

BETTER ROADS SAFER ROADS



SLOW DOWN, TEXAS.
At high speeds, mistakes turn deadly.

BETTER ROADS SAFER ROADS

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The EDC program identifies proven innovations previously successful within states and helps provide technical assistance for additional state partners to fast track and develop those methods.

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The Local Technical Assistance Program (LTAP) is a nationwide effort financed by the Federal Highway Administration and individual state departments of transportation. Its purpose is to translate into understandable terms the best available technology for roadways, bridges, bicycle and pedestrian facilities, and public transportation for city and county roadway and transportation personnel. The TxLTAP, operated by the University of Texas at Arlington, is sponsored by the Texas Department of Transportation (TxDOT) and the Federal Highway Administration. This newsletter is designed to keep you informed about new publications, techniques, and training opportunities that may be helpful to you and your community.

USDOT HELPS STATES IMPLEMENT PROVEN TECHNOLOGIES THROUGH THE EVERY DAY COUNTS PROGRAM

U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) recently unveiled a new set of innovations in transportation that will help states build projects faster and improve safety through the [Every Day Counts \(EDC\) Program](#), EDC-8 Innovations for 2026 - 2027.

The EDC program identifies proven innovations previously successful within states and helps provide technical assistance for additional state partners to fast track and develop those methods. From smarter nighttime work zone practices to high-reliability data sharing tools, this slate of innovations has already been adopted by more than 15 states. Now in its eighth round, this program brings together state transportation departments, local governments, tribes, and the private sector to modernize American infrastructure.

"The Every Day Counts program has rapidly deployed proven technologies and processes that can be shared and implemented across states to deliver a safer and faster transportation network for Americans," said FHWA Administrator Sean McMaster. "This latest round of innovations is taking transportation solutions to a new level to ensure our roads and bridges are built better and in less time."

More information on EDC is available at [Every Day Counts](#).

LIST OF EDC-8 INNOVATIONS:

ADVANCING NIGHTTIME WORK ZONE SAFETY: The Work Zone Safety Initiative aims to offer tools to help transportation agencies adopt safer, more innovative nighttime work zone practices.

BEYOND BID-BUILD -

INNOVATIVE PROJECT DELIVERY METHODS:

Beyond Bid-Build uses alternative contracting methods to offer

flexible tools that bring in expertise earlier and reduce risks, helping agencies deliver projects faster, smarter, and with better long-term outcomes.

CONNECTED CORRIDORS: Connected Corridors helps states work in a coordinated, shared approach, while ensuring each agency retains control over its own data and platforms. Reliable data sharing and common quality standards help improve safety and efficiency while supporting more innovation on a national scale.

INTEGRATED DIGITAL PROJECT DELIVERY: Integrated Digital Project Delivery helps transportation agencies improve the way they plan, build, and maintain projects by connecting people and information in one system. With shared digital models and easy to use online tools, teams can quickly find accurate data, solve problems sooner, and deliver safer and more reliable projects.

SUBSURFACE UTILITY ENGINEERING (SUE): Unexpected utility hits are a major cause of delays, added costs, and safety risks on highway projects. SUE helps fix this problem by using proven tools to locate and map utilities early in the planning process. With better information upfront, agencies can avoid surprises and keep projects on schedule.

INNOVATIVE INFRASTRUCTURE MANAGEMENT: UAS 2.0:

Innovative Infrastructure Management offers transportation agencies new opportunities to improve how they inspect and maintain critical infrastructure. Building on the nationwide success of earlier drone adoption, these next generation tools help agencies work more safely, efficiently, and consistently. This innovation supports better decisions and stronger infrastructure management over time.



A State-based model that identifies and deploys proven, yet underutilized innovations — saving time, money and resources that can be used to deliver more projects.





