



Envision This: A Day With Zero Roadway Deaths

Last year, as reported by the [NC Executive Council for Highway Safety](#), 1,357 people were killed on North Carolina roads—the highest number of roadway deaths in the state since 2008. To address the unacceptable level of loss from motor vehicle crashes, North Carolina has joined the national “Toward Zero Deaths” movement to reduce traffic death and injury by creating a Vision Zero program.

Sweden started the first [Vision Zero initiative](#) in 1997 and has since cut the number of fatalities on its roads by over 40 percent. The NC Vision Zero program is based on two concepts that remain fundamental to each of the city, state, and national programs worldwide—that no death on the road is acceptable and that loss of human life is not an inevitable cost of mobility.



North Carolina’s three biggest concerns

Statewide data from 2014 indicate three areas of greatest concern for reducing traffic fatalities in our state:

- ◆ **Seat Belt Use:** 41% of all people killed on NC roads were not wearing a seat belt;
- ◆ **Impaired Driving:** 243 people were killed on NC roads as a result of impaired driving;
- ◆ **Speeding:** Over one-third of all deaths on NC roads were related to speeding.

To reduce the number of injuries and deaths on our roads, the NC Vision Zero program brings together engineers, educators, emergency response, law enforcement, and the community for collaboration and data-driven interventions to prevent crashes from occurring.

According to the National Highway Traffic Safety Administration, over 90 percent of crashes nationwide are caused by driver error ([NHTSA, 2015](#)). While the traffic safety experts work to make our roads safer, it’s ultimately up to each road user to make sound decisions while on the road. We each play an important role in keeping our roads safe.

Two simple things we all can do

Be an example. Your actions set a standard and example for those around you. Drive how you want your children to drive in twenty years. [This video](#), produced by Canada’s Transport Accident Commission, is a great example of how important it is.

Be an advocate. In any vehicle that you occupy, you have the power to prevent a crash. If a driver is tempted to use his phone while driving, offer to text or navigate for him. Insist that everyone wears a seatbelt, and speak up if you feel unsafe.

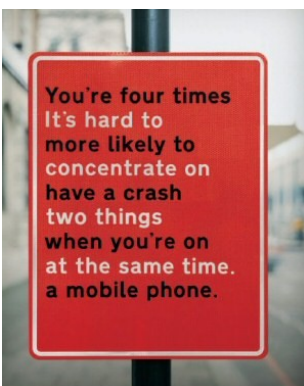
For more information on NC Vision Zero, contact Tracy Anderson at NC LTAP, tjanders@ncsu.edu.

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transportation **TRACKS**
Technology Transfer Newsletter

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The FAST Act

By U.S. Department of Transportation

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. Secretary Foxx and his team at U.S. DOT have worked tirelessly to advocate for a long term bill, underscoring the needed sense of urgency to the American people.

As Secretary Foxx said, "After hundreds of Congressional meetings, two bus tours, visits to 43 states and so much uncertainty—and 36 short term extensions—it has been a long and bumpy ride to a long-term transportation bill. It's not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible."



Photo by epSos.de

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system, increasing funding by 11 percent over five years. This is far short of the amount needed to reduce congestion on our roads and meet the increasing demands on our transportation systems, in comparison, the Administration's proposal, the GROW AMERICA Act, increases funding by 45 percent.

The Law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools and establishing new programs to advance critical freight projects.

Below is a more detailed summary of some FAST Act provisions. More detailed descriptions of how the FAST Act will affect each mode of transportation will be released in the coming weeks.

Project Delivery

DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

Freight

The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for

FAST Act (*continued from page 2*)

the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

Innovative Finance Bureau

The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

Safety

The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufacturers from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

Transit

The FAST Act includes a number of positive provisions. Including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

Ladders of Opportunity

The Act includes a number of items that strengthen workforce training and improve regional planning. The include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential developments near transit hubs in an effort to shore up transit ridership and promote walkable sustainable land use.

This article is republished from the U.S. DOT website, www.transportation.gov/fastact.

Meet The Instructor: Paul McCain

Professional civil engineer Paul McCain, PE is known to some as the NC LTAP instructor who throws candy to class participants.

