



**Local Roads Research Forum under TPF-5(495) 2023
Technology Exchange on Low Volume Road Design,
Construction and Maintenance**

FINAL REPORT

Research and Analytics Bureau
Iowa Department of Transportation

and the

Federal Highway Administration

By

Colleen Bos and Kirsten Seeber
CTC & Associates LLC
Lincoln, NE

In collaboration with:

Vanessa Goetz and Khyle Clute
Iowa Department of Transportation
Ames, Iowa

May 2026

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Local Roads Research Forum under TPF-5(495) 2023 Technology Exchange on Low Volume Road Design, Construction and Maintenance		5. Report Date May 2026	
		6. Performing Organization Code:	
7. Author(s) Colleen Bos (orcid.org/0009-0002-8273-0922), Kirsten Seeber (orcid.org/0000-0002-4954-088X)		8. Performing Organization Report No.	
9. Performing Organization Name and Address CTC & Associates LLC 2323 Woodscrest Ave. Lincoln, NE 68502		10. Work Unit No.	
		11. Contract or Grant No. 90-00-TPF5(495)-00	
12. Sponsoring Agency Name and Address Iowa Department of Transportation Research and Analytics 800 Lincoln Way Ames, Iowa 50010 Federal Highway Administration 1200 New Jersey Avenue, SE Washington, D.C., 20590		13. Type of Report and Period Final	
		14. Sponsoring Agency Code	
15. Supplementary Notes Prepared in cooperation with the Iowa Department of Transportation. All restrictions are set out in the Disclaimer.			
16. Abstract The 2023 Technology Exchange on Low Volume Road Design, Construction and Maintenance pooled fund (TPF-5(495)) hosted a Local Roads Research Forum on March 3 and 4, 2026, with the Iowa Department of Transportation coordinating as lead state in partnership with the Iowa County Engineers Association Service Bureau. The purpose of this forum was to help participants understand each another's needs and challenges related to local roads research. The forum focused on four broad areas: Current state DOT local roads research, round table discussions on hot topics, national perspectives, and future planning.			
17. Key Words local road, low-volume road, research, innovation, county, LTAP, community of practice		18. Distribution Statement	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 137	22. Price N/A

DISCLAIMER

The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the information presented herein. The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the Iowa Department of Transportation or the United States Department of Transportation, Federal Highway Administration.

The sponsors assume no liability for the contents or use of the information contained in this document. This report does not constitute a standard, specification, or regulation.

The sponsors do not endorse products or manufacturers. Trademarks or manufacturers' names appear in this report only because they are considered essential to the objectives of the document.

STATEMENT of NON-DISCRIMINATION

Iowa DOT ensures non-discrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes that they are being denied participation in a project, being denied benefits of a program, or otherwise being discriminated against because of race, color, national origin, gender, age, or disability, low income, and limited English proficiency, or needs more information or special assistance for persons with disabilities or limited English proficiency, please contact Iowa DOT Civil Rights at 515-239-7970 or by email at civil.rights@iowadot.us.

TABLE OF CONTENTS

Research Forum At-a-Glance	1
Research Forum Topics.....	1
Top Findings and Takeaways	1
Meeting Introduction and Overview	3
Forum Participants	3
Format	4
State Programs	5
Overview.....	5
Presentations.....	5
Local Road Research Boards.....	5
Iowa DOT	5
Michigan DOT	6
MnDOT	6
Other State Experience with Local Roads Research Practices.....	7
Idaho TD	7
MoDOT	7
LaDOTD.....	8
Discussion.....	8
Key takeaways	9
Round Table Discussions	10
Overview.....	10
Round Table Topic: Quick Turn-Around Research.....	10
Discussion Highlights.....	10
Round Table Topic: How to Give Local Roads Research More Weight in the National Conversation ...	11
Discussion Highlights.....	11
Round Table Topic: Leveraging the Pooled Fund Program to Coordinate and Communicate.....	12
Discussion Highlights.....	12

Round Table Topic: Technology Transfer	13
Discussion Highlights	13
Key Ideas.....	13
National Perspectives.....	15
Overview.....	15
Presentations.....	15
Discussion and Findings	15
Local Roads Survey Results	15
National Perspective: National Association of County Engineers	15
National Perspective: TRB Standing Committee on Low-Volume and Rural Roads (AKL17)	16
Key Ideas.....	17
Future Paths	18
Overview.....	18
Pathways for Collaboration	18
New Directions for Collaboration.....	18
Road Mapping and Planning.....	19
Key Ideas.....	19
APPENDIX A. Local Roads Research Forum Agenda	
APPENDIX B. Iowa DOT – Iowa Highway Research Board	
APPENDIX C. Michigan DOT – Michigan’s Local Road Research Program (LRRP)	
APPENDIX D. MnDOT – Minnesota Local Road Research Board	
APPENDIX E. Idaho TD – Idaho Research Program and Local Roads Research	
APPENDIX F. MoDOT – Missouri DOT Research Overview	
APPENDIX G. 2026 Local Roads Research Forum, Survey Results	
APPENDIX H. National Association of County Engineers – National Perspective: National Association of County Engineers (NACE)	
APPENDIX I. National Perspective: TRB Standing Committee on Low-Volume and Rural Roads (AKL17)	

LIST OF FIGURES

Figure 1. Meeting Participants.....	4
-------------------------------------	---

RESEARCH FORUM AT-A-GLANCE

Host Organization: 2023 Technology Exchange on Low Volume Road Design, Construction and Maintenance pooled fund (TPF-5(495))

Participating Agencies: American Association of State Highway and Transportation Officials (AASHTO); Idaho Transportation Department (Idaho TD); Iowa County Engineers Association Service Bureau (ICEASB); Iowa Department of Transportation, Keokuk County, Iowa; Louisiana Department of Transportation & Development (LaDOTD); Louisiana State University (LSU); Marshall County, Minnesota; Michigan Department of Transportation (Michigan DOT); Minnesota Department of Transportation (MnDOT); Missouri Department of Transportation (MoDOT); Montana State University-Western Transportation Institute (MSU-WTI); and Washington County, Iowa.

RESEARCH FORUM TOPICS

State Programs: Each state department of transportation (DOT) presented information on the status of local roads research within their state. Minnesota, Iowa, and Michigan each have a formal local road research board (LRRB), whereas Idaho, Louisiana, and Missouri have less-formal approaches.

Round Table Discussions: The group focused on four topics: quick turn-around research, giving local roads more weight in the national research conversation, leveraging the pooled fund program, and technology transfer.

National Perspectives: The group reviewed survey results and heard from key national organizations with an interest in local roads perspectives: National Association of County Engineers (NACE), and the Transportation Research Board (TRB) Standing Technical Committee on Low-Volume and Rural Roads (AKL17).

Future Paths: Attendees discussed avenues for local roads coordination moving forward, looking both at coordinating national research and sharing local, informal research results more systematically.

TOP FINDINGS AND TAKEAWAYS

- **Every state is conducting local roads research**, whether formal or informal, that needs to be shared. Nationally there is also a need to find **a central way to coordinate local research** and share research results. The challenge is not so much research; it's documenting and sharing research effectively.
- There was a consensus of interest in developing a **central repository to capture and share informal equipment and product tests and trials** happening at the local level. Local practitioner testing and informal research need better documentation to be shared. The repository could be built from a practitioner reporting form on informal research, perhaps developing a template that all states could use. Collecting and sharing practitioner trials should be shared outward from the local level.
- Everyone agreed that more nationwide communication and coordination is needed. A **multi-level communication approach** could include AASHTO, the National Cooperative Highway Research Program (NCHRP), TRB, NACE, American Public Works Association (APWA), and practitioner information sharing across local levels.

- A pooled fund study would help coordinate efforts nationally. Need to **identify four to five champions to lead a pooled fund.**
 - One option might be to pool enough money to create or expand an existing website, help develop communications products, and **document local innovations and informal research.**
 - The **pooled fund could start small** to get a foothold on a national local or low-volume roads group and then continue later to address additional issues once the group and the issues are well defined.
 - Make the **funding commitment level low** to allow as many partners as possible, including cities and counties, to join. If state transportation agencies could use State Planning and Research funds to help local agencies join the pooled fund, this would attract additional members.
 - Hold **pooled fund meetings adjacent to other county engineer meetings** or local practitioner events to expand participation and extend outreach activities.
- In Minnesota, **communicating research results is a key** focus of the LRRB. Communication products include guidebooks, research reports and summaries, e-newsletters, the Crossroads blog, videos, webinars, conference presentations, and the LRRB.org website.
- **Implementation needs to be considered at the beginning** of the project so practitioners can use implementation ideas when a project ends.
- Idaho and Missouri have robust **innovation programs, which help identify informal research** and could be used to submit research ideas and help facilitate local research and results sharing.
- An **AASHTO Community of Practice**, which would be open to AASHTO Members, could focus on local issues and help support national coordination. Attendees who are AASHTO members are encouraged to reach out to AASHTO to learn about their options and opportunities. Or a Community of Practice with broader membership could be pursued through NACE, APWA or other national organizations.
- **Leverage Local Technical Assistance Programs (LTAPs)**, which are a great existing resource for technology transfer. It could provide an initial springboard to work with the Federal Highway Administration (FHWA) and the U.S. DOT on coalescing a national framework for local road research.
- Use the right language to define the kinds of roads that need to be the focus of this local roads research. **Finding the right terminology** may be key to engaging executive-level stakeholders.
- There is a need and great interest in getting more local perspective into **NCHRP balloting and technical panels.**
- **Explore opportunities with the U.S. Department of Transportation's ROUTES program**, the FHWA's [Center for Local Aid Support](#) and [State Transportation Innovation Councils](#) (STIC) programs, NACE, APWA, and state, city, county, and township organizations.
- **Funding remains a key challenge:** Focus on developing innovative funding solutions for local research needs. Apportioning greater funding towards local road research from existing funding leaves another area short; how do you make the pie bigger for everyone?