FEDERAL HIGHWAY ADMINISTRATION LAUNCHES INITIATIVE TO ELIMINATE TRAFFIC BOTTLENECKS ACROSS AMERICA

U.S. Transportation Secretary Sean P. Duffy and the Federal Highway Administration (FHWA) have launched the Freedom to Drive initiative: an opportunity for states to collaborate with USDOT on tackling increasing congestion corridors across America. This national effort aims to save American families both time and money by focusing on maximizing roadway capacities, fast-tracking projects that alleviate congestion chokepoints, and leveraging American technology and private-sector partnerships.

"Gridlock and congestion have no place in the Golden Age of Transportation. The Administration is calling on every Governor to join us in clearing the bottlenecks and cutting waste to save Americans both time and money."

"We are working to deliver less congested roads and highways to give you a little bit more time at home with your family around the dinner table," said U.S. Transportation Secretary Sean P. Duffy. "Part of ushering in a Golden Age of Travel means making it a little easier to get where you need to go. We are tackling congestion head on to eliminate endless traffic jams and ensure you spend less sitting wasting away in gridlock."

"The Freedom to Drive initiative exemplifies our commitment to leveraging public and private sector collaboration to bring real relief to American families," said Deputy Transportation Secretary Steven G. Bradbury. "By working hand-in-hand with states to tackle our toughest infrastructure challenges, we will eliminate the bottlenecks of the past and Get America Building Again!"

"Gridlock and congestion have no place in the Golden Age of Transportation," said FHWA Administrator Sean McMaster. "The Administration is calling on every Governor to join us in clearing the bottlenecks and cutting waste to save Americans both time and money. We want local solutions that serve all road users, instead of federal bureaucrats favoring one mode of travel over another."

In his letter, Secretary Duffy emphasized the Administration's commitment to moving away from "stop-and-go" policies and toward high-performance, high-efficiency solutions. The Secretary requests Governors identify two to five of their states' worst congestion bottlenecks and outline actionable steps to address them.

To support these efforts, the FHWA has launched the [Freedom to Drive](#) website as a central resource for technical tools and congestion-relief strategies.

The Case for New Infrastructure to Reduce Traffic:

- America is home to 10 of the 25 most congested cities in the world, including Chicago and Los Angeles.
- In 2024, the average urban auto commuter spent 63 hours stuck in traffic. That equals \$269 billion in lost productivity.
- Not only are Americans losing valuable time with their families and loved ones, but delays to commercial and freight activity also impacted the economy.
- This problem is not contained to major metropolitan cities, but rural areas also face disruptions due to crashes, severe weather, and recreational travel.



MISTAKES TURN DEADLY AT HIGH SPEEDS

**1,247 PEOPLE WERE KILLED
IN SPEED-RELATED CRASHES
IN TEXAS IN 2025.**

In Texas, getting there a few minutes faster isn't worth a lifetime of consequences.

“You can change people’s lives just like that. And that driver changed our lives forever.”

Choosing to slow down is one of the simplest ways to protect yourself—and everyone else on the road. That’s the message behind Drive Like a Texan: Kind. Courteous. Safe. — the Texas Department of Transportation’s (TxDOT) call for drivers to look out for one another and take pride in how we travel our roads.

While Texas is making progress, speeding remains a serious threat. It’s still the leading factor in deadly crashes, accounting for roughly one-third of all traffic fatalities statewide.

To address this, TxDOT is partnering with law enforcement agencies across the state to remind drivers that real Texans don’t rush — they drive with care, respect and responsibility.

SIGNS OF PROGRESS, BUT MORE WORK TO DO.

There is encouraging news. In 2025, the decline in speed related fatalities outpaced the significant decrease in overall fatalities. But the danger hasn’t disappeared. Speed continues to play a role in more than 150,000 crashes each year, proving that even small decisions behind the wheel can have serious consequences.



ONE MOMENT CAN CHANGE EVERYTHING.

Stephenie Smallwood’s 19-year-old son, Shaundi Kyree Smallwood, was killed in 2022 while riding home with friends after a trip to Six Flags.

Speeding



slows

you down.

BE SAFE. DRIVE SMART.

