes or near-misses happen at the times you would expect drivers to be tired: 4 to 6 a.m., midnight to 2 a.m. and 2 to 4 p.m., according to NSF.

Drowsy driving puts everyone on the road at risk. Losing two hours of sleep has the same effect on driving as having three beers, and tired drivers are three times more likely to be in a car crash if they are fatigued.



The National Sleep Foundation offers this advice:

- Get seven or more hours of sleep a night
- Don't drive if you've been awake for 16 hours or more
- Stop every two hours to rest
- Pull over and take a nap if you're drowsy
- Travel during times you are normally awake

RUSH HOUR

Evening rush hour (between 4 and 7 p.m. weekdays) is a dangerous time to drive due to crowded roadways and drivers eager to get home after work. In winter, it's dark during rush hour, compounding an already dangerous driving situation.

How can you make it home safely during rush hour?

- Don't be an impatient driver; slow down
- Stay in your lane and beware of drivers who dart from lane to lane
- Even though the route may be familiar, don't go on autopilot; stay alert
- In unfamiliar areas, consult a map before you go and memorize your route
- Don't touch your phone, eat, drink or do other things that are distracting

IMPAIRED DRIVERS

Nearly 30 people die every day in crashes that involve a driver impaired by alcohol, according to the Centers for Disease Control and Prevention. Drivers impaired by prescription medicines and other drugs increase that number significantly. Impaired drivers are most frequently on the road after dark – particularly between the hours of midnight and 3 a.m. on weekends.

While drunk driving has declined by about one-third since 2007, the number of drivers under the influence of drugs has increased. Between 2013 and 2014, 22% of drivers tested positive for a drug that would cause impairment, according to a roadside survey conducted by the National Highway Traffic Safety Administration. NHTSA also found that the prevalence of THC (found in marijuana) among drivers on weekend nights increased 48% since 2007, from 8.6% of drivers to 12.6%. Many states have not yet updated their impaired driving laws to address this growing problem.

STAY ALERT, STAY ALIVE

While we do only one quarter of our driving at night, 50% of traffic deaths happen at night. It doesn't matter whether the road is familiar or not, driving at night is always more dangerous. More than 40,000 people were killed in car crashes in 2016, according to Injury Facts. By taking some extra precautions, we can all contribute to reducing these numbers.

Resource: <https://www.nsc.org/road-safety/safety-topics/night-driving>



50 FANTASTIC MISSOURI FALL FESTIVALS YOU WON'T WANT TO MISS

Celebrate autumn with these family-friendly events all over the state.

If thinking about things like roadsides lined with orange, red and yellow trees, hot apple cider, and cozy over-sized sweaters makes you excited, you're going to want to keep reading.

Missouri is the king of fall festivals, with dozens of harvest-themed events that invite festivalgoers to partake in the many enjoyable things about fall. Here are just to name a few...

THE OZARKS

Silver Dollar City's NEW Harvest Festival featuring Craft Days and Pumpkin Nights, Branson, MO - September 25-October 26, 2019

Apple Butter Makin' Days, Mt. Vernon, MO - October 11-13, 2019

Scarecrow Festival Eureka, Eureka, MO - October 1-31, 2019

KANSAS CITY METRO

Annual Missouri Town 1855 Festival of Arts, Crafts and Music, Lee's Summit, MO - October 5-6, 2019

Dogtober Fest, Blue Springs, MO - October 20, 2019

NORTHWEST MISSOURI

Annual Missouri Day Festival, Trenton, MO - October 18-30, 2019

NORTHEAST MISSOURI

Annual Autumn Historic Folklife Festival, Hannibal, MO - October 19-20 2019

Louisiana Country Colorfest, Louisiana, MO - October 19-20, 2019

BOOTHEEL

Rural Heritage Day, Ste. Genevieve, MO October 26, 2019

Dogtober Fest, Blue Springs, MO - October 20, 2019

CENTRAL

Versailles Olde Tyme Apple Festival, Versailles, MO October 5-9, 2019

Hartsburg Pumpkin Festival, Hartsburg, MO - October 12-13, 2019

We've even tacked on more than 65 additional Missouri fall festivals for your enjoyment! So just keep your mind on pumpkin spice lattes, print out this list, and make your way to some of the best seasonal events in the state.

MISSOURI FALL FESTIVALS 2019

Resource: <https://www.vacationsmadeeasy.com/>



OPIOIDS AT WORK

EMPLOYER TOOLKIT



While the Surgeon General reports substance use disorders cost the U.S. economy more than \$400 billion a year, employers don't seem to recognize the scope of the problem. In a National Safety Council survey, 39% of employers viewed prescription drug use as a threat to safety and just 24% said it is a problem, even though seven in 10 companies reported issues ranging from absenteeism to overdose.

WHAT EMPLOYERS TOLD US

Construction, entertainment, recreation and food service sectors have twice the national average of employees with substance use disorders. NSC also found:

- Industries dominated by women or older adults had a two-thirds lower rate of substance abuse
- Industries that have higher numbers of workers with alcohol use disorders also had more illicit drug, pain medication and marijuana use disorders
- Employers were most concerned about the costs of benefits (95%), ability to hire qualified workers (93%) and costs of workers' compensation (84%), but less concerned over drug misuse (67%) and illegal drug sale or use (61%)
- Workers in recovery have lower turnover rates and are less likely to miss work days, less likely to be hospitalized and have fewer doctor visits

HOW EMPLOYERS CAN MAKE A DIFFERENCE

NSC found healthcare costs for employees who misuse or abuse prescription drugs are three times higher than for an average employee. Employers can take simple steps to protect themselves and their employees:

- Recognize prescription drugs impact the bottom line
- Enact strong company drug policies
- Expand drug panel testing to include opioids
- Train supervisors and employees to spot the first signs of drug misuse
- Treat substance abuse as a disease
- Leverage employee assistance programs to help employees return to work

The annual cost of untreated substance use disorder ranges from \$2,600 per employee

in agriculture to more than \$13,000 per employee in information and communications.

OPIOID USE AFFECTS 75% OF EMPLOYERS. ARE YOU ONE OF THEM? Learn how your company can proactively address the impact of opioid use on your workplace.

Our exclusive FREE [Opioids at Work Employer Toolkit](#) will help you:

- Understand opioids, opioid misuse and opioid use disorder
- Educate supervisors and employees on the risks of opioid use
- Incorporate the right elements into drug-related HR policies and procedures



This free toolkit includes fact sheets, presentations, 5-minute safety talks, posters, reports, videos and more so you can implement a workplace program on opioids.

Resource: <https://www.nsc.org/work-safety/safety-topics/drugs-at-work>

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. SEXUAL HARRASSMENT — 1 hour.
22. SLIPS, TRIPS AND FALLS — 1 hour.
23. WHEELCHAIR SECUREMENT — 2 to 3 hours depending on number of participants.
24. 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/

