



MISSOURI RTAP



Third Quarter 2021 Edition

eNEWSLETTER

NEED TRAINING?

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

CONTENTS

TABLE OF



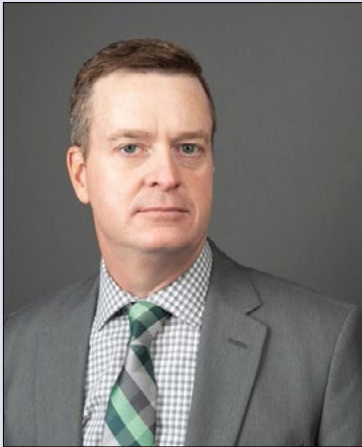
- 5** Rural Transit Resources for Drug and Alcohol Compliance
- 6** It's Time for Infrastructure That Works for Rural America
- 8** Best Practices: How Drivers Can De-escalate Stressful Situations with Passengers
- 9** TSA Officially Extends Mask Mandate
- 11** Transit District Could Cut Bus Routes Over Driver Shortage
- 12** Transit Leaders Praise Innovative On-Demand Programs

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

DEAR TRANSIT FRIENDS,

Greetings from the Missouri S&T campus in Rolla. Everyone seems quite ready for things to return to normal. However, that transition seems slower than anticipated and desired. In the interim, campus guidelines continue to be adjusted in response to spikes in COVID-19 infection rates and slow rises in vaccination levels. Currently, all faculty and students are required to wear facial coverings in classrooms. Those who are unvaccinated are encouraged to both wear facial coverings and socially distance on all parts of campus. Individuals are still not required to disclose their vaccination status to supervisors, classmates, or co-workers. Further, supervisors and other individuals cannot ask employees or students if they have been vaccinated. Likewise, we cannot ask transit agencies and their employees if they have been vaccinated as a means of adjusting our training guidelines, so we continue limiting RTAP trainings to one agency per session while following physical distancing guidelines. We are also still asking transit agencies to wear masks during training. Please contact Doreen if you have questions about training guidelines.

In other news, MPTA held the 2021 Multi-State Midwest Transit Conference in St. Louis on September 7-9. They also offered a one-day virtual session, which I appreciated and took advantage of the option. 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. I encourage everyone to consider participating. Remember that registration fees can be covered under the RTAP Scholarship Reimbursement Program. The CTAA Expo is scheduled for November 7-11 in Richmond, Virginia, which may interest some of you as well.

We recognize that during these times, it takes a diversified approach to ensure your drivers and staff receive the training they need. We are here to assist in any manner we can. Doreen continues to update the RTAP website with relevant information. We have access to many online classes and resources if your agency prefers virtual training. If you have not sent your 2022 Training Requests Form to Doreen, please do so by November 30, 2021. We are happy to organize webinars and other types of online training. Costs associated with these types of delivery can be covered under the RTAP Scholarship Reimbursement Program if an agency wants to host one in-house. All of us here at Missouri RTAP hope you, your employees, and families continue to stay safe and healthy.

Best Wishes

Heath Pickerill, Missouri RTAP Manager

hello FALL

CONTACT INFORMATION

MISSOURI RTAP

710 University Drive, Suite 121
Rolla, MO 65401

Phone: 1.573.341.6155
Fax: 1.573.341.7245
Email: mortap@mst.edu
Web: mortap.com

MISSOURI RTAP/LTAP STAFF

Heath Pickerill
Director

Kristi Barr
Program Coordinator - LTAP
Grant Accountant - RTAP

Doreen Harkins
Administrative Assistant - LTAP
Program Specialist - RTAP

Shelby O'Keefe
Graphic Designer

John Rice
Contract Instructor

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and Technology

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SERVE, Inc.



WHEN DO WE “FALL BACK” IN 2021?

The first Sunday in November is when Daylight Saving Time ends in most areas of the U.S., so in 2021 we'll “fall back” one hour and return to Standard Time on **SUNDAY, NOVEMBER 7, 2021, AT 2 AM**. Be sure to set your clocks back one hour before bed Saturday night!