#DriveLikeATexan



Their SUV was struck from behind on I-20 in Fort Worth by a driver traveling 157 mph. "You can change people's lives just like that," Smallwood said. "And that driver changed our lives forever." Stephenie Smallwood's story is available for download at txdot.app.box.com/s/jvieq0vufcq8shgr4mi9126s39ckru58.

DRIVING LIKE A TEXAN MEANS SLOWING DOWN.

Through Drive Like a Texan, TxDOT is asking drivers to pause, think about the people around them and make safer choices. "Excessive speed makes any crash more dangerous," said TxDOT Executive Director Marc Williams. "Higher speeds mean less time to react and a much greater risk of serious injury or death. We're asking Texans to slow down and drive with care."

This message was reinforced during Operation Slowdown, a statewide high-visibility enforcement effort that ran from July 18th through August 2nd. During that period, TxDOT partnered with law enforcement by providing additional funding and resources to increase patrols and stop drivers who were speeding or driving too fast for conditions.

WHAT IT MEANS TO DRIVE LIKE A TEXAN.

Safe driving goes beyond following the posted speed limit. It means staying alert, adjusting to conditions and respecting everyone on the road.

*We're asking Texans
to slow down and
drive with care."*

Drivers are encouraged to:

- Match their speed to traffic, weather and road conditions
- Increase following distance when traffic is heavy or roads are slick
- Watch for changing speed limits, especially in work zones and school zones
- Remember that fines double for speeding in active work zones and school zones

A SHARED RESPONSIBILITY

Be Safe. Drive Smart. is an important part of TxDOT's Drive Like a Texan: Kind. Courteous. Safe. initiative. Drive Like a Texan is about embracing the pride, camaraderie and responsibility of being a Texan on the road. By making thoughtful choices, we can all help keep each other safe. Learn more at DriveLikeATexan.com.

TXDOT AWARDED \$24 MILLION BUILD GRANT FOR I-20 INTERCHANGE IMPROVEMENTS IN MIDLAND

The United States Department of Transportation (USDOT) awarded a \$24 million federal Better Utilizing Investments to Leverage Development (BUILD) grant to advance the Fueling Economic Growth: I-20 Energy Sector Interchange project in Midland County, a critical infrastructure investment that will enhance safety, improve mobility, and strengthen the nation's energy supply chain.

The project will reconstruct the interchange at I-20 and South Lamesa Road in Midland, one of the most heavily traveled freight corridors in the Permian Basin.

"This investment represents a major step forward for safety and economic vitality in West Texas," said TxDOT Odessa District Engineer Saul Romero. "By modernizing this critical interchange, we are improving travel for Texans, supporting the energy industry, and ensuring this corridor can meet the demands of a growing economy."

Texas received approximately \$105 million in BUILD funding, representing the largest total amount awarded to any state in this funding round. The awards will support improvements to highway, freight, rail, transit, port, and border infrastructure in communities across the state.

The I-20 corridor serves as a key artery for transporting oil, gas, and other energy-related materials across the Permian Basin, one of the most productive energy regions in the world. The existing interchange at Lamesa Road experiences frequent congestion, extended travel times, and recurring bridge strikes caused by oversized freight vehicles, creating safety risks for drivers and costly delays for industry.

The project will address these challenges through a comprehensive redesign that includes:

- Replacing the existing Lamesa Road bridge with a new design that carries I-20 over the roadway
- Eliminating vertical clearance issues that lead to bridge strikes
- Reconfiguring frontage roads from two-way to one-way traffic
- Adding new travel lanes, turn lanes, and traffic signals
- Improving drainage, lighting, and infrastructure to support heavy truck traffic

Once complete, the project is expected to significantly improve roadway safety for both passenger vehicles and commercial trucks while enhancing freight reliability across the region. By reducing congestion and improving travel times, the upgraded interchange will lower transportation costs and strengthen supply chains critical to the energy sector.