After teaching LTAP classes for about 25 years, candy is only a small part of the lively experience of sitting through a class with Paul. Participants frequently rave about his “entertaining” style of teaching. One review stated that Paul is “one of the best instructors—knowledgeable, energetic, and keeps your attention. It’s always a blast having Paul.”



NC LTAP Instructor Paul McCain, PE

An engineer from an early age

Born and raised in Wilson, NC, Paul played lots of sports in his childhood. He said it’s ironic that the courses he teaches now are largely related to safety, because “growing up, my Mom used to say that every kind of doctor had the opportunity to sew me back up, except the OBGYN. It may be a minor miracle and certainly a testament to numerous excellent and very talented health care professionals that I am even still around!” From an early age, Paul enjoyed working with his hands, taking things apart, putting them back together and understanding how things work. It is no surprise that this curiosity in youth led him to a career in Civil Engineering and construction management.

Paul and his wife Beth have been married for 30 years this fall and have three children. When his wife accepted his proposal, he said “she informed me that her choice was either to marry me or begin her career in the Peace Corps ... both of which clearly constitute a life of public service.” In his rare free time, Paul enjoys salt water fishing.

Last year, Paul traveled to Abu Dhabi in the United Arab Emirates to teach Project Planning and Scheduling and Construction Contract Terms and Conditions to engineers in the area. “A long way from Wilson County,” Paul said the trip was “very interesting, challenging, and fun!”

If you haven’t had a chance to take a class with Paul, it’s not too late. Later this month, he’ll be teaching Confined Space in Durham. You can make a safe bet that there will be candy involved.



NCDOT Thinks Green

The North Carolina Department of Transportation is dedicated to doing its part to shrink its ‘carbon footprint’. The department has a **3R Program** in place that’s focused on generating ways for NCDOT to **Reduce, Reuse** and **Recycle** waste.

In just one year, for example, the department recycled 1,106 tons of office paper, telephone books and cardboard, which saved 18,802 trees and 3,383 cubic yards of landfill space.

NCDOT recycling efforts go far beyond paper products alone. In the fiscal year 2009-2010 the department statewide recycled 2461 tons of highway signs, scrap metal, and aluminum cans.

Visit the [NCDOT website](#) to learn more about how the department reuses and recycles office equipment, highway signs and even asphalt.



Each year NCDOT recycles thousands of tons of cardboard, highway signs, and many other materials through its successful 3R Program.

Build a Better Mousetrap National Competition

Have you or someone in your organization developed an innovative solution for on the job?

We're looking for projects that you, your employees or crew have designed and built—it can be anything from new and improved tools, equipment modifications, or processes that increase safety, reduce cost, improve efficiency, and improve the quality of transportation.

Submit your idea for a chance to participate in the **Build a Better Mousetrap National Competition!** Complete the [online form](#) by June 10, 2016 to be entered into this year's competition.

For more information, visit the [Build a Better Mousetrap national competition website](#).

Questions?
Email Tracy Anderson at NC LTAP,
tjanders@ncsu.edu

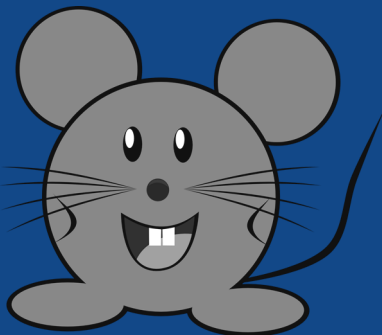
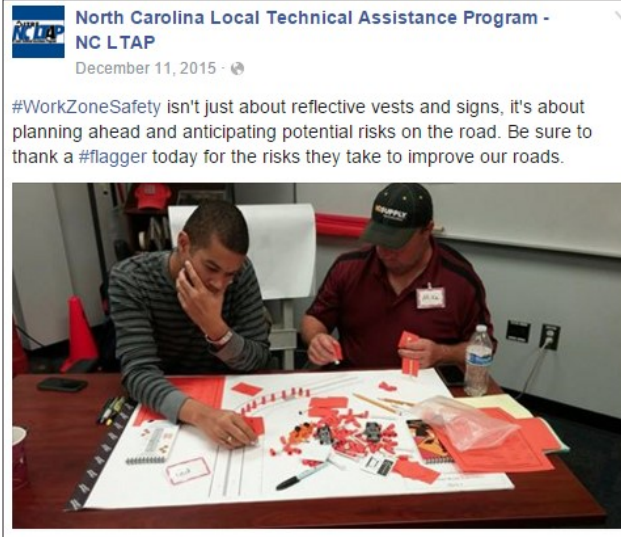


Image source: pixabay.com



Facebook Drawing Winner

Congratulations to **Jocelyn Moon** for winning our first Facebook drawing for a free LTAP class.