ONE SERVE ONE MISSION SERVE, INC. OF CALLAWAY COUNTY
4901 County Road 304, Fulton, MO 65251

Courtney Harrison is the Executive director and Carol Lewis is the transportation lead. SERVE, Inc. has 10 drivers and 2 office staff, and are available to transport Callaway residents Monday through Friday.

Since 1972, we have strived to meet the many community needs through our services, programs and events. Our non-profit social service agency provides many dynamic services for Callaway County residents including our door-to-door transportation. We offer transportation anywhere in Callaway County and offer medical transportation to Columbia, Mexico and Jefferson City. There are no restrictions to ride for any Callaway county resident. We have 10 wheelchair equipped buses.



DEAR TRANSIT FRIENDS!

THANK YOU Carol Lewis 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 a cover for the 4th Quarter 2021. If any agencies are interested please contact Doreen Harkins, 573.341.6155 or harkinsd@mst.edu.

Rural Transit Resources for Drug and Alcohol Compliance

FTA Drug and Alcohol REGULATION UPDATES

August 2021

Issue 72

NEWSLETTER EDITION: AUGUST 2021 - ISSUE 72

Federal transportation law requires recipients of Sections 5307, 5309, 5311 and 5339 funds to adhere to drug and alcohol testing regulations. The two primary federal rules are:

49 CFR Part 40 – Procedures for Transportation Workplace Drug and Alcohol Testing Programs
49 CFR Part 655 – Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations

A new issue of the FTA Drug and Alcohol Regulation Updates Newsletter is now available.

Issue 72 includes information on Post-Accident Testing, random testing for standby and on call employees, compliant company policies, and much more.

Please share the newsletter with colleagues and send comments to FTA.DAMIS@dot.gov. (Click on the header above to redirect you to the newsletter)




Results from the April 2021 20th National Take Back:

- Total Law Enforcement Participation: 4,425
- Total Collection Sites: 5,060
- Total Weight Collected: 839,543 lbs. (420 Tons)

This brings the total amount of prescription drugs collected by DEA since the fall of 2010 to nearly **14,524,391 pounds**.

NATIONAL RESOURCES:

Follow the links below to find **national** locations and guidance for safe drug take-back and disposal options

 Indicates that a collection site is located within a police station/law enforcement facility.

 Indicates that a collection site is located within a pharmacy.

DISPOSEMYMEDS



Enter your zip code into the National Community Pharmacists Association's (NCPA's) tool to find pharmacy-based drug take-back locations nationwide.

DEA COLLECTION LOCATION SEARCH TOOL



Enter your zip code into this federal Drug Enforcement Administration (DEA) search tool to find locations that collect controlled substances (including retail pharmacies, hospitals and clinics with on-site pharmacies, etc.).

NOTE:

- Police departments and other law enforcement locations are not included in this search.
- Pharmacies and other authorized locations that collect only non-controlled substances might not be included in this search.

AWARERX



Run by the National Association of Boards of Pharmacy (NABP) Foundation, this resource provides information about medicine safety and disposal, prescription drug abuse, permanent drug disposal locations, and more.

RX DRUG DROP BOX



The National Association of Drug Diversion Investigators' (NADDI's) map-based search tool lists drug take-back locations at law enforcement agencies.

WALGREENS PHARMACY KIOSK PROGRAM



Use this locator to find safe medication disposal kiosks in Walgreens pharmacy locations. Kiosks are available during regular pharmacy hours.



Missouri Prescription Pill and Drug Disposal

Missouri P2D2 provides a list and map of 20 medicine collection boxes located in local police stations.

MISSOURI STATE RESOURCES:

Follow the links below to find locations and guidance for safe drug take-back and disposal options in your **state**.

MISSOURI PRESCRIPTION PILL AND DRUG DISPOSAL



Missouri P2D2 provides a list and map of 20 medicine collection boxes located in local police stations.



IT'S TIME FOR INFRASTRUCTURE THAT WORKS FOR RURAL AMERICA

Rural Americans need and deserve reliable and convenient transportation options, but current policies are failing them. Today we're releasing six recommendations to help the administration make things right, combined with stories of success from rural America showing a better approach.