"The Permian Strategic Partnership (PSP), along with our regional partners, have been laser focused on improving road safety outcomes in the Permian Basin for several years," said Tracee Bentley, President & CEO of Permian Strategic Partnership. "The acceleration of this critical project will further leverage those efforts and help make the Permian Basin a safer place to live and work while our region continues to deliver energy for the state, our country and the world."

Construction is anticipated to begin in October 2027 and complete in late 2029.





TEXAS' FIRST MECHANICAL RUNAWAY TRUCK RAMP OPENS IN EL PASO

by Lauren Macias-Cervantes

A new safety feature, designed to catch runaway trucks on Loop 375 (Transmountain Road), is now open to the public. The mechanical runaway truck ramp opened July 1 and is the first of its kind installed in Texas. The addition provides a safety option for big rigs experiencing brake failure along westbound Loop 375, near the I-10 interchange.

"Unlike other runaway truck ramps on Transmountain, this truck arresting system was constructed in the median due to the narrow footprint available at that location," said TxDOT El Paso District Engineer Tomas Trevino. "It detains vehicles in tight roadway geometry, such as the area closer to I-10."

Project designers say ramps like these exist in Wyoming, Utah and Nevada, and are typically constructed on mountainsides, making the new El Paso system unique.

"This is probably the most unique trap that we've designed," said Michael Beecen, designer at Beecen, Brackin and Associates. "First, it being the first mechanical system installed in Texas, but it is in a median and we have never done a median application. This is the first of its kind in the nation."

The system is designed to safely stop a 90,000-pound truck traveling 90 miles an hour using a series of eight energy absorbing net stations bolted into reinforced concrete walls. After each use, the system requires a reset, which can be done in as little as four hours.

This area has seen several runaway truck incidents in recent years, and while the ramp was constructed with semi-trucks in mind, it is open for all vehicle types. Drivers who need to use the system are encouraged to stay centered on the ramp for optimum results.

While this is the first mechanical ramp system in El Paso, it will be the fourth runaway ramp on Loop 375. This stretch of road has three existing gravel truck runaway ramps, one westbound and two eastbound.

Other safety measures for trucks include enhanced permanent signage that provides additional warning of existing truck runaway ramps on both directions.



TEXAS AND OKLAHOMA ANNOUNCE DATA SHARING AGREEMENT



TxDOT and the Oklahoma Department of Transportation (ODOT) recently announced the successful execution and implementation of a bi-state data sharing agreement designed to enhance traffic operations, improve traveler information, and strengthen coordination across state lines. The agreement enables real-time, system-to-system exchange of critical transportation data along key corridors connecting Texas and Oklahoma, marking a major step forward in regional collaboration and intelligent transportation systems.

"This collaboration lays the foundation for a more connected and resilient transportation network across our region"

"This partnership demonstrates what is possible when states work together to deliver better outcomes for the traveling public," said TxDOT Executive Director Marc Williams. "By sharing data across state lines, we are improving situational awareness, supporting faster response to incidents, and providing more reliable travel information."

"This collaboration lays the foundation for a more connected and resilient transportation network across our region," said ODOT Secretary of Transportation Tim Gatz. "By aligning our systems and sharing critical data, we are better equipped to serve the public and respond to both everyday conditions and emergency situations."

"This kind of real-time cross-state data integration which aligns masterfully with USDOT's National Digital Corridors Initiative (DCI) is exactly the type of innovation needed to modernize our nation's transportation systems," said U.S. Department of Transportation Assistant Secretary Seval Oz. "By enabling seamless data exchange across state lines, Texas and Oklahoma are setting a strong example for how collaboration and technology can deliver smarter infrastructure and more consistent traveler experiences nationwide."

Through this agreement, the agencies are sharing a comprehensive set of transportation data, including:

- Traffic camera status and imagery
- Incident data such as crashes, stalled vehicles, and roadway hazards
- Dynamic message sign (DMS) status and messaging
- Traffic flow data including speeds, volumes, and lane-level conditions
- Lane closures and work zone information
- Travel time data
- Environmental sensor data

This exchange is powered through a center-to-center (C2C) data connection, allowing both agencies to integrate and visualize shared information within their respective traffic management systems.

