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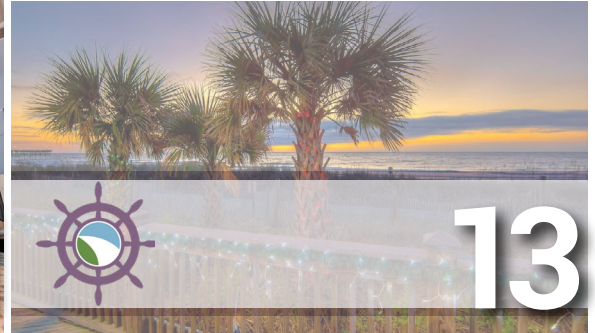
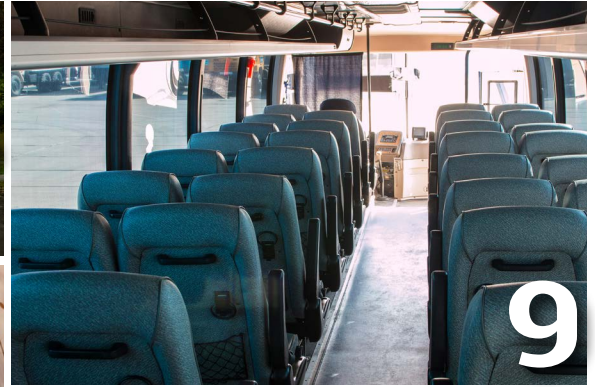
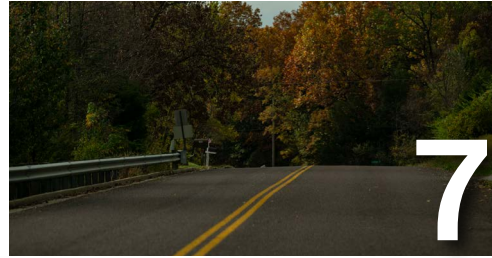
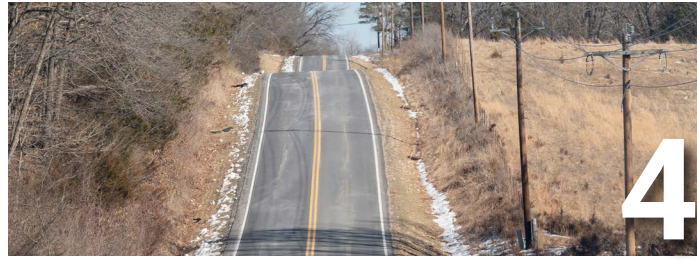


Fourth Quarter 2023 Edition
eNEWSLETTER

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



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Missouri RTAP Manager

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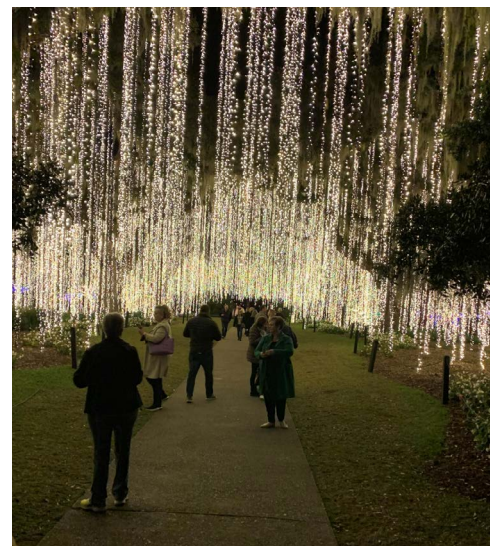
DEAR TRANSIT FRIENDS,

Season's Greetings from the entire Missouri RTAP staff. The holidays are nearly upon us as a very busy year draws to a close. As it does, we reflect on another successful year and the moments we were able to share with the rural transit agencies we serve. The Midwest Transit Conference in Kansas City earlier this fall allowed us an opportunity to connect with everyone and share program updates. And recently, Pat and I along with personnel from MoDOT, SMTS and OATS attended the National RTAP Conference in Myrtle Beach, SC on December 3-6. The conference was full of informative and useful sessions for both RTAP employees from the many state programs as well as rural transit providers. OATS staff members presented in two sessions. Jill Stedem participated in a session titled Cybersecurity: Where to Start and Resources to Utilize and Dion Knipp presented during a session titled Improving Your Driver Training Program: State Curriculums, Mentorship, DLDT, and Narcan Training. Missouri's rural transit system was well represented. Certainly, one of the other highlights was the evening event held at Brookgreen Gardens. During the Night of a Thousand Candles, the gardens came to life with more than 2,700 hand-lit candles and millions of sparkling lights. See the photo below for just a glimpse of the magic the garden's held during the event.