[Like us](#) on Facebook for news, special offers, and class announcements!

Become A Master Roads Scholar

Master Roads Scholar, a new advanced level in the Roads Scholar Program, provides participants an opportunity to further develop their knowledge and technical skills. Master Roads Scholar participants must first complete both the entry and advanced level Roads Scholar courses, then complete six Master level courses and write a case study focusing on a local transportation project.

Master Roads Scholar courses include:

- ◆ Asset Management
- ◆ 7 Habits of Highly Effective People
- ◆ ADA Regulations and Requirements
- ◆ Communicating with the Public and Media
- ◆ Ethics of Public Works
- ◆ Fundamentals of Government
- ◆ Storm and Emergency Management
- ◆ Team Building



Upon program completion, Master Road Scholars receive:

- ◆ Certificate of training
- ◆ Recognition at the NC APWA Streets Division Annual Meeting
- ◆ Recognition in LTAP's Transportation Tracks newsletter
- ◆ Letter of Commendation, copied to supervisor and mayor
- ◆ Press release announcing achievement in local newspaper
- ◆ Master Roads Scholar shirt

[Register online](#) for Master Roads Scholar courses, and for more information, email Bill Woods at NC LTAP, bill_woods@ncsu.edu.

National Network of Technical Assistance Programs Bolster Local Road Safety Efforts

By Janet Leli, New Jersey LTAP



The Local and Tribal Technical Assistance Program (LTAP/TTAP), a network of 58 centers established by the Federal Highway Administration (FHWA), helps local governments improve management of their transportation systems. These centers support the local agencies that manage more than 3 million miles of roads and over 300,000 bridges. One of the focus areas of LTAP/TTAP is safety a topic of impact for all of us.

In summer 2011, the National Local Technical Assistance Program Association (NLTAPA) Executive Committee formally endorsed the FHWA strategic focus on safety and accepted the Association's role as a leader in local road safety. In a move to strategically manage LTAP/TTAP Center safety efforts, NLTAPA and FHWA agreed to bring greater alignment in their work to enhance both individual centers and the program as a whole. NLTAPA is committed to its role as a primary partner in reducing deaths on our nation's local and rural roads, and fully recognizes the challenges that local agencies face in this area.

One of the first actions that FHWA and NLTAPA took was to combine their individual safety groups into a jointly directed effort whose mission is to provide local, rural, and tribal road agencies with the safety training, materials, knowledge and technical assistance needed to reduce fatalities and injuries on their roads. What this means in day-to-day activities is that there is a concerted effort to bring safety resources from both the FHWA Office of Safety and the Resource Center safety team, as well as partners such as ARTBA, American Public Works Association, American Association of State Highway and Transportation Officials, and National Association of County Engineers, into the hands of the LTAP/TTAP Center customers. The joint program delivers safety tools, technical publications, technical assistance, and training materials to LTAP/TTAP Centers, where they can in turn reach tens of thousands of people every year. Safety training accounts for about 40 percent of all LTAP/TTAP training conducted annually. While the majority of these workshops are work zone and worker safety-oriented, 11 percent is constituted by roadway safety topics. In 2014, LTAP/TTAP Centers provided more than a million participant hours of training to over 175,000 local, rural, and tribal road practitioners through nearly 2,000 workshops.

National Network *(continued from page 6)*

LTAP/TTAP Centers are supporting their local agencies with more than training. Efforts to boost the capacity of local public works and engineering departments are occurring through some very innovative activities. Nearly 20 centers are engaged in road safety audits, and more than half of the centers are conducting site visits to local departments to help identify and solve local safety problems. These are tremendous contributions in many small towns across rural America, where public works and road crew personnel are often minimal.