Time and time again, federal policymakers have operated under the assumption that living in a rural area inevitably means spending a lot of time driving long distances to accomplish daily needs—and that rural residents have great enthusiasm for this. But this belief is out of touch with the reality of rural life, where more than 1 million households don't have access to a car, and for the most part, life is still arranged around small downtowns or town centers.

In addition, the folks who do drive are driving farther than they ever have before to accomplish the same things as yesterday—amounting to a great deal of cost, time, and inconvenience. New research from Transportation for America and Third Way released today finds that households in both rural and urban areas are driving significantly farther per trip as of 2017 than they were in 2001 to accomplish their commutes and daily tasks.

Yet households in lower-density suburban areas actually travel farther on average than households located near rural town centers. Our seven short stories in the back of this report show that many small towns are offering their residents the resources they need to achieve a high quality of life and travel conveniently and safely to jobs, school, stores, and more. Unfortunately, these towns' efforts are undercut by federal policy that treats rural places as "drive-through" country, hollows out the most economically productive places in rural America, moves destinations farther apart, and consistently fails to prioritize rural needs.

Congress's bipartisan infrastructure bill preserves many of these obstacles, but there are still plenty of opportunities ahead in how we implement that bill to make it easier for rural communities to revitalize their downtowns (bringing necessities together at one stop) and provide better transportation options. After this bill is finalized, federal decision-makers shouldn't tune out for five years until the next big transportation bill, like they usually do—they should put in the work now to make this transportation policy work for rural communities.

A BETTER APPROACH: SIX RECOMMENDATIONS

1. *Invest heavily in transit in rural America*
2. *Prioritize projects that improve access and reduce trip length*
3. *Prioritize safety for everyone in developed areas like town centers*
4. *Prioritize maintaining rural highways over expanding them*
5. *Connect rural areas by making a sizeable investment in better broadband access*
6. *Recalibrate federal agency policies and grant programs to better support rural town centers*

In addition to these simple but powerful recommendations, we also profile a handful of communities that are attempting to do things differently, including stories from Paris, TX, Burlington, NC, Oxford, MS, Erwin, TN, and more.

[READ MORE >](#) to access the detailed recommendations and full report.

SANDY NOLAN CELEBRATES 45 YEARS WITH OATS TRANSIT

Congratulations!

Sandy Nolan of High Ridge, Missouri is OATS Transit's longest tenured employee spanning 45 of OATS Transit's 50 years in business. She started in 1976 in the Bridgeton office just as OATS turned five years old. Over the decades she has worked in many different positions in both the office and driving, plus she has worked for both the Bridgeton office and the Festus office. According to Sandy, "I remember sitting on the office floor separating the appointment slips into driver schedules in the early days." She added "We have grown considerably since then and I feel fortunate to have grown with the company."

"Sandy has committed the last 45 years helping our riders arrive to their destinations safely" said Operations Manager Kevin Porter. "I can always count on Sandy in any role I ask of her. She has been a great asset to us and I am extremely grateful for her many years of service," added Porter.



Currently she is a driver for the Jefferson County operations, which includes JC Transit, JeffCo Express and OATS Transit.

Sandy has touched so many people's lives in the 45 years she has been at OATS Transit and we hope to have her here for many years to come. Thank you Sandy for providing safe, caring and reliable transportation service.

UPCOMING CONFERENCES



24th National Conference on
Rural Public and Intercity Bus Transportation
TRB Virtual Event
Charleston, South Carolina - October 25-27, 2021
[Conference Link](#)



EXPO 2021 CTAA Conference
Hilton Richmond Downtown
Richmond, Virginia - November 7-11, 2021
[Conference Link](#)



BEST PRACTICES: HOW DRIVERS CAN DE-ESCALATE STRESSFUL SITUATIONS WITH PASSENGERS

THE SECRET IS ENGAGING THE NEOCORTEX, ALSO KNOWN AS OUR ‘THINKING BRAIN.’

People are stressed; many have trauma and mental illness and some are experiencing homelessness. As these folks board your bus or train, your employees can quickly create connection and a friendly environment to keep things safe.

