

MISSOURI LTAP

MISSOURI LOCAL TECHNICAL ASSISTANCE PROGRAM
— LOCATED AT MISSOURI S&T —

WINTER 2022

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Photo by: Sam O'Keefe

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FROM THE *DIRECTOR*

Hello everyone!

It has been a busy fall traveling around the state for various conferences and meetings. I attended the Missouri Association of County and City (recently added to the name) Transportation Officials (MACTO) conference in Columbia on October 18-19. Given time during the opening session, I discussed the many trainings and resources we have available through Missouri LTAP. Additionally, I highlighted our Scholars Program and awarded three recent graduates, one employee from Clay County with a Level I award and two employees from Platte County Public Works with Level II awards. There has been a flurry of recent activity among agencies in the Scholars Program. Both agencies have several other employees who recently completed the requirements but were unable to attend the conference. These graduates were awarded their certificates and coats at ceremonies within their agencies. Some Scholars participants, such as Lee's Summit and Cole County, have incorporated the Scholars Program into their employee progression plan. This inclusion of LTAP training provides employees with an excellent opportunity to gain new skills as well as increase their knowledge in a variety of job-related topics. We have also seen many city and county road departments use our training for workforce development. As a result, I'm excited to report that in-person training has significantly increased this fall.

I also moderated a session on the second day of the MACTO conference titled, Traffic Control Roundtable, which included Tom Honich – MoDOT Traffic Liaison Engineer, John Miller – Missouri Division FHWA Transportation Specialist (Safety & Mobility Engineer), and Rick Artman – Greene County Public Works Director. The panel discussed a variety of issues related to local road safety and traffic control. Honich gave an update on the MUTCD 11th edition while Miller explained the new ruling on striping and pavement marking. Both topics are being explored as possible LTAP webinar trainings early next year to provide additional information to a broader audience. Honich explained how supply chain issues have affected procuring pavement marking materials but provided an optimistic forecast that the delivery of signage and pavement marking materials should be back on schedule soon. Artman added insight on what his public works department has experienced in ordering materials. The panel also explained what general sign maintenance involves from signage contracts to sign life and corridor replacement. Finally, all three panelists compared the difference between gravel and paved county roads from their perspective in terms of sight lines, intersection maintenance, and vegetation control.

I shared last newsletter that Gidget Koestner stepped down as Safety Circuit Rider and returned to MoDOT. Since that time, I received applications from multiple qualified candidates. Interviews were conducted alongside MoDOT and FHWA, and we are in the final stages of the selection process. I'm hopeful that the new SCR will be named by the end of the year. I am happy to report the 63rd annual Asphalt Conference was held on the Missouri S&T campus December 6-7. My staff and I are now involved in hosting this long running event.

I want to wish everyone a wonderful holiday season!

Happy Holidays!



Heath A. Pickerill, Ph.D.
Director, Missouri LTAP



HAPPY HOLIDAYS

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Transit and Transit-oriented Development join rural projects and select applicants for the Department's highly competitive INFRA/Mega/Rural Grant programs to be eligible for low-cost, flexible financing for nearly half of project costs.



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WINTER MAINTENANCE SUBCOMMITTEE: ADAPTING TO THE NEWEST "NORMAL"

As we enter into our third, plus, winter season dealing with COVID-19 in the world both our workforce and workplace appear to be changed far more than we ever thought possible

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The Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP) are composed of a network of 58 Centers — one in every state, Puerto Rico and regional Centers serving tribal governments. The LTAP/TTAP Centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with a variety of training programs, an information clearinghouse, new and existing technology updates, personalized technical assistance and newsletters. Through these core services, Centers provide access to training and information that may not have otherwise been accessible. Centers are able to provide local road departments with workforce development services, resources to enhance safety and security; solutions to environmental, congestion, capacity and other issues; technical publications; and training videos and materials.



WHY ARE RURAL ROADS SO MUCH MORE DEADLY? NEW REPORT EXPLORES

WASHINGTON – ALTHOUGH ONLY 19% OF PEOPLE IN THE UNITED STATES LIVE IN RURAL AREAS, HALF OF ALL FATAL ROADWAY CRASHES HAPPEN ON RURAL ROADS, A RECENT ANALYSIS FROM THE GOVERNORS HIGHWAY SAFETY ASSOCIATION SHOWS.