The agreement was implemented in time to support increased travel demand during the World Cup, demonstrating the ability of both agencies to rapidly deploy innovative solutions through coordinated effort.



In addition to current capabilities, both agencies are exploring future enhancements to expand the value of the partnership, including:

- Truck parking availability information
- Freight corridor restrictions and routing data
- Special event traffic coordination
- Emergency and evacuation route data

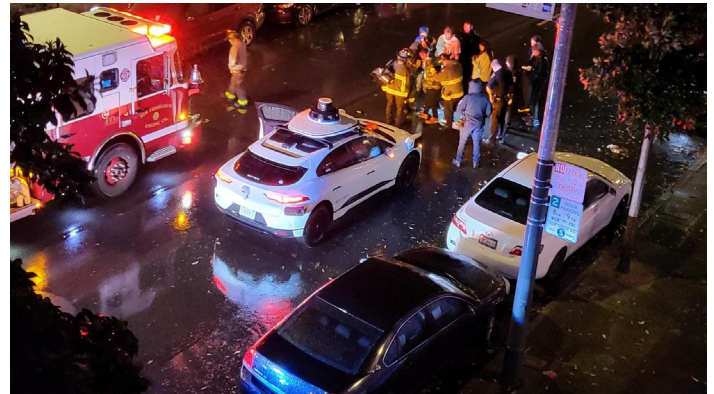
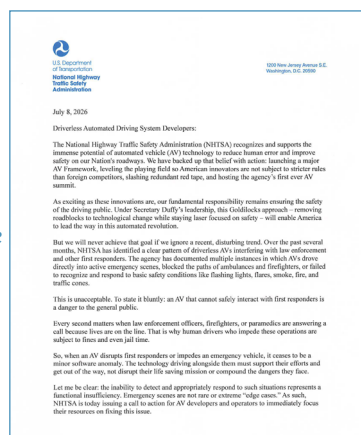
Travelers are already benefiting from improved visibility into traffic conditions along shared corridors, with additional enhancements planned as the partnership evolves.

U.S. DEPARTMENT OF TRANSPORTATION TO AV DEVELOPERS: *“AN AUTOMATED VEHICLE THAT CANNOT SAFELY INTERACT WITH FIRST RESPONDERS IS A DANGER TO THE GENERAL PUBLIC.”*

U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) Administrator Jonathan Morrison recently issued a public call to action to automated vehicle (AV) developers regarding a pattern of interference with first responders. The call to action builds on NHTSA's continuing efforts to ensure safety while removing barriers to American innovation. In the last few months, the agency has slashed redundant red tape, hosted the first-ever National AV Safety Forum, and announced efforts to create safety standards for AVs. The full letter is available at www.nhtsa.gov/sites/nhtsa.gov/files/2026-07/ADS-developers-letter-july-2026.pdf.

KEY EXCERPTS INCLUDE:

- Over the past several months, NHTSA has identified a clear pattern of driverless AVs interfering with law enforcement and other first responders. The agency has documented multiple instances in which AVs drove directly into active emergency scenes, blocked the paths of ambulances and firefighters, or failed to recognize and respond to basic safety conditions like flashing lights, flares, smoke, fire, and traffic cones.
- Every second matters when law enforcement officers, firefighters, or paramedics are answering a call because lives are on the line. That is why human drivers who impede these operations are subject to fines and even jail time.
- NHTSA is issuing a call to action for AV developers and operators to immediately focus their resources on fixing this issue.
- NHTSA expect developers to prioritize first responder interactions and participate in scheduled meetings with driverless automated driving system developers to hear possible solutions. NHTSA has already been active in this space and will continue to exercise our enforcement authority for developers that do not address significant safety concerns. Public trust on our roads is earned, not given.