Our brains take in countless messages every minute throughout the day. Messages come in many forms – a funny look here, a comment someone makes there or a request to wear a mask. Many of these messages elicit a stress response in the survival parts of our brain. Each time the stress response is turned on, stress hormones are pumped into our bloodstream preparing us for action and response to the “threat.” This puts us in a bind, because many of our physiological responses to threats – increased blood pressure and heart rate, for example – are almost certain to escalate a situation on the bus.

To keep things safe and calm, we need to get into our neocortex – or “thinking brain” – which works quite slowly, but is reliable; allowing us to pause, consider and figure out what to do, rather than irrationally reacting. Keeping things calm is often referred to as de-escalation and what it usually entails is connecting with the person in some way that is non-conflictual to get their thinking brain involved.

At the People Incorporated Training Institute, a leading mental health and trauma education organization where I serve as director, we offer courses that cover a variety of tools to quickly help manage stressful situations in a variety of workplaces and settings, including public transit. For example, our training project with Metro Transit in Minneapolis in 2020 and 2021 covered a variety of tools to quickly help manage a stressful situation. We teach transit drivers to respond carefully in tense situations with the following advice:

- Take a moment to do a quick assessment of your mood and sense your surroundings. If you feel some tension, breathe in slowly and mindfully to exhale any tightness.

- Even though you may be wearing a mask, smile and make a connection with eye contact.
- Although it doesn’t sound like much, a pause is an important tool because it gives you a chance to stop and think about the next best thing to say or do. As you pause to observe, aim to listen and thoughtfully respond instead of reacting with defensiveness or judgement. Listening to understand will help keep a situation calm and avoid misunderstandings. The tool of active listening helps reflect and validate what we’re hearing to build rapport and mutual respect. Reflecting a simple validation like, “it sounds like you’re having a rough day,” or “it’s a lot to deal with,” shows you understand what the other person is saying.
- When people are emotional, instead of telling them to “calm down,” tell them you can see they’re upset and ask them what they need. A little human kindness or compassion goes a long way with a simple show of concern like “how’s it going?” or “what do you need?” These connecting questions are a tool to switch on the person’s thinking brain. In a way, the content of the question is not that important, it’s just a connector.
- Using a respectful “please” when asking for cooperation can keep a tense situation from escalating. Modeling that common courtesy shows we are professionals and deserve respect in return.

Using tools like friendly eye contact, a pause for awareness, reflective listening and asking with a “please” will help reduce tension in situations and create the non-threatening environment human brains are looking for, even if they don’t know it.

[CLICK FOR ARTICLE RESOURCE.](#)



TSA OFFICIALLY EXTENDS MASK MANDATE ON AIRPLANES, PUBLIC TRANSPORT AND PASSENGER RAIL UNTIL JANUARY 2022

The requirement to properly wear face coverings will be in place through January 18, 2022, as the fight against the spread of the COVID-19 virus continues. On August 10, the Transportation Security Administration (TSA) published an updated security directive that extends the requirement for passengers and employees on airplanes, public transportation and intercity surface transportation to wear masks through January 18, 2022.

The initial requirement for face masks went into effect Feb. 1 following President Joe Biden's Executive Order "Promoting COVID-19 Safety in Domestic and International Travel." The original directive's expiration of May 11 was extended to Sept. 13, 2021, and will now remain in place through mid-January 2022.

INITIAL MANDATE ARTICLE CAN BE FOUND [HERE](#) - FEBRUARY 1, 2021.

MANDATE EXTENSION ARTICLE CAN BE FOUND [HERE](#) - SEPTEMBER 13, 2021.

The Federal Transit Administration (FTA) updated its information page on the requirement and explained that while the date of enforcement has been extended, all other aspects of the security directive remain in place including exemptions and civil penalties. The TSA's updated security directive can be found **[HERE](#)** and the FTA's information page on the requirement can be found by clicking the link below.

[FTA INFORMATION PAGE](#)



WHY DO LEAVES CHANGE COLOR IN THE FALL?