Looking at 2016-2020 data – the most recent available – from the Fatality Analysis Reporting System, researchers found that more than 85,000 people died in crashes on rural roads. Overall, the risk of dying in a crash on a rural road was 62% higher than a same-length trip on an urban road.

The risky behaviors that were the biggest contributors to those crashes: not wearing a seat belt, speeding, driving distracted and driving impaired. Others include a lack of safety resources, poor emergency medical services and simpler roadway infrastructure.

KEY FINDINGS FROM AMERICA'S RURAL ROADS: BEAUTIFUL AND DEADLY INCLUDE:

- More men (59,793) died in crashes on rural roads than women (25,151).
- 43% of alcohol-related motor vehicle fatalities occurred on rural roads.

- Nearly half of fatalities involving distracted drivers (46%) occurred on rural roads – a disproportionate percentage based on population numbers.

“Roads are the backbone of rural America, connecting far-flung communities and families,” GHSAA Executive Director Jonathan Adkins said in a press release. “While cities and urban areas have alternatives to driving, that’s not the case for people in rural areas. Unfortunately, the dangerous and deadly driving behaviors that have increased during the pandemic have taken an oversized toll on rural residents. Making rural roads safer is essential for achieving the national goal of zero fatalities.”

The National Safety Council supports a Safe System approach to reducing roadway deaths. Learn more on the NSC website.

safetyandhealthmagazine.com/articles/23116-why-are-rural-roads-so-much-more-deadly-new-report-explores

STICS CELEBRATE 10-YEAR MILESTONES

DURING THE FIRST EVERY DAY COUNTS (EDC) REGIONAL SUMMITS, FHWA ENCOURAGED THE FORMATION OF STATE TRANSPORTATION INNOVATION COUNCILS (STICS).

The idea was to bring the diverse highway community together in each State to identify and deploy the best innovations for their program while forming a strong culture of innovation. While several States at the time had entities similar to STICs, most did not have a group working cooperatively to deploy transportation technology and practices.

NOW STICS ARE ACTIVE IN ALL 50 STATES, THE DISTRICT OF COLUMBIA, PUERTO RICO, THE U.S. VIRGIN ISLANDS, AND WITHIN FEDERAL LANDS HIGHWAY, AND THE EARLIEST STATES TO OFFICIALLY JOIN THE NEW STIC NETWORK ARE CELEBRATING 10 YEARS OF WORKING TOGETHER TO GET INNOVATIONS INTO WIDESPREAD USE.

Inaugurated on March 21, 2012, the Michigan STIC (MI-STIC) was the first in the Nation to sign a charter. MI-STIC members celebrated the council's 10-year anniversary at their March 21, 2022, meeting. Attendees said it was an opportunity to look back at innovation activities over the years and reflect on where they are today, and it was also

an opportunity to look forward to the 50-year anniversary and envision what transportation innovation will look like in the year 2062. View a storyboard and the MDOT Innovation Dashboard to learn more about the MI-STIC and the innovations it has deployed.

THE PENNSYLVANIA STIC (PA STIC), WHICH HELD ITS INAUGURAL BUSINESS MEETING ON MARCH 27, 2012, HELD A CELEBRATION OF 10 YEARS OF INNOVATION ON JULY 27, 2022, FOLLOWING A REGULAR MEETING.

To share the story of their STIC and the successes they have seen over the last decade, PA STIC created a 10th Anniversary webpage, which includes an article on their STIC's origins, a STIC podcast series, and a timeline of STIC happenings and milestones over the past 10 years. They also plan to release a special issue of their Innovation in Motion e-newsletter.

Please share with us how you are celebrating your STIC's 10-year anniversary! Send an email to Sara Lowry, National STIC Network and Incentive Program Coordinator. To learn more about the STIC Network, visit the program webpage.

fhwa.dot.gov/innovation/innovator/issue92/page_04.html

STATES CONTINUE THE MOVE TO DIGITAL PROJECT DELIVERY

The rapid evolution of digital technologies is offering State departments of transportation (DOTs) new opportunities to better collect and use data for project and asset management, including the creation of digital as-builts (DABs). DABs are digital records of the constructed condition of assets in an electronic format that can be shared, searched, and extracted for various uses. DABs are also durable—the information will be accessible over the life of the asset.