MEETING INTRODUCTION AND OVERVIEW

The 2023 Technology Exchange on Low Volume Road Design, Construction and Maintenance pooled fund (TPF-5(495)) funded and hosted a Local Roads Research Forum on March 3 and 4, 2026 in Des Moines, Iowa. As the lead state, Iowa Department of Transportation convened member states and other stakeholders to discuss needs and challenges related to local road research. This report documents the meeting discussion, takeaways, and next steps.

The research forum included presentations and discussions in the following categories:

- State Programs
- Round Table Discussions
- National Perspective
- Future Paths

FORUM PARTICIPANTS

The research forum included six state DOTs, three county engineers, two universities, and AASHTO, in order to represent a variety of agencies and perspectives. The following individuals participated in the research forum:

Host Organization

The 2023 Technology Exchange on Low Volume Road Design, Construction and Maintenance pooled fund (TPF-5(495))

Member States

Idaho Transportation Department

Howard Cooley, Technical Engineer Services Leader, District 2

Eric Hendren, Facility Manager, District 2

Iowa Department of Transportation (lead state)

Khyle Clute, SPR Research and Pooled Fund Programs Manager

Vanessa Goetz, State Research Program Manager

Niki Stinn, Secondary Roads Engineer

Louisiana Department of Transportation & Development

David North, District Administrator

Laura Riggs, Highway Safety Assistant Administrator

Michigan Department of Transportation

Ryan Doyle, Road Team Leader

Michael Seling, Rural Road Engineer

Missouri Department of Transportation

Jen Harper, Research Director

Guest Organizations

American Association of State Highway and Transportation Officials

Mireya Kuskie, Associate Program Manager for Safety

Iowa County Engineers Association Service Bureau
Lee Bjerke, Secondary Roads Research Engineer

Keokuk County, Iowa
Andrew McGuire, County Engineer: NACE South Central Region Vice President

Louisiana State University
Brad Hall, Business Analyst, Center for Analytics & Research in Transportation Safety
Cory Hutchison, Director of Business Analytics, Center for Analytics & Research in Transportation Safety

Marshall County, Minnesota
Lon Aune, County Engineer

Minnesota Department of Transportation
Kristine Elwood, Assistant Commissioner, State Aid and Statewide Radio Communications Division

Montana State University-Western Transportation Institute
Laura Fay, Cold Climate Operations and Systems Program Manager, Research Scientist

Washington County, Iowa
Jacob Thorius, County Engineer; NACE President

Staff from consulting firm CTC & Associates coordinated, facilitated, and documented the forum.

FORMAT

Participants (Figure 1) attended the in-person research forum at the Greater Des Moines Botanical Garden in Des Moines, Iowa. The meeting agenda for the two-day event is included as [Appendix A](#) to this report.



Figure 1. Meeting Participants

From bottom to top: David North, Kristine Elwood, Lon Aune, Howard Cooley, Vanessa Goetz, Michael Seling, Khyle Clute, Jennifer Harper, Laura Riggs, Niki Stinn, Brad Hall, Cory Hutchison, Jacob Thorius, Mireya Kuskie, Ryan Doyle, Laura Fay, Eric Hendren, Lee Bjerke, Andrew McGuire.

STATE PROGRAMS

OVERVIEW

In this first session, attendees from Iowa DOT, Michigan DOT, and MnDOT shared the history, background, structure, successful practices and challenges of their local roads research boards. Participants from Idaho TD, LaDOTD and MoDOT discussed their experience with local roads research.

PRESENTATIONS

To kick off discussion on measuring research, all of the participating states gave presentations on efforts at their agencies. These are reproduced as appendices to this report.

[Appendix B. Iowa DOT](#) – Iowa Highway Research Board, Vanessa Goetz, Iowa DOT

[Appendix C. Michigan DOT](#) – Michigan’s Local Road Research Program (LRRP), Ryan Doyle, Michigan DOT

[Appendix D. MnDOT](#) – Minnesota Local Road Research Board, Kristine Elwood, MnDOT

[Appendix E. Idaho TD](#) – Idaho Research Program and Local Roads Research, Howard Cooley and Eric Hendren, Idaho TD

[Appendix F. MoDOT](#) – Missouri DOT Research Overview, Jen Harper, MoDOT

LOCAL ROAD RESEARCH BOARDS

Iowa DOT

- The Iowa Highway Research Board (IHRB) was established in 1949 to provide guidance and oversight for the use of state funding dedicated to local roads research. For additional information, the [Iowa Highway Research Board 75-Year Anniversary History](#) and the [Iowa Highway Research Board 1949-1999](#) offer extensive detail on the history of the organization.
- The board is comprised of 15 members consisting of county, municipal, and DOT engineers, and two university representatives. Members serve for six-year terms: three years as an alternate and three years as a board member.
- IHRB has three main sources of funding: the Primary Road Research Fund (\$2 to \$2.5 million), the Secondary Road Research Fund (\$1.9 million), and the Street Research Fund (\$200,000).
- The board has been successful because it is innovative, it takes risks and has strong partnerships between federal, state, county, city, universities and industry stakeholders.
- IHRB undertakes 15 to 20 research projects every year.
- Implementation, an important part of every research project, is considered at the beginning of a project so practitioners can use implementation ideas when a project ends.

Michigan DOT

- Michigan's LRRP began in 2024 as a \$1 million, 48-month pilot project to prove the value of local-first research. This moved transportation research from a state-centric model to a small, dedicated and university-partnered program for county road agencies.
- Prior to LRRP, local agencies relied on a grassroots patchwork of resources for research, training, and assistance.
- LRRP is mission-driven to focus on data, specifications, innovations, and best practices tailored for local agencies. Projects must be implementable across the state.
- The County Road Association, a resource for county road agencies to share knowledge and solutions, conducted a member survey and identified 35 ideas. A seven-member work group filtered proposals and selected the most pressing actionable projects. Proposal requests were issued to Michigan's accredited public engineering universities to bridge academic rigor with practical deployment.
- LRRP utilizes a collaborative network that includes Michigan DOT, Michigan public engineering universities and Michigan's LTAP to ensure funds are spent wisely. This is done by avoiding duplication, translating engineering needs into academic language, providing expert advisors, and ensuring local county agency representatives select research projects.
- Partnerships with universities have led to great results at the county level. Meet-and-greets are underway with five Michigan-accredited public engineering universities following a well-attended informational webinar to build programmatic interest for academic researchers in January 2026.

MnDOT

- The Minnesota Legislature established the LRRB in 1959 to support research and related technology for local road practitioners.
- LRRB receives \$5.9 million in annual funding and funds 25 new projects each year. Projects last one to three years.
- The LRRB has 11 members, including four county engineers and two city engineers. The standing Research Implementation Committee is responsible for recommending investments in implementation projects, overseeing implementation activities, and assessing the impact of those activities on the transportation system.
- LRRB prioritizes research that focuses on the local transportation system and solicits research ideas directly from local transportation practitioners.
- LRRB partners with MnDOT, the University of Minnesota Center for Transportation Studies, MnROAD and the National Road Research Alliance. MnDOT's Office of Research and Innovation provides overall program administration services, project and contract administration, and library services.
- Communicating research results is a key focus of LRRB. Communication products include guidebooks, research reports and summaries, an e-newsletter, the Crossroads blog, videos, webinars, conference presentations, and the LRRB.org website.

- Challenges include outreach and engagement with stakeholders due to frequent staff turnover and helping city and county agencies develop and maintain their workforce.

OTHER STATE EXPERIENCE WITH LOCAL ROADS RESEARCH PRACTICES

Idaho TD

- Idaho TD's federal fiscal year 2026 research budget is \$2.6 million. In addition to conducting their own research projects, Idaho TD participates in 35 pooled fund studies through the Transportation Pooled Fund Program, contributes to 16 AASHTO Technical Service Programs and funds the NCHRP.
- The research program addresses department-wide research needs but has no dedicated local roads research focus.
- The Research Advisory Committee reviews, selects, and funds research projects. Local agencies are included to provide expertise and perspective. Local municipalities have made project requests through districts, but they have not been selected for funding.
- The Local Highway Technical Assistance Council (LHTAC) operates the Transportation Alternatives Program to help local municipalities with design and construction funding.
- LHTAC sits on the board of the Pacific Northwest Transportation Consortium, a regional University Transportation Center, and allowing it to potentially get local research funded.
- A recent project with local input was Annual Average Daily Traffic Estimation and Validation Tools for Local Off-System Public Roads. Idaho TD sponsored and managed the project while LHTAC provided local expertise.
- In order to get more local roads research projects funded by Idaho TD, strong arguments and awareness of how that research would meet state highway needs is necessary.
- Another option is to extend Idaho TD's innovation program to local municipalities so that locals could submit ideas for local research.