What makes fall foliage so brilliant and bright?

Nature is so fascinating! Did you know that the vivid colors of fall leaves were actually there all summer, just masked by green—or, that the main reason that the leaves change color is NOT due to changing weather? Enjoy some naturalist fun facts about what causes leaves to change color.

WHY DO TREES CHANGE COLOR?

The main reason for the eye-popping color change is not autumn's chilly weather, but sunlight—or rather, the lack of daylight. Day and night are roughly equal in length on the autumnal equinox in late September, but afterward, nights are growing longer and days shorter.

As the autumn days shrink, the reduced daylight tells deciduous plants that it's time to stop gathering energy and get ready for the dormant season—winter. All leaves have different types of chemicals in them; one of these chemicals, chlorophyll, is responsible for absorbing sunlight and gives leaves their green color. As chemical changes begin to take place inside the plant, it causes a corky wall of cells (called the “abscission zone”) to form between the twig and the leaf stalk. This corky wall eventually causes the leaf to drop off in the breeze.

WHAT CAUSES THE BRIGHT YELLOW AND RED COLORS OF FALL LEAVES?

Once the waning hours of daylight trigger these changes and the green chlorophyll is gone, other pigments begin to reveal their bright faces!

- Carotenoids give leaves their brilliant yellow and orange colors.
- Anthocyanins are found in deep red and purplish leaves
- The presence of tannins means leaves will turn brownish or tan.

Yellow carotenoids exist in the leaf all summer, but are masked by chlorophyll during the growing season. Red anthocyanins, on the other hand, are

freshly produced by plants as fall conditions ramp up. Surprisingly enough, scientists aren't entirely sure why trees bother to produce a new pigment while otherwise trying to save their precious resources for the winter ahead. Some suggest that the bright red color could deter insect pests from feeding on leaves, or that red attracts birds that feed on (and spread) the trees' fruit.

WEATHER CONDITIONS BRING THE BEST FALL FOLIAGE?

While the daylight is the main factor that brings on fall foliage, several other factors contribute to how bright fall colors are: temperature, precipitation, and soil moisture.

- In general, cooler nights with decreasing temperatures throughout the day lead to more vivid colors.

WHICH TREES PRODUCE WHICH COLORS, AND WHICH TREES CHANGE COLOR FIRST?

To name a few:

- Aspen: Golden
- Beech: Golden brown
- Birch: bright yellow
- Canada Red Choke Cherry: red to redish-purple
- Poplar: golden yellow
- Sugar Maple: orange- red

WHERE CAN YOU FIND THE BEST FALL FOLIAGE?

Some level of autumn foliage changes in most regions of North America, but it's New England, the upper Midwest, the Rocky Mountains, and parts of the Appalachians that hold the jackpot for leaf peepers. The right climate and light conditions and an abundance of the tree varieties that hoard colorful pigments come together in these places.

This is a synopsis, [READ MORE>](#) for the full article.

DRIVERS WANTED

TRANSIT DISTRICT COULD CUT BUS ROUTES OVER DRIVER SHORTAGE

Citing a severe shortage of bus drivers, the Sunset Empire Transportation District is considering cuts to several routes across Clatsop County.

Jeff Hazen, the transit district's executive director, said he will make recommendations on which routes to cut at a board meeting on Aug. 26.

Most of the cuts would apply to weekend routes, including route 13 through Astoria, route 16 through Warrenton, route 21 through Cannon Beach and the Seaside Streetcar. Route 17 through Cannon Beach that operates on weekdays would also be cut. Additionally, route 15 through Warrenton, another weekday service, would only operate in the mornings from 5:50 to 9:03 a.m. and in the evenings from 5:30 to 8:43 p.m. Route 101, which runs from Astoria to Cannon Beach, would be cut from four buses a day to two.

Hazen said the decision did not come easily. "It is heart-wrenching," he said. "I never, ever thought that when I got on board with the system that I would have to make cuts."

Although difficult, Hazen said the transit district weighed the proposed cuts with consideration of how they would impact low-income residents who rely on public transportation.