Source: KWillets/Reddit

PROGRESS ON USDOT'S AV FRAMEWORK

NHTSA recognizes and supports the immense potential of automated vehicle technology to reduce human error and improve safety on our nation's roadways. Under Secretary Duffy's leadership, the agency has:

- Modernized Safety Standards: Proposed updates to standards governing transmission shifting, windshield defrosting/wiping, tire placards, and braking systems. In addition, NHTSA announced the intention to update Federal Motor Vehicle Safety Standards for vehicle lighting, mirrors and rearview display, electronic stability control systems, and sun visors and warning labels. Once complete, individual vehicle exemptions may no longer be necessary. (For more, see the new 2026 Regulatory Plan and Unified Agenda.)
- National Competency Standards: Initiated development of the world's first standards for AV performance that can meet the Vehicle Safety Act's strict objectivity requirements.
- New Safety Guidance: Initiated drafting the first major federal safety guidance for AV developers since 2017, in collaboration with industry and safety experts.
- Improved Exemptions: Streamlined the Automated Vehicle Exemption Program (AVEP) and Part 555 exemption programs for demonstration and commercial fleets and expanded AVEP to include domestic vehicles.

DOES YOUR VEHICLE HAVE A SAFETY RECALL?

More than 50 million vehicles on the road today have unresolved safety recalls. That's more than one in five vehicles. This poses an urgent and serious risk to drivers and passengers.

[Check To Protect](#) is a national campaign led by the National Safety Council that encourages drivers to check the recall status of their vehicles and have open recalls fixed immediately. It is no longer necessary to wait for a recall notice in the mail. Drivers simply enter their vehicle identification number or license plate number.

Getting a recall repaired is free at any dealership, whether you purchased the vehicle there or not. Just call to schedule an appointment and to make sure parts are available.

The service is not only for individual vehicle owners. Businesses and other organizations that operate fleets can conduct bulk recall checks. Learn more at www.checktoprotect.org

CHECK TO PROTECT Vehicle Recall Search Service Guide



IDENTIFYING VEHICLE RECALLS GUIDE

For agencies, fleet managers, car repair professionals, car dealers, fleet maintenance supervisors, or any business with the need to check several vehicles for safety recalls, the following instructions will help gain access to and use CarFax's Vehicle Recall Search Service.

CARFAX VEHICLE RECALL SEARCH SERVICE TOOL

If you work for a qualified business or organization, you can visit the CARFAX Vehicle Recall Check site to request an account that allows you to review thousands of VINs at once for open safety recalls. This search allows users to upload up to 10,000 VINs at one time. Once submitted, the results are returned very fast and the tool can be used as often as needed.

How to find and request access to the Vehicle Recall Search Service:

- Go to CheckToProtect.org and click the FLEETS/DEALERS button at the top of the page.
- Click the [CARFAX Vehicle Recall Check site](#).
- Look for the "Government/Business" banner and click "Request an Account".
- Follow the prompts to enter the requested basic information.
- Use the dropdown to select how you would like to upload your VIN's.
 - You can opt to submit VIN requests through file uploads, connecting directly to your organization's software, or both.
- Use the dropdown to choose the estimated frequency of your VIN searches
- Enter an estimate on the number of VIN's you plan to search.
- Check a box to indicate how the Vehicle Recall Search Service will be used.
- Click "Request an Account".
- Once you have requested an account, please send a confirmation email to Lonny.Haschel@nsc.org. We will then follow up with CarFax to let them know you have requested access.



US 75'S LAST MILE REACHES THE FINISH LINE

by Daniel Dianne Tordillo

A major project in North Texas is nearing completion, helping to improve safety and relieve congestion along US 75. The Texas Department of Transportation (TxDOT) is set to celebrate final completion of the \$80 million US 75 Last Mile Project in Anna, between County Road 370 to the Grayson County line. The “Last Mile” refers to the one-mile final stretch of US 75 in Collin County that’s a part of a decades-long effort to relieve congestion along the corridor.

Improvements include full reconstruction and widening from a rural four-lane highway to six lanes (three in each direction), conversion of two-way frontage roads into one-directional frontage roads and full reconstruction of the Mantua Road / CR 371 cross-street bridge.