As State DOTs are at different stages of transitioning traditional paper-based workflows to digital, FHWA's Every Day Counts (EDC) program hosted a workshop in June 2022 that presented successful strategies from DOTs that are at various points in the process.

"Digital as-builts can include much more valuable information than their paper predecessors and are simply the accumulation of information we already create as part of current digital design and construction delivery processes," said David Unkefer, FHWA Resource Center engineer

and EDC digital as-builts team lead. "We want to help agencies better utilize as-built data created during design and construction for business needs during operations and maintenance. It's a matter of determining how an agency can implement digital as-builts in a practical way using the tools available today."

ADVANCING DIGITAL PDFS

The South Carolina DOT (SCDOT) currently maintains a searchable online inventory of as-built records that has 2,600 users, more than 700,000 searches per year, and contains as-built records dating back to the 1920s and 1930s. Over 2.5 million plan sheets are available online, including as-built plans.

New projects are submitted using digital PDFs created with as-built data collected by modern field surveying equipment. The digital PDFs have advanced features like searchable text, vector graphics, and information stored on layers for easier navigation. These PDFs provide as-builts

in a way that is compatible with SCDOT's existing online access platform, presented in a repeatable, recognizable format but with more advanced features.

SCDOT is continuing to move into a more digital-based delivery. "We have lots of challenges ahead in getting into digital as-builts, so we are taking steps like this to ease into the process," said Jeff Brown of SCDOT's Design Automation Office.

The Florida DOT's (FDOT's) move to DABs emerged from its previous investment in e-Construction. Florida currently uses digitally signed PDFs for construction contract documents, which laid the foundation for capturing as-builts in a digital PDF format.

FDOT captures as-builts as vector PDF markups in an official record set used to document and compute final quantity estimates. The digital mark-ups are more efficient to collate using productivity tools like copy and paste and automatically comparing documents. The digital format enables storing more robust information such as embedded photos, videos, and documents. It also offers better navigation features such as searchable text and hyperlinks to external content or bookmarks to locations within the file.

FDOT has made advances in additional areas related to implementation of DABs, including importing all materials certifications into a central database where they are easier to access than in the project archive and storing the unique identifier and location of certain manufactured items in a tracking system. They are also collecting 3D models to compute earthwork quantities and documenting Intelligent Transportation System assets using an import template for their facility management database.

IMPLEMENTING DABS FOR SUBSURFACE UTILITY ENGINEERING

Due to frequent utility delays and several dangerous utility strikes by construction equipment, the Colorado legislature required the Colorado DOT (CDOT) to collect more as-built data on utilities in its right-of-way. CDOT now collects utility locations as part of an enhanced and standardized subsurface utility engineering (SUE) workflow, which includes as-constructed utilities. CDOT manages the 3D utility information for long-term reference as a digital as-built.

Contractors maintain a 3D database of subsurface utility information beginning with the SUE data collated during

design. The SUE information is updated as utilities are exposed either through test pits or construction activities and when utilities are relocated, removed from service, or installed.

"Once a design is done and we are ready to go to construction, we have identified what existing utilities need to be relocated or moved or adjusted in place," said Rob Martindale, CDOT utilities program manager. "We then have the ability to push this data out to construction via mobile devices."

CDOT is also leveraging its 3D utilities map for use with new applications such as augmented reality and machine-guided excavation for damage prevention. "There are a lot of new tools and a lot of exciting things going on, and it's built around having a database that is completely accurate and reliable," Martindale said.

COLLECTING DABS FOR ASSET MANAGEMENT

The Minnesota DOT (MnDOT) aligned its DABs program to its asset management plan, resulting in a list of about 75 asset classes. Currently, MnDOT routinely requires contractors to collect DABs for 12 asset classes such as guardrails, culverts, and signs that are included in its Transportation Asset Management Plan.

The digital as-built formats range from spreadsheets with 2D latitude/longitude locations to 3D survey files, all of which conform to specific formats to enable them to be incorporated into statewide or regional asset tracking tools. MnDOT realized a 30-percent efficiency in data collection when using the asset tracking tools on design projects.