There are some great examples of where LTAP/TTAP Centers have been able to create programs that compliment the capabilities of their local agencies. Working with their state DOT and FHWA Division, the Connecticut LTAP implemented two “Circuit Rider” outreach programs in the past two years to assist local agencies. Two dedicated personnel, a Roadway Safety Circuit Rider and a Traffic Signal Systems Circuit Rider, allocate a considerable amount of time working in the field with municipalities identifying and addressing roadway safety issues to help cities and towns develop operation and maintenance plans to optimize their traffic safety.

Similar programs exist in other LTAP/TTAP Centers. In 2014, the Washington LTAP Center provided training and technical support to counties to develop local road safety plans. In Washington state, developing a local road safety plan was a requirement for eligibility for County Safety Pro-gram (CSP) funds, part of the local share of the federal Highway Safety Improvement Program. Washington LTAP provided summary data for each county in the state to both prioritize crashes by severity and type, and to provide comparisons to other county roads statewide. The Center also conducted workshops to increase understanding about local road safety plan content, and partnered with the FHWA Data and Analysis Technical Assistance Program to provide three training sessions on the Systemic Safety Project Selection Tool. The Center then provided local technical support and content review to help counties finalize their plans. Ultimately, 31 of 39 counties completed a local road safety plan in 2014, without any additional funds provided, and 30 of those counties received funding from the CSP program.

Identifying troublesome locations where safety countermeasures can be implemented is another area where centers have come to assist locals. Not only is access to crash data an issue for many local agencies, but having the means to use that data to conduct solution-oriented analysis is another void centers can help to fill. About 65 percent of centers are able to access road safety data for their locals, and more than a third of centers are involved with data analysis and problem prioritization. Some LTAP/TTAP Centers, including Illinois, Kansas, Utah, New Jersey, and Louisiana, are working to solve the challenges of collecting crash data and conducting objective crash analysis on local road networks as a service to their local agency customers. Looking at data for hot spots or locations for implementing systemic safety improvements is critical in the decision making process for local agencies.

Across the country, and certainly within tribal jurisdictions, LTAP/TTAP is looking at ways to spread the safety message. Introducing the Highway Safety Manual and reinforcing the Manual of Uniform Traffic Control Devices are practices occurring in almost every state, providing local agencies with the “how” and “why” to keep roadway users safe. Centers act as a national network to share information, and they are able to coordinate safety messages among their constituents through their role as a trusted resource that understands local agencies. Thus, it is often the LTAP/TTAP Center that is able to bring together transportation professionals from different disciplines in order to address safety concerns at the local level.

If you are interested in learning more about the LTAP and/or TTAP Center that serves your area, please visit LTAP.org and use the center locator tool. LTAP Centers operate in all 50 states and Puerto Rico, and seven TTAP Centers serve regional tribal governments, all of which participate in some combination of safety activities.

Janet Leli is New Jersey Local Technical Assistance Program director at Rutgers, the State University of New Jersey. This article is republished from Transportation Builder magazine (May/June 2015), © American Road & Transportation Builders Association (ARTBA), and is edited for readers of this newsletter.

Upcoming 2016 Classes

[Register online](#) for these and other NC LTAP training offerings. For more information, email Bill Woods, bill_woods@ncsu.edu.

February 26: Confined Space (Durham, NC)

This workshop is a follow-up to the Trenching Competent Person workshop. It is a must for any field supervisor who has crews working in confined spaces, such as: manholes, catch basins, meter vaults, and excavations deeper than four feet. This training includes instruction on the New Construction Confined Space Standards.

March 1: Basic Work Zone (Durham, NC)

This workshop teaches the basics of work zone traffic control. The course covers short-term operations (no longer than one work shift) and focuses on daytime activities.

March 2: Intermediate Work Zone (Durham, NC)

This workshop builds on the information covered in the Basic Work Zone Safety course, with particular emphasis paid to multi-lane urban streets. Multi-lane intersection work zones, detours, and mobile operations are covered in detail.



March 17: Fall Protection (Raleigh, NC)

This class provides an overview of many different fall protection provisions, interpretations and grandfathered work environments, including OSHA regulations.