Aside from infrastructure modernization and upgrades, a major goal on this last mile was to remove the bottleneck effect on traffic

heading north into Grayson County. TxDOT Project Manager Mike Hudek says the area saw instant economic effects from the US 75 Last Mile Project. “As we were finishing our reconstruction of US 75, we were also seeing commercial developments kicking off in the area at the same time,” Hudek said.

This area of North Texas is one of the many locations to experience rapid population growth and business expansion in Collin County. [In a Census Bureau report published earlier this year](#), Collin County was named as one of the fastest-growing counties in the nation. Anna was ranked the fifth fastest-growing cities on the list, following other Collin County cities Celina, Princeton and Melissa.

As present-day demand continues to grow, TxDOT will continue to find opportunities to improve mobility in Collin County.

For more information, visit TxLTAP.org

Call 817-272-2581 or email txltap@uta.edu to request training, technical assistance or equipment.

WORKFORCE DEVELOPMENT

Contact TxLTAP to schedule training or request assistance with developing a no-cost training program tailored to the unique needs of your organization. TxLTAP serves all Texas cities and counties, and instructors deliver training in accordance with all local safety guidelines.

BUILD A BETTER MOUSETRAP

BABM is a competition by the Federal Highway Administration to discover, share, and celebrate innovations in road construction. Submit your innovative ideas, then TxLTAP selects nominations to be federally recognized.

EQUIPMENT LENDING LIBRARY

Equipment, such as traffic counters, a portable radar speed sign, handheld retroreflectometer, digital ball bank indicator, fall protection gear, dynamic cone penetrometer and more, is available for loan at no-cost to local government agencies throughout Texas.

ROAD SAFETY CHAMPION PROGRAM

This nationally recognized certificate program equips participants with safety-focused skills for managing, maintaining, and designing local roads. The program focuses on reducing serious injuries and fatalities by building a workforce skilled in road safety.