This past year was one of change for Missouri RTAP with Doreen Harkin's retirement in April and Pat taking over. We are excited to build on the momentum of the second half of the year, as we look ahead to 2024. Remember we are here to assist in any manner possible. Please send your 2024 training requests to Pat if you have not done so already. Keep in mind our office will be closed from Christmas to New Years during the Winter Break when campus closes. The semester has wrapped up and campus is now relatively quiet. We are looking forward to our time away. Before we say goodbye to 2023, the entire RTAP staff wish you, your employees, and families a very safe and happy holidays.

Happy Holidays!


Heath Pickerill,
Missouri RTAP Manager





U.S. DEPARTMENT OF TRANSPORTATION ADVANCES TRANSPORTATION SOLUTIONS IN UNDERSERVED COMMUNITIES WITH \$3.4 MILLION IN RURAL AND TRIBAL GRANTS

DOT SUPPORTS EARLY-STAGE DEVELOPMENT OF PROJECTS THROUGH NEW PILOT PROGRAM

WASHINGTON – The U.S. Department of Transportation (DOT) today announced it is advancing vital transportation projects in underserved communities across the United States by awarding 13 grants totaling \$3.4 million through the new Rural and Tribal Assistance Pilot Program (RTA).

Administered by the Build America Bureau, the RTA grant program supports early-stage development of transportation solutions in rural and Tribal communities with grants funding technical, legal, and financial assistance. The Bureau received 406 applications requesting more than \$127 million in funding. Of those, 70 applications totaling \$19 million were submitted from Tribal applicants.

The sheer number of applications received, and amount of funding requested demonstrates the tremendous need

for funding communities that have historically been left out of federal investment opportunities,” said Deputy U.S. Transportation Secretary Polly Trottenberg. “This is great progress in our mission to help our rural and Tribal partners realize their visions for safer and more efficient transportation options.”

“The Bureau is excited to work with these new partners to jump-start local projects and better position them to compete for DOT grants and explore innovative funding, financing, and delivery solutions,” said Bureau Executive Director Morteza Farajian. “The response to this funding opportunity was astounding and has highlighted how impactful the Program will be for our rural and Tribal communities. This is just the beginning.”

THE SELECTED AWARDEES ARE:

APPLICANT	PROJECT	AWARD
City of Independence (Oregon)	Design and engineering of Chestnut Street Bridge Replacement	\$320,000
City of Elkhorn (Wisconsin)	Design of Centralia Street Reconstruction and Bicycle Lane Addition	\$320,000
Roosevelt City (Utah)	Design, permitting, and estimating of 500 W. Roadway	\$266,000
Contra Costa County (California)	Design and estimating of Vasco Road Corridor Safety Improvements	\$320,000
Douglas County (Oregon)	Green Unincorporated Area Traffic Analysis and RAISE Grant Preparation	\$311,000
City of Blair (Nebraska)	Design of Missouri River Barge and Rail Expansion	\$263,000
Tolowa Dee-ni' Nation (California)	Design of separated pedestrian pathway and lighting for Connected Communities	\$315,000
Nulato Village (Alaska)	Design, permitting, and estimates for Nulato Small Port Development	\$320,000
Bois Forte Reservation Tribal Government (Minnesota)	Feasibility study for secondary evacuation route for Nett Lake	\$175,000
Fond du Lac Band of Lake Superior Chippewa (Minnesota)	Environmental study for Willard Munger State Trail Connection	\$320,000
Karuk Tribe (California)	Tribal Transit Feasibility Study and Design for improved transit services	\$40,000
Match-E-Bé-Nash-She-Wish Band of Pottawatomi Indians (Michigan)	Design and permitting for new road and trail (Wi-Zhewébetz É-Zhaygo: We Are Going Into the Future)	\$300,324
Igiugig Village Council (Alaska)	Design and permitting for Diamond Point integrated breakwater and barge landing	\$129,676

“As most of Indian Country is rural, we are happy to use these opportunities to work with them and ensure these historic opportunities under the BIL are accessible for all Americans,” said Assistant Secretary for Tribal Affairs Arlando Teller.