March 28: Road Safety Fundamentals (Charlotte, NC)

A one-day workshop focusing on processes for incorporating safety into all aspects of local and rural road projects, and on making safety a priority through inclusion in the traditional decision-making process—365 days a year. The main goal of this workshop is to raise the safety awareness of practitioners on how to incorporate safety into project development and everyday work. It stresses the importance of road safety, and illustrates how it can be integrated into rural/local transportation project development at all stages: planning, design, construction, implementation, operations, and maintenance.

March 29: Traffic Calming (Charlotte, NC)

This class provides instruction on physical measures which can reduce negative effects of motor vehicle use, improve conditions for road users, and alter driver behavior.

March 30: How To Keep Yourself And Your Agency Out Of Court (Raleigh, NC)

This class provides an understanding of the importance and implications of tort liability risk for road agencies. The class will cover risk management principles, review risk management activities, and identify ways to reduce risk. Students will study examples that show the importance of considering human behavior when planning for their city or town.

Upcoming 2016 Events

February 25

Free Webinar: How Do You Get to Step "A" of Asset Management (APWA). [Register here.](#)

February 29

Webinar: A Sampling of Winter Maintenance Best Practices in Europe (Transportation Research Board). [Register here.](#)

March 22

Free Webinar: An Overview of the Factors and Processes to Increase Organization Safety Culture (National Center for Rural Safety). [Register here.](#)

April 11-15

Work Zone Awareness Week (American Traffic Safety Services Association)

May 22-25

North American Snow Conference (APWA). [Register here.](#)

Let Us Know!



Complete and Fax the form below to update your contact information in our NC LTAP database, add yourself or a colleague to our NCTROADS email listserv, or request information about the Roads Scholar Program or other training opportunities. Fax this form to **919-515-8898**, or email your information to Linda Collier, linda_collier@ncsu.edu.

Your Name: _____

Company / Organization: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____

Check all appropriate items:

Add / update to NCTROADS listserv

Send Roads Scholar Program info

Send Training class schedule info

Join the NCTROADS Listserv

Make your computer work for you!
Subscribe to our NCTROADS email listserv. It's free and easy.

NCTROADS is an informal network for exchanging news about current research, discussion of problems and solutions, requests for advice and assistance, and announcements of upcoming conferences, events and training opportunities for transportation personnel.

To subscribe, simply email Linda Collier at NC LTAP, linda_collier@ncsu.edu, and ask to be added to NCTROADS.

Once subscribed, you can post messages and send questions to all listserv members at NCTROADS@lists.ncsu.edu.



Registration Form | North Carolina Local Technical Assistance Program | January – May 2016

Register Online: www.itre.ncsu.edu/LTAP/education/index.htm

Register by Email: bill_woods@ncsu.edu

Register by Mail: Complete and mail this form with check payable to NC State University.
Mail to ITRE / NC State, Attention: Bill Woods, Campus Box 8601, Raleigh NC 27695-8601

Course descriptions available on [NC LTAP website](#). Also check website for additional training dates.

Sign Me Up	Date	Class Title	Location	RS / ARS	Cost
	February 10, 2016	Excavation Safety	Durham	RS	\$150.00
	February 11-12, 2016	OSHA 10 Hour Safety Training	Durham	ARS	\$175.00
	February 26, 2016	Confined Space Entry and Lockout/Tagout	Raleigh	RS	\$150.00
	March 1, 2016	Basic Work Zone Safety	Durham	RS	\$125.00
	March 2, 2016	Intermediate Work Zone Safety	Durham	RS	\$150.00
	March 7-9, 2016	APWA-NC Basic Construction Inspection	Charlotte		\$300.00
	March 17, 2016	Fall Protection	Raleigh	ARS	\$150.00
	March 28, 2016	Road Safety Fundamentals	Charlotte	RS	\$125.00
	March 29, 2016	Traffic Calming	Charlotte	ARS	\$125.00
	March 30, 2016	How to Keep Yourself and Your Agency Out of Court	Raleigh	ARS	125.00
	March 31, 2016	Low Cost Safety Improvements	Raleigh	RS	\$135.00
	April 1, 2016	Road Safety: 365	Durham	RS	\$125.00
	April 5, 2016	Basic Work Zone Safety	Rocky Mount	RS	\$125.00
	April 6, 2016	Intermediate Work Zone Safety	Rocky Mount	RS	\$150.00
	April 7-8, 2016	Flagging Instructor Training	Rocky Mount	ARS	\$225.00
	April 15, 2016	Concrete: What? When? And How?	Raleigh	RS	\$175.00
	April 26, 2016	Asphalt Pavement Maintenance	Raleigh	RS	\$125.00
	April 27, 2016	Soils Fundamentals	Raleigh	RS	\$125.00
	April 28, 2016	Maintenance and Repair of Utility Cuts	Raleigh	RS	\$90.00
	April 13, 2016	Concrete: What? When? And How?	Charlotte	RS	\$175.00
	May 19-20, 2016	APWA-NC Advanced Construction Inspection	Raleigh		\$300.00

