

TRANSPORTATION LEARNING NETWORK (TLN)

A COOPERATIVE TRAINING APPROACH FOR TRANSPORTATION

Presentation to WASHTO 2010

July 13, 2010

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NDSU

ON-GOING SUCCESS OF DOTS

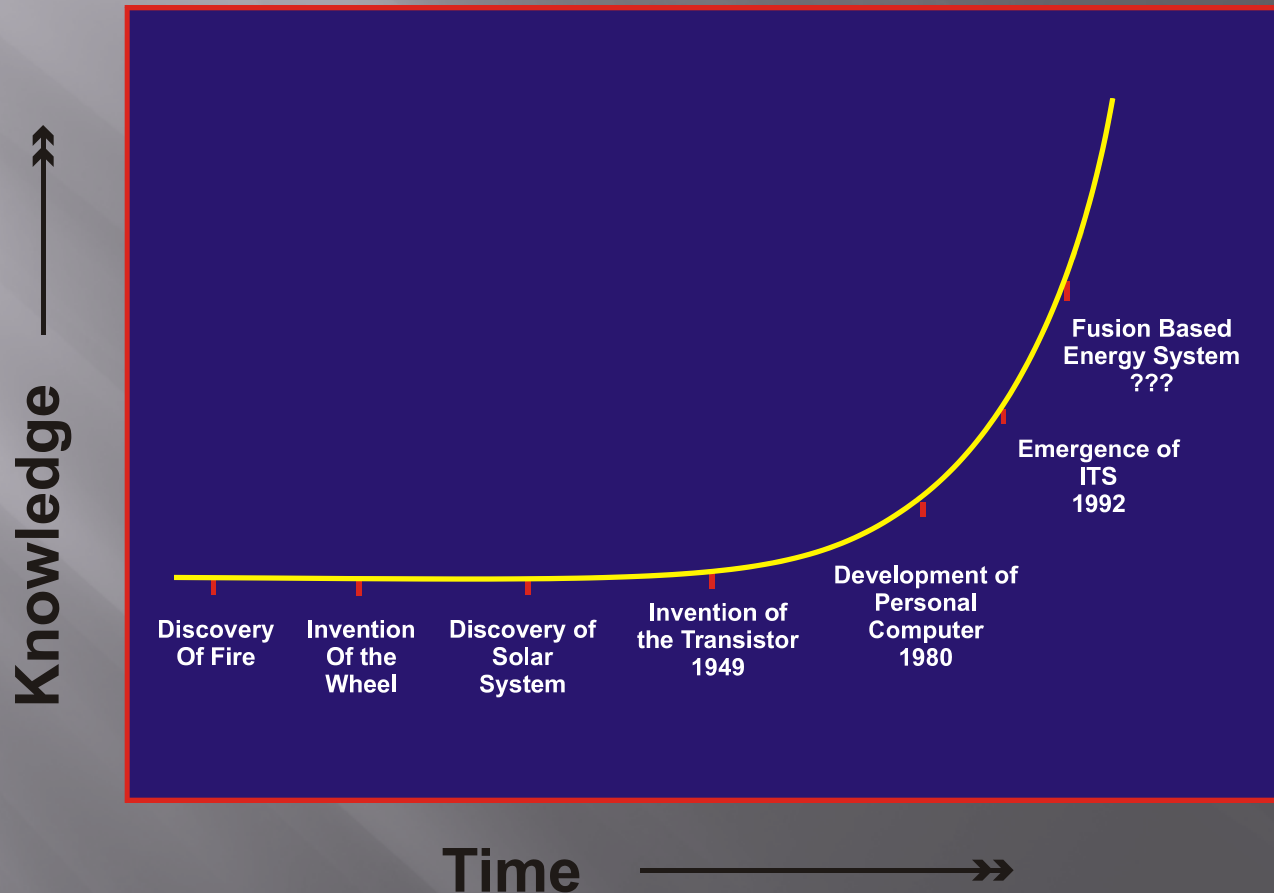
- + *Training and education are critical*
- + *Responsive and high quality*

Factors Driving Need

- ▣ Demographic shifts
- ▣ Hollowing out of middle management
- ▣ Technological advancements
- ▣ Communication technology
- ▣ Budget constraints
- ▣ Knowledge curve

Growth in Knowledge

Knowledge Doubles Every 14 Months to Five Years



Development of a Collaborative Training Program in Our Region

- ▣ DOTs
 - NDDOT
 - SDDOT
 - WYDOT
- ▣ Mountain Plains Consortium Universities
 - NDSU
 - SDSU
 - U of WY
 - CSU
 - U of UT

Potential Training Subject Matter

- ▣ Planning
- ▣ Preconstruction
- ▣ Construction
- ▣ Maintenance
- ▣ Administration
- ▣ Professional Development
- ▣ PDH's/Certifications
- ▣ Continuing Education/Advanced Degrees

Intended Audiences

- ▣ Transportation related entities
 - State, Local, Tribal, Private (contractors, consultants, etc.)
- ▣ Two Areas of Focus
 - Technical – technicians to engineers
 - ▣ Based on TCCC/NHI Matrices
 - Management, supervisory, administrative, new employees, others as identified by customers

Intent/Benefits

- ▣ Provide cost-effective quality training
- ▣ Share expertise among DOTs
 - Tremendous amount of expertise that can be effectively shared if coordinated
- ▣ Share in the fixed cost
 - Instead of each participant paying for a comprehensive workforce development program
- ▣ Utilize a variety of training delivery platforms
 - Matched with material content, instructor proficiency, and technology available at recipients location

Intent/Benefits (continued)

- ▣ Cost effective use of instructors
 - More students at same cost
 - Reduce travel expenses
 - Can deliver training from most anywhere
- ▣ Reduce participant cost of training
 - Reduce travel, expenses, lost production time
- ▣ Similarity of training needs among members allows for delivery of same course simultaneously
- ▣ Deliver training that can be captured, warehoused, and repeated on-demand
 - Content servers

Intent/Benefits (continued)

- ❑ Partnering with industry is easier if they can reach larger audience for sharing new technology
- ❑ Technology and training techniques are constantly changing.
 - A focal point to monitor and keep abreast of change can be more cost effective than coordination by several
- ❑ Several activities in the training process of any entity are transferable (what can be done for one applies to another)
- ❑ Cost effective specialized training for DOTs
 - Limited numbers of people needing specialized training
 - By taking the small numbers from several agencies the accumulative total for all agencies more affordable
- ❑ Partnering with several universities allows increased educational opportunities for member DOTs
 - Also allows better access to research capabilities and results.

How

- ▣ Funding mechanism
 - Pooled fund project (DOTs)
 - MPC universities
 - Partnering with industry to provide instructors at effective costs
 - Use of FHWA Resource Center instructors training from Center locations (no travel or expenses)
 - Other in-kind services (NDLTAP)
 - ▣ Arrangement to deliver to NDLTAP customers at reduced cost
 - Total annual estimated cost
 - ▣ \$560,000

Management Structure

- ▣ Management and Coordination
 - Upper Great Plains Transportation Institute
- ▣ Lead DOT to monitor pooled fund program
 - NDDOT
- ▣ Governance and input
 - Executive Committee
 - Program Committee
 - Marketing and Coordination Liaison

Looking Forward

- ▣ Model allows for expansion of members
 - Share in respective reduction of fixed costs
- ▣ Continually evaluate training/education needs
- ▣ Monitor evolving delivery platforms and technology
- ▣ Address potential changes in transportation technology, operations, and education