MoDOT

- Missouri does not have a local roads research program, but the state owns some local roads.
- MoDOT's research program has an \$8.1 million annual budget and a core contract research budget of \$5.9 million. The program has four research staff members and one librarian. There are roughly 45 active research projects at any time.
- The Missouri Center for Transportation Innovation is a partnership between MoDOT and the University of Missouri system. It has several local research projects, including three in Kansas City and one with the Illinois Tollway.
- If locals can show the value of local roads or low-volume roads research to MoDOT, they would get more funding. Road users want road issues fixed and aren't concerned with who owns the roads.

- One way to get more research ideas from local agencies is for the MoDOT research program to remind them that they have state roads in their jurisdictions.

LaDOTD

- Louisiana does not have a local roads research program. The LTAP is active in local roads safety.
- The Louisiana Transportation Research Center is a partnership between La DOTD and LSU. It does not receive local roads research project ideas, but it is open to conducting local roads research.
- Local public agencies receive limited funding, for example via the Off System Bridge Program.
- Local agencies are content to spend the money they receive but they don't tend to make research requests.
- LSU's Center for Analytics & Research in Transportation Safety is interested in giving locals the data they need to make decisions.

Discussion

- What was the impetus for a state to start a local roads research program?
 - In Michigan, a peer exchange funded through a State Transportation Innovation Council (STIC) grant was held to discuss local roads issues and to provide a basis to request funding from the state legislature.
 - In Iowa, it was legislation in 1949 that set aside road use tax funds specifically targeted towards local roads research. The Iowa DOT, then Iowa Highway Commission, created the IHRB to collaborate on selection and evaluation of projects, and the funding needs for those projects.
 - Because locals saw the benefit of having local roads research, the Iowa DOT worked with IHRB to create the Secondary Roads Research Engineer position. This position was a dedicated FTE at the Iowa DOT for many years. The position was later moved to the ICEASB. ICEASB is another key player in Iowa's approach to local roads. The service bureau was originally an electronic bulletin board funded by the IHRB to facilitate collaboration and technology transfer between counties but has evolved to become a central organization for all 99 counties.
 - All trips begin and end on a local road. Local roads throughout the U.S. all deal with the same issues, such as heavy vehicles damaging roads.
 - What a state decides is a good standard for state roads isn't necessarily good for local or low-volume roads.
- What level of construction work does your state allow the local agencies to do?
 - Louisiana does not provide funding directly to their locals for construction projects. However, the LTAP selects projects for the Local Road Safety Program (LSRP), which is delivered through the LaDOTD. LRSR projects use the state's specifications.
 - Locals receive assistance from the LTAP in Idaho. They adopt Idaho TD's standards.

- If a construction project is federally let in Iowa, then it follows the state's specifications. The DOT has the oversight, and the county develops the designs and lets the project with the DOT's help.
- Locals take the lead throughout the construction process in Minnesota. If they use federal funds, the local agencies sign a document taking responsibility for the project. MnDOT will review the plans and environmental information. The local agencies let the projects.
- In Michigan, the local agencies follow the state's specifications.
- Federal funding for bridge projects are let through the Iowa DOT, while the local agencies deal directly with state funded construction projects. Many Bridge standards come through the IHRB. Administration is easier for the DOT because locals use the same design process and standards.
- Iowa DOT and Iowa's LTAP cosponsor an annual County Engineers Research Focus Group, which really engages local practitioners on innovations and research needs. The top three or four ideas are shared with IHRB for potential funding. This process lets county engineers know that if they participate, they could potentially get their research needs addressed.

KEY TAKEAWAYS

- **Every state is conducting local roads research**, whether formal or informal, that needs to be shared.
- Having a **local roads research board** like Iowa's or Minnesota's is a huge advantage for prioritizing local roads research.
- There is great interest in **capturing and sharing informal equipment tests and trials** happening at the local level.
- Most states need to find **more ways to engage** counties and other local departments.
- **Implementation needs to be considered at the beginning** of the project, so practitioners can use implementation ideas when a project ends.
- In Minnesota, **communicating research results is a key** focus of the LRRB. Communication products include guidebooks, research reports and summaries, an e-newsletter, the Crossroads blog, videos, webinars, conference presentations, and the LRRB.org website.
- Idaho TD and MoDOT have robust **innovation programs, which help identify informal research** and could be used to submit research ideas and help facilitate local research and results sharing.
- Having a **champion for local roads research** in each state is key. Getting locals to work together on a common issue, even one project, is enough to start the ball rolling.

ROUND TABLE DISCUSSIONS

OVERVIEW

Attendees participated in four round table discussions that provided additional insight and details about how their agencies conduct quick turn-around research and how local roads research could be elevated to the national level. The group also discussed starting a pooled fund and improving technology transfer practices.

ROUND TABLE TOPIC: QUICK TURN-AROUND RESEARCH

During this round table, attendees discussed what their agencies offer in terms of quick-turnaround research as opposed to more formal or traditional applied research. They also talked about best practices for more practitioner-oriented reports.

Discussion Highlights

- In Minnesota, LRRB projects take a minimum of two years so “quick turn-around” projects may not be feasible. IHRB projects take a minimum of 12 months, with most projects taking three to five years to research, and then three to five years to implement.
- At the county level, engineers have more freedom to conduct informal research and try out new ideas. A consultant could work with engineers to document what they are doing and the results. If shared widely, this could be helpful to locals across the country.
 - Universities could have graduate students work with local agencies to document informal research and innovations, which could also involve mentoring locals to better present their research and results.
- Develop a simple, short template to document informal research and innovations.
 - MoDOT uses a template for staff submissions to the [Innovations Challenge](#).
 - A consultant or an automation tool could potentially be used to help locals complete the template.
- Informal research could be shared by talking to other engineers in your state and beyond, and getting to know members of the NACE. Locals are good at sharing ideas with their neighbors, but these ideas are often rejected at higher levels within agencies.
- Local agency champions should talk about the importance of documenting their informal research and innovations and discuss this at meetings and conferences.
- Don't be afraid to ask a contractor to test something on a local agency project.
- Local research exposure at the national level will help state and federal agencies become aware of what locals are doing and what they need.
- Because of the NCHRP research process (state DOT executives vote on NCHRP problem statements in coordination with their agency's research office), local agencies have no way to get their needs into the process or influence the voting.

- The Iowa DOT led a pooled fund study as a way to support TRB's International Conference on Low-Volume Roads, which focuses on posters and abstracts from practitioners rather than academics. TRB will hold a Rural Issues Conference from July 19-21, 2027, in Westminster, Colorado.

ROUND TABLE TOPIC: HOW TO GIVE LOCAL ROADS RESEARCH MORE WEIGHT IN THE NATIONAL CONVERSATION

During the second round table, attendees discussed the barriers and opportunities to getting local roads perspectives into national research decision-making and NCHRP research in particular. Can organizations like NACE or APWA get a seat or a voice in AASHTO or NCHRP to help represent those interests? How do you give local roads more weight in the national research conversation?

Discussion Highlights

- Lobbying at the federal level might be necessary. DOTs wouldn't be able to ignore a stipulation in the federal program mandating that a certain amount of federal dollars be spent on local road issues or research.
- One obstacle is that it feels like local road issues are overlooked by state and federal agencies. Local agencies need to realize that partnering (with each other and with state and national agencies) is the way to get attention and resources. The mid-management staff at the state and national agencies know this but the executive levels do not.
- Local and state practitioners must vocalize their issues and must escalate them within their agencies. Reach out to state legislators to discuss the issues.
- Other ideas include requiring local implementation in research project problem statements or co-sponsoring problem statements with locals.
 - AASHTO is looking for ways to work with State DOTs that are working with their Local Agencies. Attendees who are AASHTO members are encouraged to reach out to AASHTO to learn about their options and opportunities.
 - The AASHTO Committee on Safety has a Subcommittee on Local Roads Safety. Members of the AASHTO Committee on Safety are encouraged to join the Subcommittee.
 - Presenting on local agency innovations at AASHTO Innovation Management meetings could be a good place to involve more locals.
- Minnesota is a leading state in developing county road safety plans. The MnDOT Office of Safety wants to dedicate money to deal with crashes on local roads. The office has to follow the Highway Safety Improvement Program guidelines, but the money gets to the local level.
 - Other states can use Minnesota as a case study to change minds in their states and at their DOTs.
 - TRB could publish an article in *TR News* to highlight a lack of funding for local safety or local roads. This could help bring awareness of the local roads issues at some DOTs, if the media contacts them with related questions.
- Funds to focus on local roads can come from a new funding source instead of taking from an existing source. Make the funding pie bigger for everyone instead of just shifting funds from states to locals, which could create problems down the line.