The RTA program, created by President Biden’s Bipartisan Infrastructure Law in November 2021, allocates \$10 million over five years to provide technical assistance for projects in rural and Tribal communities. The grants, which require no local match, may be used to hire staff or advisors to assist with early development-phase activities, including feasibility studies, preliminary engineering and design, environmental review, revenue forecasting, financial feasibility analysis, statutory and regulatory analysis, and drafting and negotiation of agreements.

The Bureau used a streamlined, simple application form and reviewed applications on a first-come, first-served basis. This approach reduced the burden on applicants new to or inexperienced with the Federal grant process and the numerous forms traditionally required for Federal grants. As part of the Administration’s commitment to advancing equity and opportunity for all American Indians, Alaska Natives, and Hawaiian Home Lands, the Transportation Secretary set a goal to increase

engagement with Tribes on a government-to-government basis that respects the principles of Tribal self-governance. To ensure equitable opportunity for Tribal governments to access the RTA grants, the Bureau reserved up to \$1.6 million for Tribal applicants under this solicitation.

The RTA joins the Thriving Communities Program, the Regional Infrastructure Accelerators, and other new technical assistance opportunities that seek to ensure communities have the tools to access federal funding and financing for transformative infrastructure projects. Find additional DOT technical assistance resources on the DOT Navigator at [transportation.gov/dot-navigator](https://www.transportation.gov/dot-navigator). For updates, subscribe to the Bureau newsletter and announcements [here](#).

The Build America Bureau advances investments in transportation infrastructure by lending Federal funds to qualified borrowers; clearing roadblocks for credit-worthy projects; and encouraging best practices in project planning, financing, delivery, and operations. The Bureau draws on expertise across DOT to serve as the point of coordination for states, municipalities, private partners, and other project sponsors seeking Federal financing.

DOT provides support for rural communities through the Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative, including user-friendly tools and information for communities interested in DOT’s grants and loans. More information can be found at the ROUTES Initiative website: [transportation.gov/rural](https://www.transportation.gov/rural).

[transportation.gov/briefing-room/us-department-transportation-advances-transportation-solutions-underserved](https://www.transportation.gov/briefing-room/us-department-transportation-advances-transportation-solutions-underserved)

Biden-Harris Administration Announces \$1.5 Billion Available through the 2024 RAISE Grant Program

As in previous years, popular RAISE Discretionary Grant Program will support transportation projects with significant local or regional impact.

WASHINGTON -- The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for 2024. The popular program helps communities around the country carry out projects with significant local or regional impact.

RAISE discretionary grants help project sponsors at the state and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects.

The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that may be harder to support through other U.S. DOT grant programs.

Recent examples of funded projects include a grade separation project in Chula Vista, California, a new downtown transit center in New Orleans, and reconstruction of Route 6 on the Standing Rock Indian Reservation in South Dakota. A full list of 2023 awarded projects is available [HERE](#).

"Across the country, I have seen firsthand how projects funded by our RAISE program are helping communities realize long-held dreams and well-planned visions for better infrastructure," said U.S. Transportation Secretary Pete Buttigieg. "Thanks to President Biden's leadership, we are delivering safer, cleaner infrastructure to communities of every size and in every part of the country, creating a new generation of jobs and helping families build generational wealth in the process."

In 2023, RAISE funding supported 162 projects in all 50 states, the District of Columbia, Puerto Rico, and the Northern Mariana Islands.

RAISE projects are rigorously reviewed and evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

Additionally, projects designated "RCN Program Extra" during the new FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program competition and submitted for consideration under the FY 2024 RAISE NOFO will have a greater opportunity to be advanced during the FY 2024 RAISE evaluation process, as described in the NOFO.