Other uses for MnDOT's DAB data include One Call service call responses and an extreme flood vulnerability tool developed using bridge and culvert asset data and climate projections. MnDOT also has a construction manager/general contractor (CM/GC) project, the Elk River Freeway, which is piloting the use of digital delivery with DAB information. The project has a guaranteed maximum price of \$130 million, and MnDOT reports documented savings of \$15 million to date attributed primarily to use of 3D model-based project delivery combined with CM/GC contracting.

fhwa.dot.gov/innovation/innovator/issue92/page_01.html

E-TICKETING AND DIGITAL AS-BUILTS



IMPLEMENTING E-TICKETING AND DIGITAL AS-BUILTS INTO PROJECT DELIVERY ENHANCES SAFETY, QUALITY, AND COST SAVINGS BY IMPROVING THE ACCESSIBILITY OF PROJECT DATA.

Highway construction projects produce massive amounts of valuable data. Historically, information such as materials tickets and as-built plans were communicated via paper. Today's transportation agencies are improving on these paper processes by integrating them into electronic and digital workflows. Electronic ticketing (e-Ticketing) improves the tracking, exchange, and archiving of materials tickets. Digital information, such as 3D design models and other metadata, can enhance the value of contract documents and the future usability of the as-built plans for operations, maintenance, and asset management. Both can increase project safety and quality through efficient data gathering and sharing.

E-TICKETING

Providing all stakeholders with an electronic means to produce, transmit, and share materials data and track and verify materials deliveries enhances safety, streamlines inspections, and improves contract administration processing. Using electronic ticket exchanges enables access via mobile devices and simplifies handling and integration of material data into construction management systems for acceptance, payment, and source documentation.

BENEFITS

- **Safety.** e-Ticketing enhances data collection while reducing exposure to adjacent vehicular traffic and construction equipment for inspectors and work crews while retrieving paper tickets.
- **Time Savings.** Real-time access, via electronic handling of tickets, reduces processing time for quality assurance and payment, decreasing the inherent delays in paper-based project administration.
- **Quality.** Project documentation is more consistent and efficient using e-Ticketing platforms. Standardized data enables archiving for future reference, leading to improved design, construction, maintenance, and operations.

STATE OF THE PRACTICE

Departments of transportation (DOTs) in ten States (Alabama, Florida, Iowa, Kentucky, Minnesota, Missouri, North Dakota, Pennsylvania, Utah, and Virginia) are

currently applying e-Ticketing to asphalt, concrete, and/or aggregate delivery for construction contracts. Various DOTs have piloted e-Ticketing for liquid asphalt/emulsions, precast products, steel products, and millings. The 2020 construction season will see e-Ticketing deployment expand to over a dozen additional State DOTs.

DIGITAL AS-BUILTS

Using digital data such as 3D models to build road projects is becoming an industry standard. Sharing the design model and associated digital project data allows agencies and contractors to streamline project delivery and contract administration and to collaborate on challenges "virtually" before they get to the field. The digital information is further leveraged when the model is updated, and other data incorporated, to reflect the project's as-built condition for future maintenance, asset management, and rehabilitation activities.

BENEFITS

- **Safety.** Construction using digital information can lead to safer projects and shorter work zone traffic impacts.
- **Time Savings.** Digital information provided to construction enhances planning and can streamline project delivery. Digital as-builts including utility locations and other asset information will improve post-construction decisions and shorten future project delivery.
- **Quality.** Digital as-builts can provide enhanced historical data, enabling State DOTs to better maintain the transportation infrastructure and develop future projects.

STATE OF THE PRACTICE

The Iowa, Minnesota, and Utah DOTs are recording as-built information on assets during construction. Michigan DOT is developing a digital as-built approach for utilities during permitting. Several States, including Oregon, Indiana, Montana, and California, are working to incorporate digital data into more effective construction delivery and management workflows. DOTs in New York, Iowa, and Utah are providing contractors enhanced contract documents using the 3D model as they consider more integrated and streamlined approaches to project delivery.

fhwa.dot.gov/innovation/everydaycounts/edc_6/eticketing.cfm

PUBLIC WORKS CONNECTION



**U.S. DEPARTMENT OF TRANSPORTATION
EXPANDS ITS FINANCING PROGRAM
TO HELP EVEN MORE INFRASTRUCTURE
PROJECTS MOVE FORWARD**