- Even if local agencies are able to do more research, they need funds to implement the results.
- The focus of this research forum is how to raise the profile of local roads research. Invest money upfront to show how locals can be more efficient with the dollars they have.

ROUND TABLE TOPIC: LEVERAGING THE POOLED FUND PROGRAM TO COORDINATE AND COMMUNICATE

During this round table, attendees discussed how to leverage the federal Transportation Pooled Fund program to coordinate and communicate local roads research. How can it be used to give local researchers a national forum for communicating results? Could a pooled fund study act like a regional consortium to share current regional interests or needs? Could regional consortiums be used to coordinate communication nationally?

Discussion Highlights

- The possibility of creating a new local roads pooled fund using ideas from this research forum was discussed by the participants.
 - Make the pooled fund a consortium to bring states together to discuss common issues including: local roads research projects; capturing, standardizing, and sharing informal research projects in each state; identifying regional or national local roads' needs; assisting with NCHRP research or grant applications; getting upper-level agency support to put more money to low-volume or local roads; and demonstrating the importance of local and low-volume roads issues and research needs nationally.
 - One goal of this pooled fund could be to give non-DOT staff the opportunity to review NCHRP ballots to see which projects they would support. Each state as a whole, and not only the DOT, is affected by NCHRP research results.
 - Make the funding commitment level low to allow as many partners as possible, including cities and counties, to join. If state transportation agencies could use State Planning and Research funds to help local agencies join the pooled fund, this would attract additional members.
 - The pooled fund could start small to get a foothold on a national local or low-volume roads group and then restart later to address additional issues once the group and the issues are well defined.
 - Talk with DOT research managers at the AASHTO Research Advisory Committee (RAC) meeting about the idea of starting a pooled fund to determine interest among state transportation agencies.
 - The pooled fund could create templates for research write-ups, interview locals and complete the templates, and develop a database to house the information.
 - Hold pooled fund meetings adjacent to other county engineer or other local practitioner meetings to expand participation and extend outreach activities.
 - Finding a state or agency to lead the pooled fund is key.

ROUND TABLE TOPIC: TECHNOLOGY TRANSFER

During this round table, attendees considered ideas on sharing local roads research results nationally and in a systematic way. What structures are needed for all states to share results and training, creating a repository of research and technology transfer tools? How to create, structure, and maintain a community of sharing?

Discussion Highlights

- Create a repository that includes available local roads research and practices and incorporates new research reports, research summaries, implementation guidance, etc.
 - The repository should contain or link to information already available and provide new summaries on informal research or innovations.
 - The repository needs a neutral host. The FHWA is considering the creation of a national repository or database of less formal innovations. Local agencies could share their informal research and/or innovations through this mechanism. The National Transportation Library is also a possible option.
 - Would web-crawling tools or artificial intelligence be able to find the information available on the Internet and make the repository obsolete at some point? Or perhaps enhance it?
- Technology transfer developed from local roads research or innovations should not be as technical as research project final reports. Write-ups should come from practitioners and be written in a way that practitioners can understand and apply the information.
- Options for disseminating technology transfer information include:
 - TRB Webinars – TRB does all of the coordination, but attending a webinar can be expensive for attendees who are not with a state DOT.
 - The National Center for Rural Road Safety considers presentations as long as there is a safety piece to it.
 - Highlight local or low-volume roads research at a TRB Annual Meeting session.
 - LTAPs are a great resource for tech transfer, including webinars.
 - NACE could help disseminate tech transfer information but would need to share it in a way that wouldn't overwhelm members.

KEY IDEAS

- The group had great interest in **capturing informal research** (practitioner methods and testing). Local practitioner testing and informal research need better documentation to be shared. Practitioners need a place to share "tests."
- Consider hiring a **consultant to document local and informal** research results.
- There is relevant research happening, but how do we communicate the results to other states and local agencies? Nationally there is also a need to find a **central way to**

coordinate local research and share research results. The challenge isn't research, it's documenting and sharing research effectively.

- Ask researchers to **gear final reports to practitioners** and save the academic language for the appendices.
- An **AASHTO Community of Practice**, could focus on local issues and help support national coordination. Members of AASHTO are encouraged to share their concerns and thoughts with their AASHTO liaisons
- **Leverage LTAPs**, which are a great existing resource for technology transfer.
- Need greater funding for local roads, but there is understanding that shifting funding within the transportation budget leaves another area short. How do you **make the pie bigger for everyone?**
- Use the right language to define the kinds of roads that need to be the focus of this local roads research. Not all states have local roads, not all county or city roads are low volume. Not all rural roads are local, not all local roads are rural. **Finding the right terminology** may be key to engaging executive-level stakeholders.
- The **pooled fund could start small** to get a foothold on a national local or low-volume roads group and then be restarted later to address additional issues once the group and the issues are well defined.
- Make the **funding commitment level low** to allow as many partners as possible, including cities and counties, to join. If state DOTs could use SPR funds to help local agencies join the pooled fund, this would attract additional members.
- Hold **pooled fund meetings adjacent to other county engineer meetings** or local practitioner events to expand participation and extend outreach activities.

NATIONAL PERSPECTIVES

OVERVIEW

Presentations on survey results and national organizations currently representing local and rural perspectives helped set the table for discussions on collaboration.

PRESENTATIONS

[Appendix G. 2026 Local Roads Research Forum, Survey Results](#) – Colleen Bos, CTC & Associates

[Appendix H. National Association of County Engineers – National Perspective: National Association of County Engineers \(NACE\)](#), Jacob Thorius, Washington County, IA County Engineer and NACE President

[Appendix I. National Perspective: TRB Standing Committee on Low-Volume and Rural Roads \(AKL17\)](#), Laura Fay, Montana State University

DISCUSSION AND FINDINGS

Local Roads Survey Results

Iowa DOT conducted a survey in preparation of this local roads research forum. Sixteen people responded to the survey representing multiple DOTs and local agencies. Key takeaways were:

- Local roads research priorities in most states are established with input from a mix of state and local staff.
- Very little in-house research is done. Mostly local roads research is conducted by universities.
- States provide the majority of local roads funding.
- There are many common topics of interest across states:
 - Pavement preservation and truck/freight weights
 - Workforce development, especially engineers and engineering technicians
 - Lane departure fatalities
 - Roundabouts
- There was consensus that a key goal of national collaboration should be the ability to share research results.
- There is strong interest for national collaboration and a lot of interest in establishing a formal national forum to coordinate research.

NATIONAL PERSPECTIVE: NATIONAL ASSOCIATION OF COUNTY ENGINEERS

- The purpose of NACE is to be the voice of local roads officials. There are 33 member states that own and maintain 1.7 million miles of roads and 235,000 bridges.

- County road officials feel excluded from research and sharing information perspectives. Members also need to make an effort to get information from the state DOTs.
- State DOT research tends to focus on the greatest good (interstates and primary arterials) and initial construction more than maintaining the road system.
- Local roads are the last to receive federal funds.
- There is a systemic "research gap" between national/state-level studies and local-level studies.
- Local engineers adapt to "hand-me-down" science that may not fit their systems, which can result in overdesigned roads.
- Local or low-volume roads research needs to address load vs. volume, practical design, systemic safety, and maintaining and preserving the system.
- Technology transfer is difficult for locals. They have trouble telling and sharing their story.
 - Simple, to-the-point research will be most helpful to county engineers.
 - Sharing examples of successful research or innovations will empower all local agencies to try new things with less risk or fear of failure.
- Changes in roads research that will help all agencies:
 - Institutionalize local in-state or national transportation research. NCHRP projects should include a local component and county representatives should sit on NCHRP technical panels.
 - Road design should be expanded to include low-volume roads and be flexible for locally available lower quality materials.
 - More funding at the national and state levels should go toward local roads because local roads drive the economy.
 - Expand the technology transfer pipeline to get information to locals. LTAPs would be a good mechanism for this.
- Local roads research needs to be practical and implementable, not just research because someone has a good idea.
- Taking care of the entire road system, from interstates down to local and low-volume roads is good for everyone from safety and commerce standpoints.
- There is a debate on which term to use, local roads vs. low-volume roads.
 - To state DOTs, "local roads" are not in their jurisdiction so they don't pay attention to the issues. "Low-volume" can also sound unimportant because states like to put money and research on roads that have high traffic volumes.

NATIONAL PERSPECTIVE: TRB STANDING COMMITTEE ON LOW-VOLUME AND RURAL ROADS (AKL17)

- Previously, the TRB committee was Low Volume Roads (AKD30). All of the committee's information and documents are still available on a [Google site](#).