Half of the funding will go to projects in rural areas, and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the Bipartisan Infrastructure Law.

As was the case in previous years, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity. The Department also intends to use the RAISE program to support lowering costs for household budgets, wealth creation and the creation of good-paying jobs with the free and fair choice to join a union, the incorporation of strong labor standards, and training and placement programs, especially registered apprenticeships.

The NOFO is available [here](#). The deadline for applications is 11:59 PM EST on February 28, 2024 and selections will be announced no later than June 27, 2024.

[transportation.gov/briefing-room/biden-harris-administration-announces-15-billion-available-through-2024-raise-grant](https://www.transportation.gov/briefing-room/biden-harris-administration-announces-15-billion-available-through-2024-raise-grant)

Rural Opportunities to Use Transportation for Economic Success (ROUTES)

Photo by: Sam O'Keefe

The Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative prioritizes the needs of rural America by supporting rural transportation policy and equitable access for rural and Tribal communities that face challenges relating to transportation safety, mobility, and economic development.

The ROUTES Initiative addresses disparities in rural transportation infrastructure by developing user-friendly tools and information, aggregating DOT resources, and providing direct technical assistance to better connect rural communities with the funding, financing, and outreach resources available.

Toolkits and online information sources are available to help applicants access grant funds. Read our newly released Rural EV Infrastructure Toolkit, which was developed to help rural communities scope, plan, and fund electric mobility infrastructure.

ROUTES Supports Rural Communities

The ROUTES Initiative supports rural stakeholders through a comprehensive approach that includes:

- **Engaging Rural Communities** to better understand their transportation needs and work together to identify solutions.
- **Harmonizing DOT Programs** to best support rural mobility using the ROUTES Council to lead Departmental activities and better align new and existing funding, financing, and technical assistance programs with the needs of rural and Tribal communities.
- **Utilizing a Whole-of-Government Approach** by partnering with other federal agencies, initiatives, and regional commissions to expand the Department's presence in rural America, better promote resources, and capitalize on synergies between federal funding programs.

The ROUTES Council Guides the Initiative

The ROUTES Initiative was established in October 2019 with DOT Order 5050.1 and codified in Section 25010 of the Bipartisan Infrastructure Law in December 2021.

The Bipartisan Infrastructure Law instructed DOT to reconvene the ROUTES Council to organize, guide, and lead the ROUTES Initiative. The ROUTES Council ensures the needs of rural communities remain a priority throughout the Department. Chaired by the Deputy Secretary of Transportation and comprised of Departmental leadership, the ROUTES Council meets bi-monthly to coordinate ongoing activities and establish future priorities.

The Rural Transportation Network is Critical for Our Economy

Rural and Tribal communities are key to our nation's economic competitiveness and well-being, but they face significant transportation challenges that impede their safety, mobility, and economic development.

Rural roads account for a significant proportion of total lane miles in the United States, and they play a significant role in our nation's transportation system by safely moving people and goods to their destinations. However, rural areas face several transportation challenges relating to safety, usage, and infrastructure condition.

- While **only 19% of the U.S. population lives in rural areas**, 45% of all roadway fatalities and 34% of all public highway-rail grade crossing fatalities occur on rural roads.
- The **fatality rate on rural roads is 2 times higher** than on urban roads.

Rural transportation networks support domestic production, transport, and export of agriculture, mining, and energy commodities, as well as the quality of life for all Americans.

- **Two-thirds of rail freight originates in rural areas, and nearly half of all truck vehicle-miles-traveled (VMT) occur on rural roads.**
- **Ninety percent of posted (limited weight) bridges are in rural areas** – meaning that heavy trucks hauling in rural areas must traverse three-times the distance as in metro areas to find a safe bridge.