TRANSIT AND TRANSIT-ORIENTED DEVELOPMENT JOIN RURAL PROJECTS AND SELECT APPLICANTS FOR THE DEPARTMENT'S HIGHLY COMPETITIVE INFRA/MEGA/RURAL GRANT PROGRAMS TO BE ELIGIBLE FOR LOW-COST, FLEXIBLE FINANCING FOR NEARLY HALF OF PROJECT COSTS

WASHINGTON – U.S. Transportation Secretary Pete Buttigieg today announced that the U.S. Department of Transportation's Build America Bureau will offer low-cost and flexible financing for transit and Transit-oriented Development (TOD) projects at the maximum level authorized under law. USDOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) program is designed to help project sponsors reduce costs and speed the delivery of infrastructure projects, which saves taxpayer dollars and improves transportation in communities. This new initiative, "TIFIA 49," authorizes borrowing up to 49% of eligible project costs for projects that meet certain eligibility requirements, helping more projects get off the ground. With few exceptions, TIFIA loans have historically been capped at 33% of eligible project costs.

"There are countless promising transportation projects with the potential to better connect people to housing, jobs, schools, and more – but that never get off the ground because of a lack of financing," said U.S. Transportation Secretary Pete Buttigieg.

"The Department of Transportation has long offered flexible, low-cost financing to help bring some of those ideas to life, and now, with TIFIA 49, we'll be able to support more of them than ever, and lower costs for taxpayers."

"With its significant lending capacity, USDOT can play an integral role in supporting projects that make our transportation system more accessible, resilient and sustainable," said Build America Bureau Executive Director Morteza Farajian. "The Bureau team is ready to partner with project sponsors on effective and efficient concepts, provide technical assistance on innovative approaches, and support them through the loan approval process."

Sponsors of projects that include the activities listed below would be deemed eligible to apply for loans up to 49% of project costs under the TIFIA 49 initiative:

TRANSIT:

- Projects that are eligible for assistance under Chapter

53 of Title 49, U.S. Code.

- Projects that construct or improve public transportation systems, including any capital project or associated improvement eligible for FTA funding, such as infrastructure and vehicles for bus, subway, light rail, commuter rail, trolley, or ferry systems.

TRANSIT ORIENTED DEVELOPMENT:

- Projects that are eligible for assistance under 23 U.S.C. §601(a)(12)(E)
- Joint development projects that involve coordinated improvement of transit infrastructure and non-transit facilities, including commercial and residential projects, that have mutual benefits and shared costs between transit agencies and developers.

Until now, the only projects eligible for financing of up to 49% included rural projects, as well as INFRA, Mega and Rural Grant "Extra" projects, which are highly-rated projects that were not granted discretionary funds due to limited resources.

The Bureau will conduct regular data-based assessments of the initiative's effectiveness through Key Performance Indicators (KPIs) and will make changes as appropriate. In addition to financing, the Bureau also provides technical assistance for project sponsors and plans to expand outreach and technical assistance capabilities to assist project sponsors to take full advantage of this initiative. Learn more about TIFIA 49 here.

THE BUREAU WAS ESTABLISHED AS A "ONE-STOP-SHOP" DURING THE OBAMA ADMINISTRATION TO HELP STATES AND OTHER PROJECT SPONSORS CARRY OUT INFRASTRUCTURE PROJECTS.

The Bureau offers low-interest, long-term credit programs, technical assistance, and best practices in project planning, financing, delivery, and operation. The Bipartisan Infrastructure Law, signed by President Biden in November 2021, expands project eligibility for the Bureau's TIFIA credit program and extends maturity of the loans, giving borrowers additional flexibility.

To date, the DOT has closed more than \$38.4 billion in TIFIA financings, supporting more than \$132 billion in infrastructure investment across the country.