- The new committee is concerned with research and innovation related to low-volume roads, including planning, design, construction, safety, and maintenance.
- The committee consists of a mix of LTAP, universities, private sector groups, state DOTs, federal agencies, counties and international organizations.
- Every committee member has an open seat at the table and is on equal footing. Friends of the committee are important and are a good way for anyone to get involved.
- This committee is a part of the local roads research boards community and offers an opportunity to provide connections between the groups.
- If a local or state agency has a committee-related research idea, the committee will do its best to develop it and push it through the NCHRP research system.
- The top three current committee issues are: system stewardship and funding framework; operational delivery and performance challenges; and modernization, flexibility and future readiness.
- The committee has six working groups that cover a variety of topics.
- Working with the committee:
 - 2027 TRB Rural Issues Conference
 - 2027 TRB Annual Meeting– Proposal for a low-volume or local roads workshop.

KEY IDEAS

- Everyone agreed that more nationwide communication and coordination is needed. A **multi-level communication approach** should include AASHTO, NCHRP, TRB, and practitioner information sharing across local levels.
- An **AASHTO Community of Practice for Local Roads** research is of interest to many. Attendees who are AASHTO members are encouraged to reach out to AASHTO to learn about their options and opportunities Or a Community of Practice with broader membership could be pursued through NACE or APWA.
- The TRB Standing Committee on **Low-Volume and Rural Roads (AKL17)** exists and could potentially be helpful to the national conversation about local roads.
- There is a need and great interest in getting more local perspective into **NCHRP balloting**.
- Involving a state’s Department of Natural Resources, Forest Service and **other government stakeholders** in local roads research could be a way to grow the coalition of voices advocating for local roads research.
- There is a need to determine if there is a way that **NACE and APWA** can play a role.

FUTURE PATHS

OVERVIEW

Attendees wrapped up the day with a discussion of how to move forward with national collaboration around local roads research.

PATHWAYS FOR COLLABORATION

- Consider having liaisons between this group and other organizations such as TRB, APWA, NACE, and others that might be identified.
- Options for collaborating with other organizations:
 - If TRB is planning a low-volume/rural roads practitioners conference, the attendees would be supportive of a new pooled fund created for the purpose of technology exchange and collaboration at the conference. The pooled fund would be a springboard for what this group wants to do.
 - Attendees who are AASHTO members are encouraged to reach out to AASHTO to learn about their options and opportunities
 - Encourage city and county officials to be involved in the community and use this as a starting place for sharing information and ideas toward a larger local roads/low-volume roads research effort.
 - Consider coordinating with APWA, which has a Transportation Committee.
 - Connect with FHWA's [Center for Local Aid Support](#) and [STIC](#) programs or the USDOT [ROUTES](#) program.
 - Advertise the next iteration of the pooled fund at the [NLTAPA Conference](#).
 - Gather the day before the 2027 TRB Annual Meeting for a formal meeting or informal get-together to continue this discussion.
 - Review TRB's 2026 Annual Meeting attendance list to see if many local roads officials attended the meeting.
 - Consider consultant organizations such as the American Council of Engineering Companies because they are involved in research.
 - Start at the regional level with regional organizations and conferences.

NEW DIRECTIONS FOR COLLABORATION

- The group reviewed a number of communication options:
 - Dual communication audiences: upper-level state DOT management and practitioners.
 - The initial importance will be to find champions and gather them to set up a framework. Follow-up communications should emphasize connecting with the proper audience.

- Work with *TR News* or *WIRED* magazine to develop an article or issue on local roads or rural challenges.
- LTAP newsletters reach counties and cities and would be a good forum for advertising the next iteration of this group.
- The TPF-5(495) pooled fund will produce a news brief on the research forum that attendees can distribute to their agencies and related organizations.
- Produce an informational flier notifying people that there is a community of practice they could join. Share this information in future meetings and conferences to garner interest.
- Consider the target audience for journal or media pieces. Widely circulated outlets may be read by DOT executives or the public who would ask questions of their DOTs.
- Present the material from a positive angle of showcasing local roads success stories and the best ways to support local roads research and innovations.
- Work with state agencies or organizations focused on economic development. Emphasize that the economy begins and ends on the local roads, so maintaining and improving them is important to everyone.
- Work with existing NCHRP contacts to determine who to work with and what it will take for NCHRP to support this group's efforts to make local roads issues more important to NCHRP.

ROAD MAPPING AND PLANNING

- The audiences that need to be reached are at the local, regional, and national levels. Start at the national level and build a structure, such as a pooled fund and/or community of practice. These groups can generate communications to reach and connect the different audiences.
- Next steps for this group:
 - Take initial steps towards starting a pooled fund. Pool enough money to hire someone to help develop communications products.
 - AASHTO Members who attended the Research forum will reach out to AASHTO about resources available and what opportunities they have to discuss local and low volume roads.
 - Talk with research managers at the AASHTO RAC meeting about the idea of starting a pooled fund to determine interest among state transportation agencies.
 - Design a simple form to collect informal research and innovations. As a pilot project and proof of concept, build a basic website to showcase both formal and informal research. Invite people who would be interested in these steps to a virtual meeting and see who attends. Look for champions among the attendees.

KEY IDEAS

- A pooled fund study would help coordinate nationally. Need to identify four to five **champions to support a pooled fund**. Take initial steps towards starting a pooled fund. Pool enough money to hire

someone to create a simple website, help develop communications products and document local innovations and informal research.

- **Local participation** in a pooled fund would be ideal, but the funding is a challenge.
- **Connect with the USDOT [ROUTES](#) program** or the FHWA's [Center for Local Aid Support](#) and [STIC](#) programs.
- AASHTO Members who attended the Research forum will reach out to AASHTO about resources available and what opportunities they have to discuss local and low-volume roads.
- A **central repository of local roads research** could be built from a practitioner reporting form on informal research that all states could use. Collecting and sharing practitioner trials should be shared outward from the local level.
- **Funding remains a key issue:** Focus on developing innovative funding solutions for local research needs.

APPENDIX A. LOCAL ROADS RESEARCH FORUM AGENDA



Local Roads Research Forum 2026

Agenda

March 3-4, 2026

Greater Des Moines Botanical Garden – Willow/Wisteria Room

Day 1: “STATE PROGRAMS, DEFINING THE NEED”

Morning Session 8:30 a.m. – 12:00 p.m.

- 8:30 – 8:45 **Welcome, Meeting Goals and Agenda Review**
Vanessa Goetz, Iowa DOT
Lee Bjerke, Iowa County Engineers Association Service Bureau (ICEASB)
Colleen Bos, CTC & Associates
- 8:45 – 9:15 **Introductions**
- Name, Agency, Role
 - What you hope to learn at this event
 - Ice breakers/Get-to-know-you questions
- 9:15 – 10:15 **Local Road Research Boards**
Iowa, Michigan, Minnesota (15 minutes each + Q&A)
- 10:15 – 10:30 **Break**
- 10:30 – 12:00 **Background of Local Roads Organization and Research Practices by State**
Idaho, Louisiana, Missouri (15 minutes each + Q&A)
- 12:00 - 1:00 **Group Discussion – Working Lunch**

Afternoon Session 1:00 p.m. – 4:15 p.m.

- 1:00 – 1:30 **Review of Survey Findings and Introduction of Round Table Topics 1-4**
Colleen Bos
- 1:30 – 2:30 **Round Table Topic 1: Quick Turn-Around Research**

What do agencies offer in terms of quick-turnaround research as opposed to more formal or traditional applied research? What are your best practices for more practitioner-oriented reports?
- 2:30 – 2:45 **Break**
- 2:45 – 3:45 **Round Table Topic 2: How to Give Local Roads Research More Weight in the National Conversation**

What are the barriers or opportunities to getting more local roads perspectives on national research decision-making and NCHRP research in particular? Can organizations like NACE or APWA get a seat or a voice in AASHTO or NCHRP to help represent those interests? How do you give local roads more weight in the national conversation?
- 3:45 – 4:15 **Day 1 Wrap Up and Set Goals for Day 2**
Vanessa Goetz, Lee Bjerke, Colleen Bos



Local Roads Research Forum 2026

Agenda

March 3-4, 2026

Greater Des Moines Botanical Garden – Willow/Wisteria Room

Day 2: “NATIONAL PERSPECTIVES, FUTURE PATHS”

Morning Session 8:30 a.m. – 12:00 p.m.

- 8:30 - 8:45 **Day 2 Meeting Goals, Agenda Review, Reorientation and Adjustments**
Vanessa Goetz, Iowa DOT
Lee Bjerke, ICEASB
Colleen Bos, CTC & Associates
- 8:45 – 9:45 **Round Table Topic 3: Leveraging the Pooled Fund Program to Coordinate and Communicate**

How do you leverage the Transportation Pooled Fund (TPF) Program to coordinate and communicate local roads research? How can it be used to give local researchers a national forum for communicating results? Could a pooled fund study act like a regional consortium to share current regional interests or needs? Could regional consortiums be used to coordinate communication nationally?
- 9:45 – 10:00 **Break**
- 10:00 – 11:00 **Round Table Topic 4: Technology Transfer**

How to share local roads research results nationally? How to be more systematic about it? What structures are needed for all states to share results and training, creating a repository of research and technology transfer tools? How to create, structure and maintain a community of sharing?
- 11:00 – 11:30 **National Perspective: National Association of County Engineers**
Jacob Thorius, National Association of County Engineers (NACE)
- 11:30 – 12:00 **National Perspective: TRB Standing Committee on Low Volume and Rural Roads (AKL17)**
Laura Fay, The Western Transportation Institute
- 12:00 – 1:00 **Group Discussion – Working Lunch**

Afternoon Session 1:00 p.m. – 4:15 p.m.