[transportation.gov/rural](https://www.transportation.gov/rural)



19% of Americans live in rural areas but 68% of our nation's total lane-miles are in rural areas



**Urban areas:
1,056 lane-miles
per 100,000 residents**



**Rural areas:
9,494 lane-miles per
100,000 residents**

**Fatality Rate Per 100 Million Vehicle-Miles
Traveled is 1.7 times greater in rural areas**



**Rural
1.84**



**Urban
1.08**

43%

of highway fatalities occur on rural roads



**Rural
16,665**



**Urban
21,650**



FEDERAL TRANSPORTATION LEADERS DISCUSS WAYS TO BOOST SAFETY

“A strong partnership between states and federal agencies is more important than ever to achieve zero fatalities,” noted Roger Millar, secretary of the Washington State Department of Transportation and AASHTO president, during the summit’s luncheon discussion event on October 17.

“One of my priorities with this summit is to engage with all the federal modal agencies and their safety operations,” he explained. “That will help them strengthen their partnerships with state DOTs to achieve greater safety engagement. Because the crisis on our roads is too big for any one federal agency or state government to handle alone – the only way to succeed is by working together.

Sophie Shulman, deputy administrator for the National Highway Traffic Safety Administration, stressed that the “Safe System Approach” being adopted and promoted by the U.S. Department of Transportation is the key to making the federal-state partnership to improve roadway safety succeed.

“Teamwork makes all the difference in improving roadway safety – and the safe system approach is all about breaking down silos and working across modal disciplines,” she explained. “We need a collective effort to reduce fatalities and we need to look closely at the interdisciplinary nature of safety. It’s all about working together and not alone, for compartmentalized plans are less effective.”

Shulman said NHTSA is primarily focused on three critical areas: safer people, safer vehicles, and safer infrastructure. “And rural [roadway] infrastructure is a key focus as half of [rural roadway] fatalities are unbuckled and half are killed in roadway departures,” she pointed out.

“The goal is safety and every office – federal, state, and local – has a role to play. Changing the way of planning leads to changes in practice – and that will create more chances to prevent crashes and reduce crash severity.”

Karl Alexy, chief safety officer for the Federal Railroad Administration, said that mindset applies to the nation’s

railroad network as well – especially where that network intersects with roadways at rail-grade crossings. “To my mind, given that we are trying to develop rail the way we are now in U.S., a safe rail system is critical,” he said. “You can have all the funding you want, but it won’t move people or freight if the system is not safe. That’s why we are so focused on improving the railroad safety culture.”

Joseph DeLorenzo, associate administrator for safety for the Federal Transit Administration, said his agency is viewing the safety issues through several different lenses.

“First we’re taking a closer look at rider and worker safety – looking at making [transit] systems free from crime, free from assault,” he explained. “This goes back to before COVID regarding an increase in assaults on transit workers and riders. How does this crime prevention piece fit in with our normal safety practices? That is one area we are working on.”

FTA is also looking to enhance broader transit safety efforts in partnership with state DOTs by examining a different set of questions, DeLorenzo said: “Where do transit systems intersect with what a state DOT does? Do transit systems stop in well-lit areas with safe crosswalks? We also need to think of how transit vehicles interact with roadways – what are the impact of roadway changes on buses? How will light rail and pedestrian traffic more safely interact?”

Darrell Ruban, associate administrator for safety at the Federal Motor Carrier Safety Administration, said his agency is engaged in several efforts to help reduce roadway crashes. “We are looking at the root causes of crashes through more data collection and the use of research dollars,” he said. “There are too many crashes and we know we can do more. We have to go above and beyond what we do in this particular area.”

He added that FMCSA is also focused on where technology can play a role in helping reduce crashes and the severity of those that occur as well, such as lane departure warning, anti-collision technology, and automated driving systems.

“We also need to share the information we have not just with the [trucking] industry we regulate, but with the general motoring public to help prevent crashes,” Ruban added. “We need to find a better way of sharing information and data. We also need to recognize that while traffic levels returned to normal after the pandemic, driver behaviors did not. How do we change that? We also need to look at where freight is growing as a sign of economic growth and what that [growth] does from a safety perspective, because [roadway] work zones are a big problem for commercial vehicles.”

Nanda Srinivasan, NHTSA’s associate administrator for research and program development, emphasized the important role better data collection and analysis will play in the effort to reduce roadway fatalities and injuries.