[transportation.gov/briefing-room/us-department-transportation-expands-its-financing-program-help-even-more](https://www.transportation.gov/briefing-room/us-department-transportation-expands-its-financing-program-help-even-more)

WINTER MAINTENANCE SUBCOMMITTEE: ADAPTING TO THE NEWEST “NORMAL”

Daniel Schacher, Fairbanks District Superintendent, Alaska Department of Transportation & Public Facilities, Fairbanks, Alaska: Chair, APWA Winter Maintenance Subcommittee

AS WE ENTER INTO OUR THIRD, PLUS, WINTER SEASON DEALING WITH COVID-19 IN THE WORLD BOTH OUR WORKFORCE AND WORKPLACE APPEAR TO BE CHANGED FAR MORE THAN WE EVER THOUGHT POSSIBLE WHEN WE HEARD THE INITIAL CALL TO “ISOLATE FOR A SHORT TIME TO FLATTEN THE CURVE” IN EARLY 2020.

Our industry, in particular, is faced with worker shortages, retention challenges, rapidly increasing commodity costs and oftentimes reduced budgets due to declining tax revenues. Dedicated snowfighters throughout North America have once again given their all as they continue serving citizens of every town, city, village, county, state and province. It is with appreciation that we express our thanks to this flexible group who despite unprecedented challenges has adapted to our newest normal and continued to provide excellent service to the public.

Your APWA Winter Maintenance Subcommittee has also been working hard to provide support and training opportunities for our members. We too have had to adapt our methods of meeting as well as delivering training. Our team is comprised of individuals with diverse backgrounds, both public and private, including academia, operations, and leadership. As the COVID-19 pandemic continued through 2022 we have continued some new practices forced upon us—as well as adding other innovative

methods to our service delivery to meet changing demands of the industry.

The primary role of the Winter Maintenance Subcommittee is to advocate for innovations and efficiencies in the public works sector of the winter maintenance profession in conjunction with private industry. Our methods of advocacy, education and training are not immune to the need to innovate. In particular, the challenges forced upon us during this ongoing pandemic have required substantial, long-term changes to the ways we share knowledge.

Obviously, we all would have much preferred to be able to deliver all training in person, but having the option of virtual recorded or a virtual live training was great.

ADAPTING TO DELIVER TRAINING AND EDUCATION

Due to mandated restrictions as well as the need for caution as we move out of the pandemic, both the Winter Maintenance Supervisors Certificate and Winter Maintenance Operators Certificate programs had to be delivered in a virtual format along with hybrid in-person/virtual events throughout late 2021. Many other “live” virtual events were delivered through individual chapters and at national events where subcommittee presenters were able to directly interact with the audience through



the virtual platform. Obviously, we all would have much preferred to be able to deliver all training in person, but having the option of virtual recorded or a virtual live training was great—and we were so happy when we were able to begin holding in-person training again. If you would like information on how you can host the Supervisors Certificate Program and/ or the Operators Certificate Program, or to access virtual or recorded training sessions, please contact APWA staff.

Happily, we were able to gather in person in Pittsburgh, PA, for our 2022 North American Snow Conference April 10-13, 2022. Over those four days there were 40-plus varied educational sessions open for attendance. In addition, the Winter Maintenance Supervisors Certificate program was delivered on April 10 and the Winter Maintenance Operators Certificate program was delivered on April 12. We hope to see everyone next year (in person!) in Omaha!

EVERY YEAR IN OCTOBER OUR GROUP CONTRIBUTES TO THE WINTER MAINTENANCE EDITION OF THE APWA REPORTER WHILE THE “OPEN YOUR WINTER TOOLBOX” SERIES IN THE REPORTER CONTINUES TO APPEAR IN EVERY MONTHLY EDITION. SUBCOMMITTEE MEMBER WILF NIXON AND OTHER GUEST WRITERS AUTHOR ALL OF THESE ARTICLES.

Each timely and informative article takes on a different subject and involves tools, technology or innovations

that agencies can consider implementing to improve their operations. In this series, Wilf and the guest writers discuss nearly all topics of interest in winter maintenance. As programs and innovations arise, they are sure to be discussed when you “Open Your Winter Toolbox” each month.

The 2022 Click, Listen & Learn (CLL) topic is “Spreader Calibration.” This topic will be presented by Craig Eldred from the City of Waconia, MN, and Bryan Pickworth from the City of Farmington Hills, MI, with a case study from Stevens Point, WI. Please join us on October 27, 2022, as our presenters discuss the importance of spreader calibration to winter maintenance operations and show the practical benefits of implementing a calibration program.