- 1:00 – 1:45 **Pathways for Collaboration**
- TPF Program
 - AASHTO
 - TRB
 - NACE
 - Other options
- 1:45 – 2:30 **New Topics Discussion**
- 2:30 – 2:45 **Break**



Local Roads Research Forum 2026

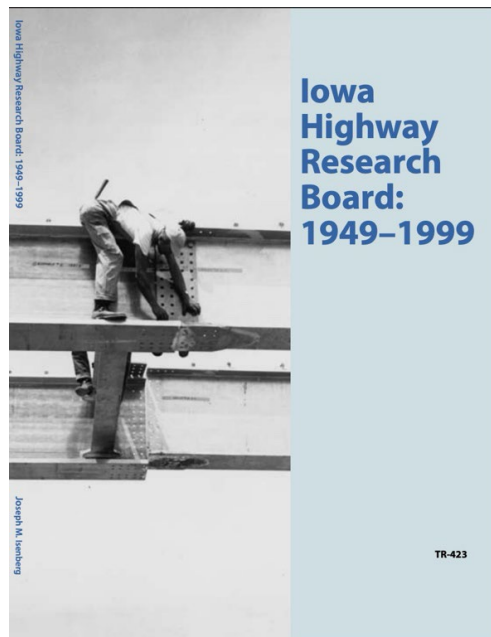
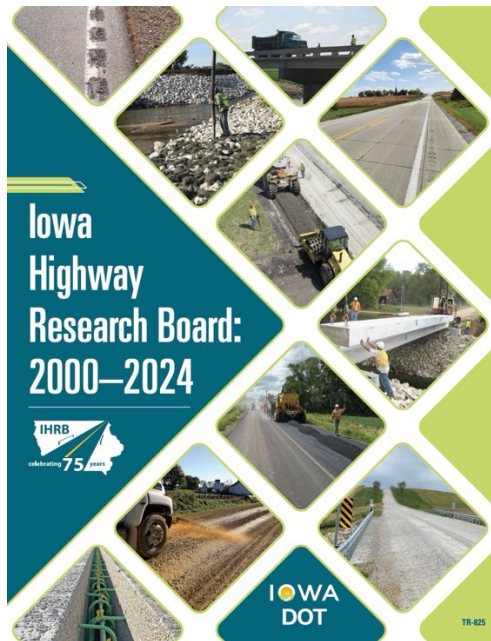
Agenda

March 3-4, 2026

Greater Des Moines Botanical Garden – Willow/Wisteria Room

- 2:45 – 3:30 **Road Map and Planning**
- Framework for setting up a local road research board
 - Communication plan locally, regionally and nationally
 - Next steps and action items
- 3:30 – 4:15 **Report Out**
- All
- 4:15 – 4:30 **Day 2 Wrap Up and Next Steps**
- Vanessa Goetz, Lee Bjerke, Colleen Bos

APPENDIX B. IOWA DOT – IOWA HIGHWAY RESEARCH BOARD





IOWA HIGHWAY RESEARCH BOARD

FY2024 At-A-Glance

July 1, 2023 - June 30, 2024



Improving lives through innovative transportation research

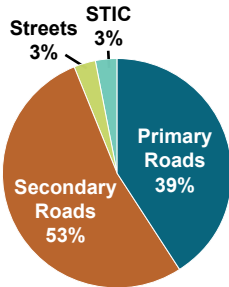
18 Projects initiated | **42** Active projects | **10** Projects completed

Who We Are

The [Iowa Highway Research Board](#) (IHRB) advances transportation research and development across the state by matching value-driven projects with funds contributed by the Iowa DOT and Iowa's cities and counties.

Project expenditures may be charged to Iowa's Primary Road Research Fund, Secondary Road Research Fund, the Street Research Fund, the federal State Transportation Innovation Councils (STIC) fund, or a combination of these.

FY2024 Research Project Expenditures

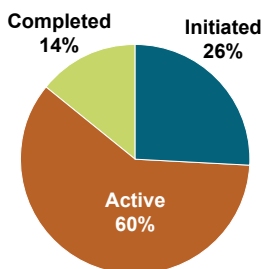


Primary Road Research Fund	\$1,571,843
Secondary Road Research Fund	\$2,024,592
Street Research Fund	\$94,716
STIC Fund	\$100,000
Total	\$3,791,151

Get Involved

Anyone can [submit an idea](#) for IHRB consideration. Comments and suggestions are also welcome during the idea's open feedback state. View the list of [active IHRB projects](#).

Status of FY2024 Projects



Initiated	18
Active	42
Completed	10
Total	70

Quick Links

- [Current IHRB Board Members](#)
- [Upcoming IHRB Meetings](#)
- [Full 2024 IHRB Annual Report](#)
- [IHRB Business Plan](#)

Contact

Vanessa Goetz, P.E.
Executive Secretary
Iowa Highway Research Board
515-239-1382
Vanessa.Goetz@iowadot.us



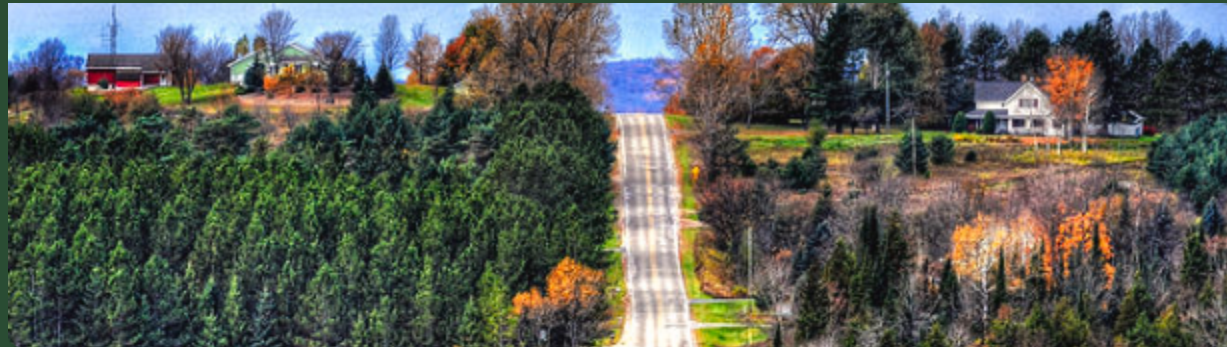
**APPENDIX C. MICHIGAN DOT – MICHIGAN’S LOCAL ROAD
RESEARCH PROGRAM (LRRP)**

Michigan's Local Road Research Program (LRRP)

Shifting the Focus to Local Agency Needs & Practical Engineering Solutions

Bridging the Gap

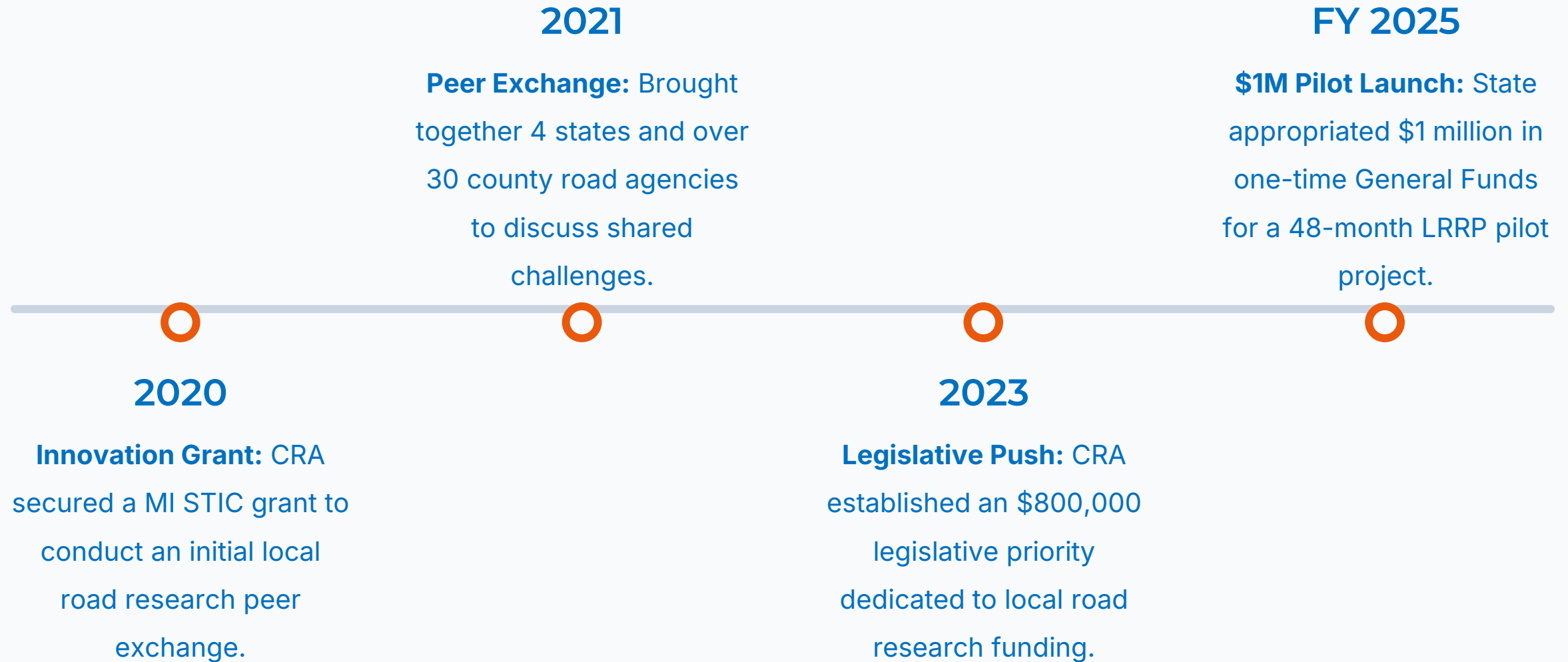
- **90-Year Legacy:** MDOT's research program is nearly a century old but historically prioritized State Trunklines (I, US, M routes).
- **Local Disconnect:** State priorities focus on high-speed, high-volume needs, which differ greatly from local county networks.