Confirmation letters **emailed** 2 weeks prior to the class. Parking passes **emailed** 2 days prior. Dress is casual.

Name:	Employer:
Title:	Department:
Address:	
City:	State: Zip:
Phone:	Email:
Supervisor's Name:	Title:
Confirmation and/or Parking Pass (Raleigh location only) Email to:	

Registration Form | North Carolina Local Technical Assistance Program | May – December 2016

Register Online: www.itre.ncsu.edu/LTAP/education/index.htmRegister by Email: bill_woods@ncsu.eduRegister by Mail: Complete and mail this form with check payable to NC State University.
Mail to ITRE / NC State, Attention: Bill Woods, Campus Box 8601, Raleigh NC 27695-8601Course descriptions available on [NC LTAP website](#). Also check website for additional training dates.

Sign Me Up	Date	Class Title	Location	RS / ARS	Cost
	May 24, 2016	Basic Work Zone Safety	Kings Mountain	RS	\$125.00
	May 25, 2016	Intermediate Work Zone Safety	Kings Mountain	RS	\$150.00
	May 26-27, 2016	Flagging Instructor Training	Kings Mountain	ARS	\$225.00
	May 27, 2016	Flagger Training PM (12:30-4:30)	Kings Mountain	RS	\$90.00
	June 7, 2016	Work Zone Supervisor RECERTIFICATION	Raleigh	ARS	\$150.00
	June 8, 2016	Flagging Instructor RECERTIFICATION	Raleigh	ARS	\$150.00
	June 9-10, 2016	Flagging Instructor Training	Raleigh	ARS	\$225.00
	June 13-15, 2016	Work Zone Supervisor Safety Training	Raleigh	ARS	\$425.00
	June 16, 2016	Basic Work Zone Safety	Raleigh	RS	\$125.00
	June 17, 2016	Flagger Training am	Raleigh	RS	\$90.00
	December 6-8, 2016	Work Zone Supervisor Safety Training	Raleigh	ARS	\$425
	December 9, 2016	Work Zone Supervisor RECERTIFICATION	Raleigh	ARS	\$150.00
	December 12, 2016	Basic Work Zone Safety	Raleigh	RS	\$125.00
	December 13, 2016	Intermediate Work Zone Safety	Raleigh	RS	\$150.00
	December 14, 2016	Guardrail Design Installation and Maintenance	Raleigh	ARS	\$125.00
	December 15-16, 2016	Flagging Instructor Training	Raleigh	ARS	\$225.00
	December 16, 2016	Flagger Training pm	Raleigh	RS	\$90.00

Confirmation letters **emailed** 2 weeks prior to the class. Parking passes **emailed** 2 days prior. Dress is casual.

Name:	Employer:
Title:	Department:
Address:	
City:	State: Zip:
Phone:	Email:
Supervisor's Name:	Title:
Confirmation and/or Parking Pass (Raleigh location only) Email to:	

LTAP Links on the Web

NC LTAP	www.itre.ncsu.edu/LTAP
National LTAP / TTAP	www.ltap.org
Federal Highway Administration (FHWA)	www.fhwa.dot.gov
U.S. Department of Transportation	www.dot.gov
Institute of Transportation Engineers (ITE)	www.ite.org
NC Section of ITE (NCSITE)	www.ncsite.org
NC Department of Transportation (NCDOT)	www.ncdot.gov
UNC School of Government	www.sog.unc.edu



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