“Data is a big deal because it will help us better design [transportation] systems for people,” he said. “Impaired driving, distracted driving, and speeding all impact design. So we must ask ourselves: Is there something new that we can do? Because planning is the first line of defense where vehicle crashes are concerned, while EMS [emergency medical services] are the last line of defense.”

Cheryl Walker, associate administrator for safety at the Federal Highway Administration, added that while safety has always been a key transportation priority, she feels the industry is “seeing it at a new level” now. “This summit speaks volumes about the importance of [roadway] safety right now,” Walker pointed out.

“People are looking to us and to the decisions we make. So with every decision we make, safety needs to be in there; in everything we do. We all play a role and we all can save lives – so don’t discount ideas,” she said.

“We need to ask every [transportation] stakeholder; what can we do differently? Not just are we doing enough, but what can we do more of or differently? We all learn from one another so these discussions can spark an idea for someone else to take an action that could save lives.”

aashtojournal.transportation.org/federal-transportation-leaders-discuss-ways-to-boost-safety/



Assisting People with Finding Transportation

INTRODUCTION

If your organization provides a telephone or chat hotline service, you may receive inquiries from the public about how they can travel from Point A to Point B. Sometimes helping them is quite straightforward if there are public transportation agencies with fixed route and/or demand-response services that meet their needs. However, some rural regions do not have transportation to all areas that people need to travel. In addition, many individuals may have special needs due to disability or income level and may need extra assistance with transportation. These instructions provide agencies with guidance to assist people to find transportation options for various travel situations.

When someone calls and asks for assistance finding transportation, you may be able to help the person right away if there is an established transportation service that fully meets his or her needs. If there is not, you will need to gather some basic information about him or her, perform online and telephone research, and prepare the information so that the person will be able to use it to travel. If you are a national agency, you may receive requests for this type of help for any area throughout the country, so these steps can be used regardless of where requesters live or travel.

ASSESS THE SITUATION

Thank the person for the request and let him or her know you will be able to help, but first you need to find out some basic information. Find out the person's town, county and state (and if he or she needs to travel outside of those, what the destination town, county and state are).

Find out what type of transportation he or she needs (medical - emergency/non-emergency, transportation to work, errands, etc.).

Ask if the individual has a disability and his or her age. When asking for this information, explain that some agencies offer free or low-cost transportation if a person has a disability and/or is above a certain age.

If someone needs medical transportation, ask what insurance he or she has (private, Medicaid, etc.). Explain that sometimes insurers provide transportation. You don't need the insurance IDs.

Let the individual know that you need to research options and you will call back. Sometimes a person is anxious and want answers immediately, but you cannot do a good job of research while you are on the phone.

PERFORM RESEARCH

Use a web search engine to find the official (government) website for the town (and/or the town the person needs to travel to). Navigate to a transportation button. If there is no transportation button, call the main phone for the government agency number on the website and ask what transportation is available for the area.

If the passenger needs to travel to a specific hospital, check the hospital website first and see if transportation service is offered. Even if it is not offered on the website, call the hospital and inquire.

Use national databases to find transportation agencies and rides. Depending on the type of request, these resources may be helpful:

- National RTAP Rural Transportation List (when you click this link, a spreadsheet will download)
- Eldercare Locator *
- NCMM Database of Volunteer Drivers and NCMM Community Transportation Database
- BTS National Transit Map
- Montana State University Western Transportation Institute Interactive Mobility Map
- Rides in Sight
- Findhelp
- Veteran's Administration (VA) Maps (*after you identify a VA facility, click on the "Get Directions on Google Maps" link and click the bus icon. Note, this service is for Veterans only.*)

**The Eldercare Locator, a service of the Administration for Community Living, contains information about other services in addition to transportation.*

Mobility managers can assist people with identifying transportation options in their communities. Visit the National Center for Mobility Management NCMM States at a Glance database to find state contacts.

The National Aging and Disability Transportation Center (NADTC) can also provide technical assistance on transportation for older persons and those with disabilities.

Start gathering your lists. Include agency name, website and phone number. Call agencies that have a hotline (like elder services agencies) to see if they know of any transportation providers. Take notes.

