Attendees:

Minnesota, Iowa, Michigan, New Mexico, Missouri, Nebraska, Kansas, North Dakota and Wisconsin, FHWA, and e-Content. A list of attendees with their organizations and e-mails is attached.

Welcome, Introductions, and History

John Micheau, our host welcomed the group and introductions followed. A brief history of the M-TRAC group was presented. Chris Anderson has the led the group and represented M-TRAC on the AASHTO Transportation Curriculum Coordination Council for numerous years. Chris will be retiring this winter from the Iowa DOT, but with the help of the Des Moines Area Community College can continue to organize the group's activities and represent the M-TRAC group to TC3, if they desire. The group voted for Chris to continue being their representative.

Reciprocity Update

Last year the group put together a spreadsheet of how each state's test methods compared to AASHTO and the testing differences. This spreadsheet was developed to assist when the state's had reciprocity requests. The group felt that there was a need for a document showing each state's certification levels and what tests were included in each level. Chris will be working on this as time allows. There was a discussion on how state's now handle requests for reciprocity or if they even allow.

TC3 Update and State Sharing and How States are using TC3 Courses

Emily Lloyd from e-Content gave a presentation updating the group on the TC3 activities and the state sharing activities of the TC3. The TC3 currently has over 110 courses available and 26 states in their state sharing program, with a number of new courses under development and launching soon. Matt Beran of Nebraska DOR updated the group on how Nebraska is utilizing the TC3 courses in their certification program.

Part-time/Intern Training and Certification

A discussion was held on allowing individuals to perform certification work on a provisionary basis. The states were asked how this was handled in their programs and the following were the answers:

1. Wisconsin – A certified technician (Sponsor) oversees the new hire. The sponsor gets materials, trains, and tests the individual. Sponsor doesn't have to be with them at all times but is responsible if the individual messes up. Fee is $225.
2. Kansas – A part-time/intern can perform certified work for 6 months but must be overseen by a certified technician at all times.
3. Minnesota – Provisional allows a part-time/intern to perform certain tests for a maximum of 6 months. This is not a certification and is good for only certain tests. They don't have to have someone oversee them, but a certified technician must be close enough to assist if necessary.
4. Nebraska – They have a provisional only for DOR employees and it is good for one construction season. They are not monitored directly but a certified technician must be close.
5. New Mexico, Michigan, and Iowa require regular training and certification.

New Learning Technology

Emily gave a presentation on new learning technologies. These covered a number of new ways to develop web based courses including gamification, storytelling, and branching.

FHWA Training Grant Process
Brian Legan went through very specific logistics, time consumption, and learning experience to obtain a Federal Training Grant. The numerous steps and paperwork to apply for the grant were extensive. He did not get the grant.

Building It Right/FHWA Update
Dennis Dvorak from the FHWA regional center gave a presentation on independent assurance checks, 23 CFR-637, and discussed numerous certification issues and examples. Dennis has been an active member of the M-TRAC group for many years and always has an excellent presentation on the FHWA activities. The FHWA is currently working on various Transportation Construction Quality Assurance Courses.

Working with Colleges/Organizations
There was an open discussion on working with colleges and organizations as part of the DOT's training and certification program. There was concern from some colleges/organizations that working with the DOT's Technical Training and Certification program is seen as a profitable business and others want to take the work from these groups that have invested many resources and efforts into building the programs. Examples were given of this being tried and failing. The group felt that overall, if other agencies or associations wanted to come in and divide up their specialties, much gets lost on standard procedures. It is important to have a MOU or contract with the group that the state DOT is working with to maintain the relationship with the college/organization.

Computer Classroom Testing
Brian Squier gave an overview of Iowa's pilot season using computers for testing in the classroom. This was done in their main DMACC facility. There were a few issues, but nothing drastic and most students really liked using computers for their tests. Some with limited computer skills preferred paper tests. The benefits included, randomized tests, student getting score immediately upon completion, reduction in cheating, and others. Iowa hopes to be able to have testing on computers in all locations someday, but this could be prohibited by cost.

State Presentations
Updates on their state's training and certification programs were given by North Dakota DOT/NDSU, Minnesota DOT, Wisconsin DOT/ University of Wisconsin, Iowa DOT, New Mexico DOT, Ferris State University, and Kansas DOT.

Power Points from the presentations will be available on the M-TRAC website at: https://engineering.purdue.edu/M-TRAC/ under meeting/reports. The M-TRAC group would like to thank Becky McDaniel and Perdue University for their continuous support and hosting the website.

The next meeting will be held in Dubuque, Iowa and co-hosted by Iowa DOT and Wisconsin DOT. It appears it will be held during the week of July 24, 2017.