Pre-LRRP Resources and Research

- **The Technical Backbone:** Local agencies rely heavily on the Center for Technology & Training (CTT) at Michigan Tech (MTU), acting as the state's central technical library.
- **County Road Association (CRA):** The CRA has served as a long-standing resource for county road agencies to share knowledge and solutions.
- **LTAP Framework:** Training and assistance are funneled through the Michigan LTAP, their website and widely-read newsletters like "The Bridge."
- **Grassroots Collaboration:** Agencies formed self-funded winter maintenance groups and utilized project-specific university partnerships (both official and informal).
- **Ad-Hoc Problem Solving:** Before centralized funding, research was often localized and driven by individual county-university initiatives.

Creation of the LRRP



What is the Michigan LRRP?

- **Pilot Program:** A 48-month initiative (starting July 2024) to prove the value of local-first research.
- **Mission-Driven:** Focuses on data, specifications, innovations, and best practices tailored for local agencies.
- **Broadly Applicable:** Projects must be implementable across the state, not just in one specific region.
- **University Partnerships:** Leveraging Michigan's public accredited engineering universities to conduct rigorous studies.



LRRP Organization & Work Flow



Member Survey

Rather than guessing at local needs, the CRA conducts membership surveys to source real-world problems directly from county engineers.



Project Selection

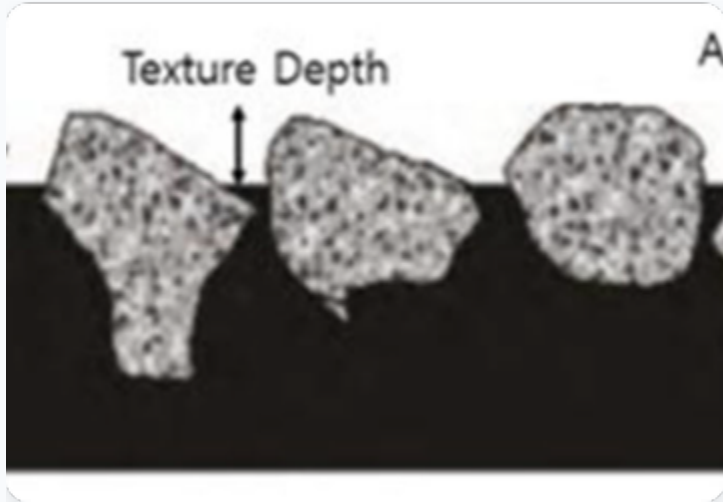
A 7-member Work Group appointed by the CRA's Executive Committee filters proposals and selects the most pressing, actionable projects.



RFP & Execution

Requests for Proposals are issued to Michigan's accredited engineering universities, bridging academic rigor with practical deployment.

Top Three Current Priorities



Chip & Fog Seal Best Practices

Investigating and cataloging practices of tested combinations and performance.



Gravel Road Best Practices

Standardized material selection and best practices to optimize the structural integrity and longevity of unpaved road networks.



AI for PASER Ratings

Exploring the integration of Artificial Intelligence to automate and dramatically improve the accuracy of road condition ratings.

The Collaborative Network

Avoiding Duplication: MDOT's Research Division conducts comprehensive literature searches on proposed topics to ensure local funds aren't spent duplicating existing national research.

Academic Translation: Michigan Tech's LTAP assists with project timing, scoping, and translating engineering needs into academic language.

Expert Advisors: Michael Townley (MDOT) and Dr. Tim Colling (MTU) serve on the LRRP Work Group as non-voting participants to offer technical guidance.

Local Control: The final voting power for project selection and funding remains strictly in the hands of local county agency representatives.



University Partnerships & Next Steps

Proven Local Success

University partnerships have already led to incredible results at the county level:

- St. Clair County/University of Michigan on advanced high-strength concrete bridges.
- Washtenaw County/Michigan State University to integrate recycled plastics into concrete pavement.

Academic Outreach

- Meet-and-greets are actively underway with five accredited public engineering universities in Michigan: Michigan State University, University of Michigan, Western Michigan University, Michigan Technological University, and Wayne State University.
- This follows a highly attended informational webinar hosted for academic researchers in early January to build programmatic interest.

Contractual Progress

- CRA and its legal team are hard at work revising standard MDOT documents to create specialized university RFPs and contractual agreements.
- These tailored Requests for Proposals will be published to research institutions in the coming weeks.

Questions?

www.micountyroads.org | LRRP Pilot Program

APPENDIX D. MNDOT – MINNESOTA LOCAL ROAD RESEARCH BOARD



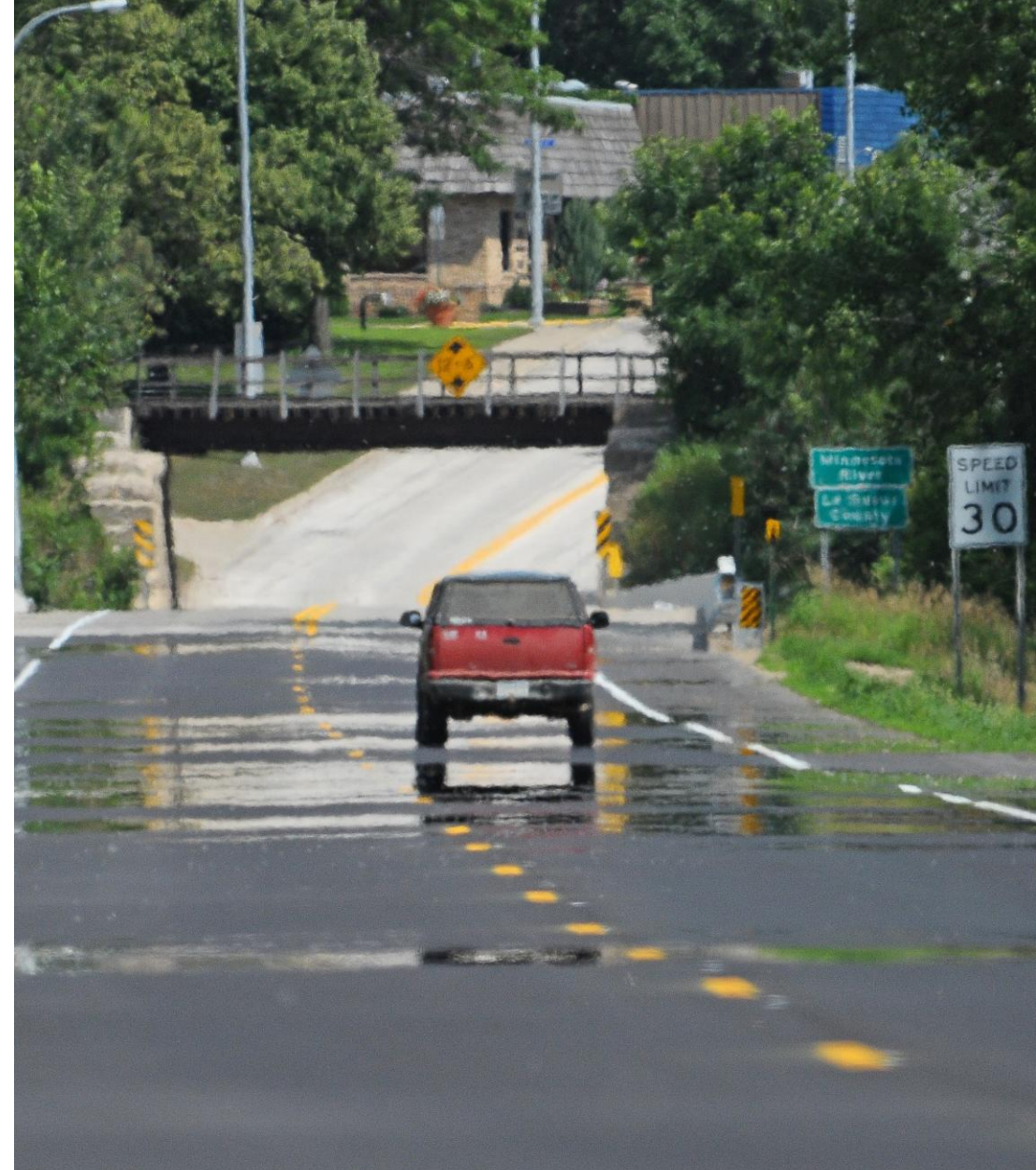
MN LOCAL ROAD RESEARCH BOARD

Kristine Elwood, MnDOT Assistant Commissioner
State Aid and Statewide Radio Communications
Lon Aune, Chair of LRRB, Marshall County Engineer



HISTORY

In 1959, the Minnesota State Legislature established the Local Road Research Board to sponsor transportation research and related technology transfer activities that meet the informational needs of cities and counties.