"ONE THING WE HAVE TO DO IN PUBLIC TRANSPORTATION, WHEN WE ARE LOOKING AT EITHER EXPANSION OR CUTS IN SERVICE — EQUITY IS VERY CRUCIAL," HE SAID. "WE ARE REQUIRED TO LOOK AT THINGS THROUGH AN EQUITY LENS. THAT IS A LOT OF HOW IT WAS DONE."

Hazen noted that the transit district is not alone in dealing with a bus driver shortage, as it has touched all transportation sectors, particularly jobs that require a commercial driver's license. He said

they are more than willing to hire someone without a commercial driver's license and pay them to get trained, but they have stopped receiving applications altogether.

As for why a driver shortage is hitting the industry, Hazen is unsure. "I have no idea," he said. "I have never seen anything like this in my entire adult life or in my career. It is very, very unusual."

The transit district had expanded services shortly before the coronavirus pandemic took hold. "It was dynamite for us, then it all collapsed with the pandemic," Hazen said. But Hazen said they were still able to make due with the funding they had and hired over a dozen new people for disinfecting jobs. "I don't know of any other transit agency that went to the extent that we did," he said.

As the pandemic extended, it became harder and harder to find drivers. "It really reared its ugly head back when the pandemic started, but we were managing just fine," Hazen said. "We are always hiring drivers because we do have turnover. Really, this past six months, it really started (getting) worse and worse and then within the last couple of months, it has really gotten bad. "It got to the point where we were having severe shortages to where we do not have enough backup drivers when drivers call in sick. We have six people out on illness and we just don't have the backup drivers at this point."

If the board follows through with the cuts, Hazen could not say when the routes might be restored. We are going to have to wait and see," he said. "I don't have a crystal ball that tells me when people are going to start applying again. "We will look at other avenues to see what other possibilities there are, but it is really tough right now because there is so much competition for people with CDLs."

https://www.dailyastorian.com/coronavirus/transit-district-could-cut-bus-routes-over-driver-shortage/article_105dc94c-0039-11ec-aa27-737b53180856.html

TRANSIT LEADERS PRAISE INNOVATIVE ON-DEMAND PROGRAMS

During a recent press briefing hosted by the American Public Transportation Association, transit leaders highlighted the industry's ability to launch on-demand transit programs, which flourished during the pandemic.

On-demand transit projects that started before COVID-19 have led to robust ridership and speak to innovation that the public will need in a post-COVID world, according to experts during an event last week.

"From the start of the pandemic, the public transportation industry pivoted to meet a new world of never-before-seen challenges," said Paul Skoutelas, president and CEO of the [American Public Transportation Association \(APTA\)](#) during a July 28 press briefing. "Innovation became survival."

APTA organized the briefing to underscore transit innovation during the pandemic and to present a new report titled "[Mobility Innovation: The Case for Federal Investment and Support.](#)"