Perform web searches (based on what passenger needs.) Here are some sample searches to use:

- Public transportation town state
- NEMT town state
- Paratransit town state
- Disabilities transportation town state
- Senior transportation town state
- Volunteer transportation town state
- (Their health insurance) transportation town state

Note: You can substitute county for town in any of the above searches.

If you are really coming up with no transit options for a specific town (and this happens), look for cabs/taxis and try to find low-cost options. This may involve calling the cab companies. Social services agencies and religious organizations in the person's town may help pay for some private transportation.

RELAY THE INFORMATION

Most people who need ride information call to ask for help and appreciate a phone call back. Read the person all of your notes that may be helpful (for example, the agency needs for you to call 24 hours in advance to book a ride) and verify that they wrote down the correct phone numbers. If someone wants web addresses, ask for an email address and send the information that way. Use your organizational email, rather than a personal email.

Some individuals express their anger regarding being refused a ride on paratransit, lack of availability of public transportation in their town, cost of transportation, or other issues.

Be kind and sympathetic and, if possible, find any available phone numbers, emails, forms, etc., where the person can express concerns. Let the person know whether your organization can or cannot advocate to any agencies on their behalf.

When you end the conversation, let the person know that if additional information resources are needed, they are welcome to contact you again.

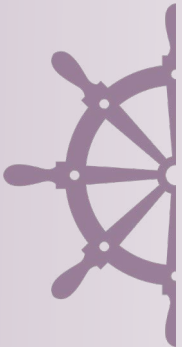
nationalrtap.org/Toolkits/Find-Anything-Toolkit/Assisting-People-With-Finding-Transportation#AssistingPeoplewithFindingTransportation



5th National RTAP Technical Assistance Navigating the Tides of Change with Rural & Tribal Transit Held on December 3-6 in Myrtle Beach, South Carolina CONFERENCE RECAP...

The 5th National RTAP Technical Assistance Conference: Navigating the Tides with Rural and Tribal Transit, was held on December 3-6 in Myrtle Beach, South Carolina.

Access the following resources from the conference:



PRESENTATIONS

(slides we have received are available on the conference app, which is available for mobile and desktop users)

CONFERENCE PHOTO ALBUM

STUDENT POSTERS

TRIBAL AWARDS

WALL OF FAME

congratulations

Congratulations to the winners of the App engagement contest: 1st – Machel Kyles, Trans-Con Group/Nroute Transit Commission; 2nd – Rebecca Hall, City of Frankfort, Grants Manager, Frankfort, KY; 3rd – Julius Adolfsson, Alaska DOT&PF, Juneau, AK

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 Pat Diaku, MO-RTAP Program Specialist, at diakup@mst.edu or 573-341-6155.

1. ACTIVE SHOOTER PREVENTION AND RESPONSE – 2 HOURS.
2. AGGRESSIVE DRIVING – 1 HOUR.
3. ASSAULT AWARENESS AND PREVENTION FOR TRANSIT OPERATORS – 1.5 HOURS
4. BACKING SAFETY – 1 HOUR.
5. BASIC FIRST AID – 1 HOUR.
6. BLOOD BORNE PATHOGENS – 1 HOUR.
7. CPR & BASIC FIRST AID – 4 HOURS.
8. DEALING WITH DIFFICULT PASSENGERS – 2 HOURS.
9. DEFENSIVE DRIVING – 3 HOURS.
10. DISTRACTIVE DRIVING – 1 HOUR.
11. DIVERSITY & AWARENESS TRAINING - PROVIDING QUALITY CUSTOMER SERVICE FOR TRANSPORTATION PASSENGERS WHO HAVE DISABILITIES – 2 HOURS.
12. DRIVEN TO EXTREMES – 1 HOUR.
13. DRUG & ALCOHOL AWARENESS – 1 HOUR.
14. EMERGENCY & EVACUATION PROCEDURES – 1 1/2 TO 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. VIOLENCE IN THE TRANSIT WORKFORCE – PREVENTION, RESPONSE AND RECOVERY – 1.5 HOURS
26. WHEELCHAIR SECUREMENT – 2 TO 3 HOURS DEPENDING ON NUMBER OF PARTICIPANTS.
27. 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/