OTHER NEWS

Even though in-person meetings have been a challenge throughout the pandemic we were able to hold subcommittee meetings on April 9 and August 28. A remote, virtual component was available for ones who could not attend in person. As a group we continue to identify the need for training in specific areas of the winter maintenance profession. Look for continued emphasis on equipment calibration as well as recruitment and retention of staff at future events and in articles.

Many of our members are currently serving with other groups both inside and outside APWA. Inside APWA: Kevin Hensley has been appointed to the Transportation Committee. Wilf Nixon is representing winter maintenance interests on the Autonomous/ Connected Vehicle Subcommittee. Ben Jordan is working with the Leadership and Management Committee on a benchmarking project. Wilf Nixon serves on the Trending Technologies Committee and Marc Valenti has received a presidential appointment to serve on the Operations and Maintenance Task Force. Outside APWA, Kevin Hensley serves as our representative to the Clear Roads consortium and Matt Morreim is our member serving with AASHTO's SICOP (Snow and Ice Pooled Fund Cooperative Program). Several of our members are currently serving on Transportation Research Board (TRB) committees such as the Winter Maintenance Committee and Roadweather Committee.

WHATEVER WE MAY FACE THE WINTER MAINTENANCE SUBCOMMITTEE WILL CONTINUE TO ADAPT TO THE "NEWEST NORMAL" AS WE SUPPORT AND PRESENT TRAINING TO OUR MEMBERSHIP.

Our subcommittee regularly fields media requests through APWA and drafts articles for the many industry publications in addition to our regularly occurring Reporter articles mentioned earlier. Our members are frequently sought-after speakers at winter-related conferences and trainings in North America and abroad, demonstrating the extent to which our APWA Winter Maintenance Subcommittee members are viewed as leaders in the profession.

DEPARTURES FROM OUR GROUP

Please join us in congratulating two of our members on their retirement!

William "Pat" Kennedy recently retired from the City and County of Denver, Colorado. Pat has been a long-term member of our subcommittee and was a regular presenter and trainer at numerous events across the country throughout each year.

Mike Kennedy has retired from the City of Minneapolis, MN. Mike had a long and distinguished career in public works. Mike too was a long-term member of our subcommittee. Mike was active in the Minnesota Chapter as well as sharing innovations and training with a national audience.

Both of these fine public servants will be greatly missed by the Winter Maintenance Subcommittee but we want to wish them all the best in their future endeavors.

WHAT COMES NEXT?

While we had all hoped for a quick end to this pandemic and a return to our previous concept of a "normal life" we now realize that some of the impacts of the challenges we have faced through this time will continue well after we exit the pandemic phase of this disease. Difficulties in recruiting and retaining staff, new CDL requirements, supply chain issues, equipment shortages and increased commodity costs coupled with reduced funding will shape how our profession evolves moving forward. With winter fast approaching (or upon us for some) what trials lie ahead for us in this coming winter season? Whatever we may face the Winter Maintenance Subcommittee will continue to adapt to the "newest normal" as we support and present training to our membership.

As chair of this resilient group of individuals, I encourage you to visit the APWA Winter Maintenance Subcommittee web page and become more familiar with our members and the excellent opportunities for education and training this group delivers. If you would like to become involved with our group, please contact any member of our team or APWA staff to see what opportunities are available.

Daniel Schacher can be reached at (907) 451-5276 or daniel.schacher@alaska.gov.

apwa.partica.online/reporter/october-2022/inside-apwa/winter-maintenance-subcommittee-adapting-to-the-newest-normal



YOUR TRUSTED "SAFETY SIDEKICK" TO MAKE RURAL ROAD TRAVEL SAFER!

The National Center for Rural Road Safety opened in December 2014. Funded by the Federal Highway Administration, this Center of Excellence is focused on enhancing safety on rural roads by supporting local, state and tribal road owners and their stakeholders. Resources include education, training, tools and technical assistance.