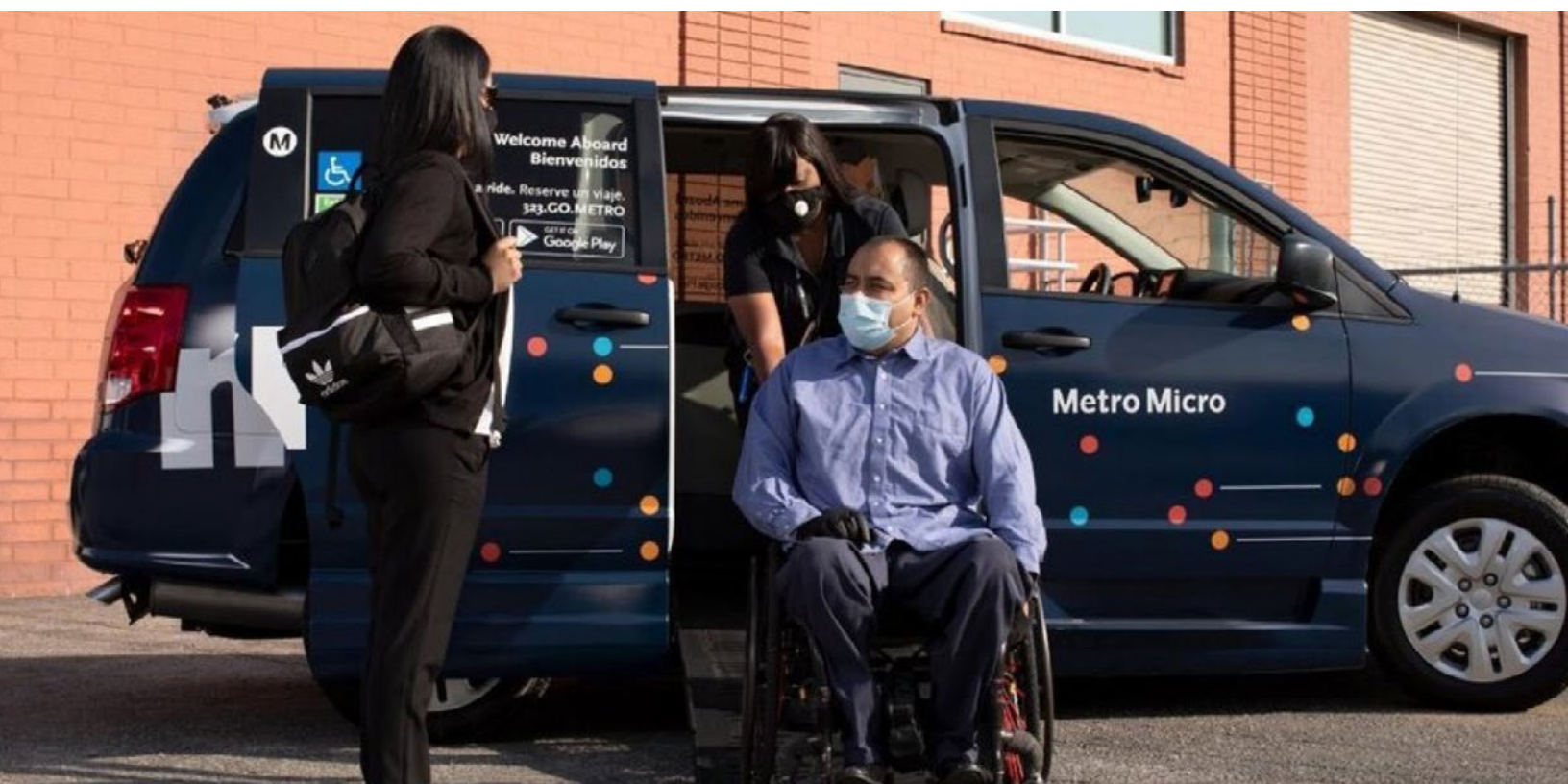
The case studies in the report explore how various transit systems have structured, launched and pivoted on-demand projects. In most cases, the on-demand projects aim to bring transit opportunities to areas where few options exist. These areas are often suburban locations with low-density housing. But in some instances, bigger cities seek to improve

their available transportation, as with a project in St. Petersburg, Fla., where the Pinellas Suncoast Transit Authority (PSTA) partnered with transportation network companies (TNCs) and taxis to provide late-night transportation for service workers.

In many cases, the arrangements depend on partnerships with private mobility providers. When the pandemic reshuffled all forms of normal American life, transit started serving communities in often unorthodox ways. In Los Angeles, an on-demand program launched as a first-mile, last-mile solution through a partnership with Via. The program's initial idea was to connect riders with transit stations. During the pandemic, the program, in addition to providing rides, morphed into a food delivery service for residents in need.

"When you have a partnership based on innovation, you can adjust that partnership to fit the needs of the moment," said Joshua Schank, chief innovation officer for L.A. Metro, at the briefing. "And then it's not a one-time thing. There are crises all the time. Different things come in and affect what you plan on doing. Being able to adjust is a lot easier when you're working in an innovation culture and with an innovative team in the firstplace. [READ MORE >](#)

www.govtech.com/fs/transit-leaders-praise-innovative-on-demand-programs



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 ABUSE AWARENESS IN RURAL TRANSIT – 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/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

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/