TXLTAP TRAINING & SERVICES

TAKE ADVANTAGE OF

TECHNICAL
ASSISTANCE

TXLTAP TRAINING AND SERVICES ARE
DELIVERED BY SEASONED INDUSTRY
PROFESSIONALS WITH EXTENSIVE
TRANSPORTATION KNOWLEDGE

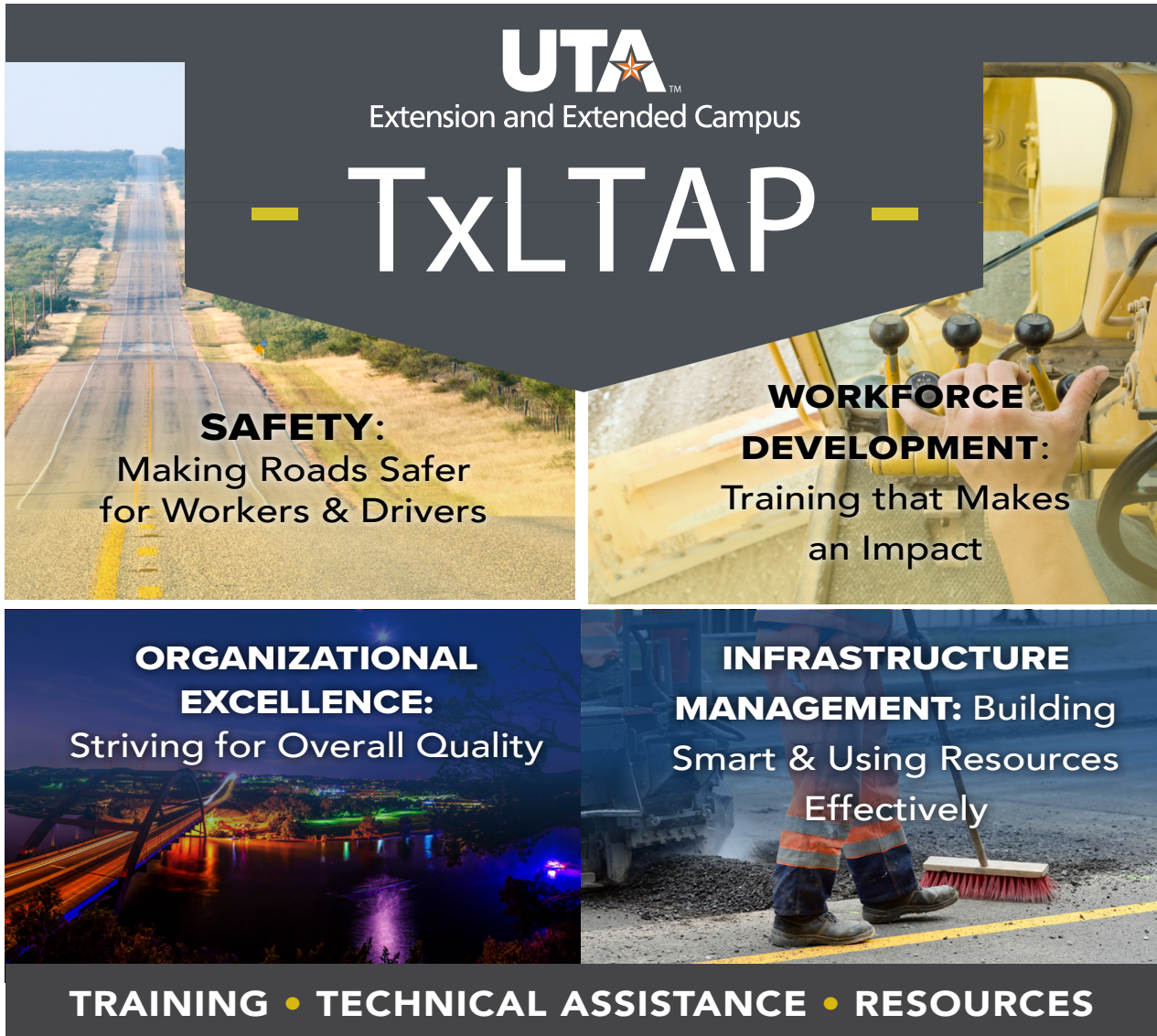
TxLTAP instructors, subject matter experts, and staff include former maintenance managers, heavy equipment operators, road crew chiefs, civil and transportation engineers, inspectors, and public works directors who have all worked on Texas' roads and have the unique experience and knowledge to support local safety, maintenance, and innovation efforts.

In addition to delivering training classes, publishing Better Roads, Safer Roads, and providing information exchange opportunities at conferences, TxLTAP provides local roadway agencies an opportunity to consult directly with carefully selected subject matter experts to specifically address organizations' unique issues and offer meaningful solutions. Like all resources TxLTAP offers, there is no charge to receive technical assistance.

Do you need information on proper methods for repairing your lingering road problem? Would it help if someone came out to watch your road crew perform a repair and offer suggestions on how to save time and money in the future? Could you use the help of a traffic engineer who could assess a problematic intersection? Would it be a benefit to you if a subject matter expert came to ride and evaluate local roads or develop a no-cost training model specific to the needs of your workforce?

Take advantage of technical assistance services!

Call 817-272-2581 or email txltap@uta.edu to request assistance.



UTA
Extension and Extended Campus

- TxLTAP -

SAFETY:
Making Roads Safer
for Workers & Drivers

**WORKFORCE
DEVELOPMENT:**
Training that Makes
an Impact

**ORGANIZATIONAL
EXCELLENCE:**
Striving for Overall Quality

**INFRASTRUCTURE
MANAGEMENT:** Building
Smart & Using Resources
Effectively

TRAINING • TECHNICAL ASSISTANCE • RESOURCES

TxLTAP serves local government roadway agencies by providing no cost training, technical assistance, equipment lending & more. Learn more at TxLTAP.org.

Request training & services today!
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