To learn more about the National Center for Rural Road Safety, visit their website ruralsafetycenter.org

Please visit our website for other training courses:

MOLTAP.ORG

Level I

\$45/person
8:00 AM - 12:00 PM

Level II and Super Scholar (LIII)

\$55/person
10:00 AM - 3:00 PM
Lunch is included

For non-government or for-profit organizations, call 1.866.MORoads for rates

Attendance Policy

The Missouri LTAP staff would like to remind all agencies registering for classes that it is important to sign-up before the registration deadline to allow us time to plan for course materials, refreshments, etc. It is equally important that you let us know at least 48 hours before the class if some of your employees will not be attending. Please note that you will be charged for any no-shows; therefore, it is very important that you let us know at least 48 hours before. This policy was approved by our Missouri LTAP Advisory Board and ensures that we have an accurate count for class attendance. Thank you and we look forward to meeting your training needs.

Need training but don't have the budget to pay for travel expenses?

We can train your employees on location for a minimum of 20 people. You can invite other interested agencies in your area if necessary to meet the minimum. Call and discuss your training needs with our staff.

CONTACT US TO FIND OUT MORE!

**T: 866.MO ROADS
(667-6237)**

E: moltap@mst.edu

MO-LTAP SCHOLARS PROGRAM A Training & Recognition Program



About The Program

The primary purpose of the MO-LTAP Scholars Program is to recognize skilled transportation and public works personnel in local agencies throughout Missouri. The program is intended to enhance the skills of all those involved in the maintenance, delivery, and management of local transportation and infrastructure. Training is aimed at increasing each participant's technical, maintenance, administrative, and supervisory skills depending on the program level. Electives can be selected to meet the individual's area of responsibility. Special emphasis will be given to safety in the workplace as well as in the field and in the development of a local transportation system. The program will allow participants to attain three levels of achievements: Level I, Level II, and Level III Super Scholar. Participants must complete the requirements for Level I before completing Level II.

Getting Started

Registration is available on the Missouri LTAP website (www.moltap.org). There is no registration fee for the program, but there is a fee for each class, which varies for each level. Classes are offered on an ongoing basis at various locations throughout the state. Contact Missouri LTAP for classes in your area or view the online training calendar.

Recognition

Certificates will be awarded by the Missouri LTAP Director to those individuals who successfully complete the requirements of the program during award ceremonies held at various conferences throughout the state and/or at a ceremony held at the graduate's place of employment.

LTAP TRAINING RESOURCES

FHWA Essentials for Local Public Agencies

Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program. Federal-aid Essentials is structured for busy agency staff who want further understanding of Federal-aid policies, procedures, and practices.

fhwa.dot.gov/federal-aidessentials/indexofvideos.cfm

Missouri Local Public Agency Program

The Federal Highway Administration (FHWA) and MoDOT offers a free 4-hour training class designed to meet the recently implemented requirements for a Full Time Sponsor Employee to serve the role as the Person In Responsible Charge in order to receive Federal-aid funding for Locally Administered Projects. Local public agencies and consultants will be required to have taken this basic training course.

design.modot.mo.gov/lpatraining/

APWA – Professional Development

APWA offers online, face-to-face, and on-demand programs, with educational content that fits within your time and travel constraints. The Donald C. Stone Center provides professional development opportunities for the next generation of public works leadership.

apwa.net/learn

NHI – Training Resources

National Highway Institute, NHI, is the training and education arm of the Federal Highway Administration (FHWA) with its rich history of innovation and expertise in delivering transportation training.

nhi.fhwa.dot.gov/home.aspx

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UPCOMING EVENTS



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MISSOURI STATE AGENCY FOR
SURPLUS PROPERTY

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888.295.7796 (Toll free | 573.751.3415)

For information about the program,
visit: oa.mo.gov/purch/surplus.html

Eligibility requirements can be found under
"Read about the Program"

REALTY FOR SALE

The Missouri Department of Transportation is responsible for managing realty assets owned by the Missouri Highways and Transportation Commission. Realty assets are periodically reviewed to determine if they are essential to current operations, or are expected to be in the near future. When realty assets are no longer essential to operations, they may be made available for sale to the public.

VISIT:
[www6.modot.mo.gov/
PropertyForSale](http://www6.modot.mo.gov/PropertyForSale)



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**NO EQUIPMENT FOR SALE
AT THIS TIME**



U.S. Department
of Transportation
**Federal Highway
Administration**