MISSION

The mission of the LRRB is to serve local road practitioners through the development of new initiatives, the acquisition and application of new knowledge, and the exploration and implementation of new technologies.



SERVING LOCAL PRACTITIONERS

LRRB achieves our mission by addressing 5 priorities:

- Prioritize research that focuses on local transportation systems
- Emphasize research implementation and track progress to evaluate the impact of research on practice
- Maintain a feedback loop with researchers and local practitioners
- Streamline project and program management
- Evaluate our program comprehensively over time



LRRB BY THE NUMBERS

Fiscal Year	LRRB Program Budget from County and Municipal Funds
2025	\$4,945,184
2024	\$4,506,673
2023	\$4,617,838
2022	\$4,054,051
2021	\$4,424,082



LRRB By the Numbers



IN ANNUAL
FUNDING



NEW PROJECTS
EACH YEAR



ACTIVE
PROJECTS



LED BY LOCAL PRACTITIONERS



LRRB - 11 members
4 County Engineers
2 City Engineers

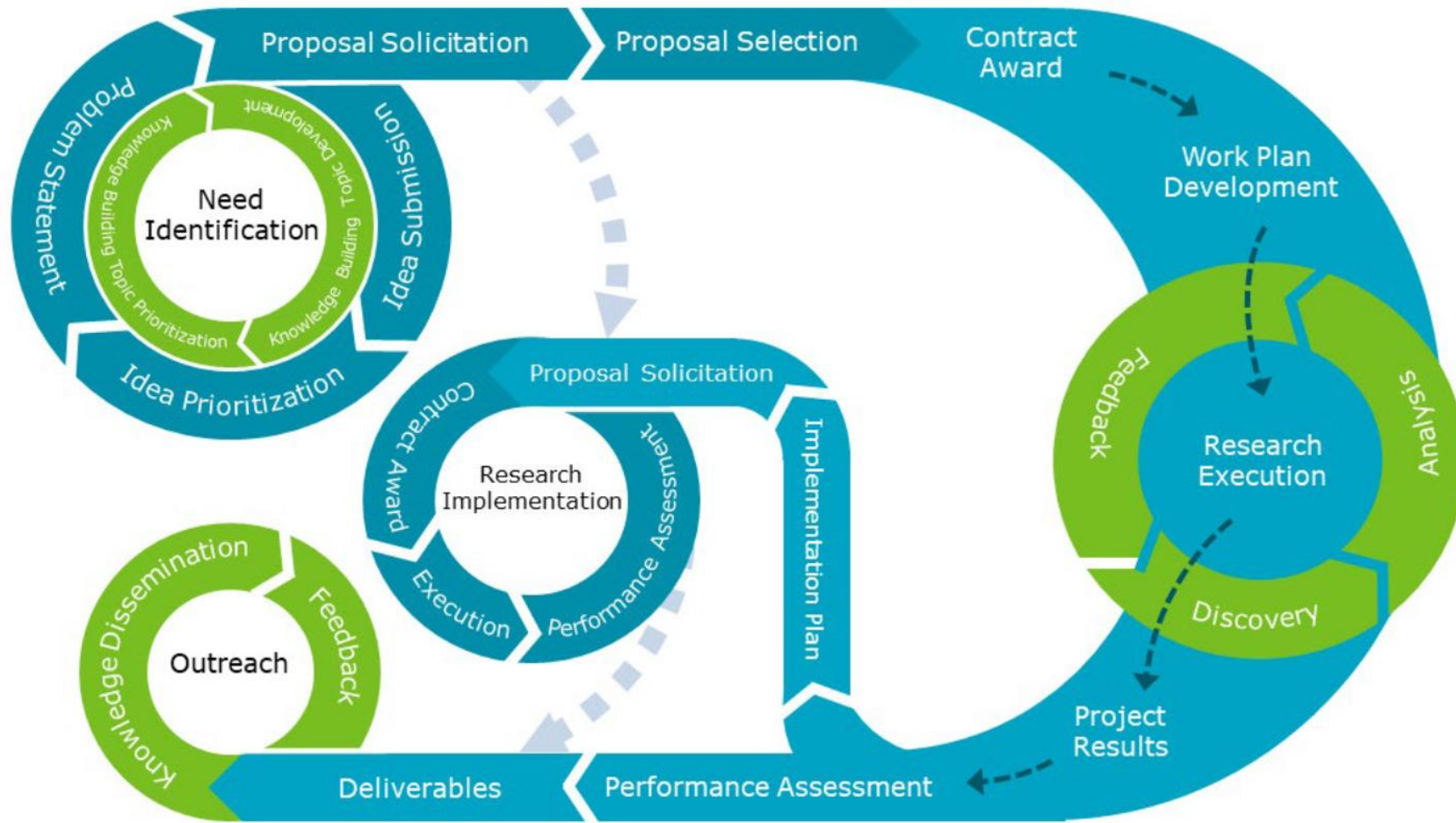


Research Implementation
Committee – 10 members
3 County Engineers
2 City Engineers



Outreach Committee –
8 members
3 County Engineers
1 City Engineer

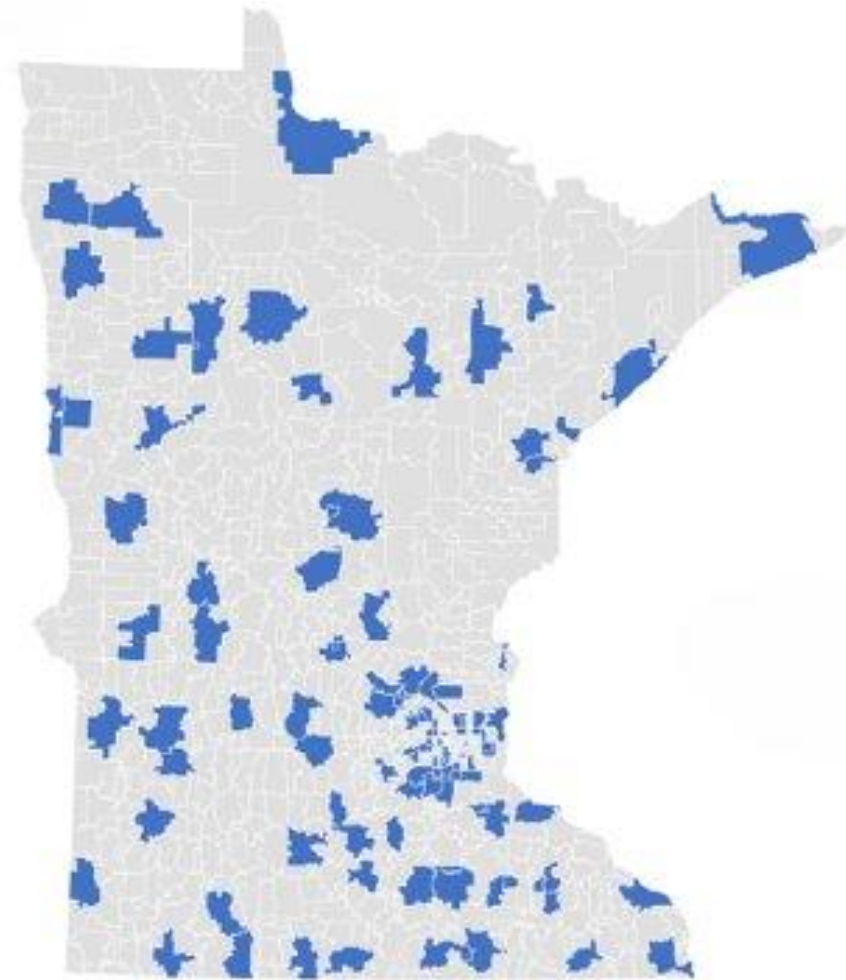
RESEARCH PROJECT LIFECYCLE





TECHNICAL ADVISORY PANELS

Local agency practitioners throughout Minnesota serve on Technical Advisory Panels



LRRB PARTNERS





PARTNERSHIPS ASSIST LOCAL AGENCIES

Minnesota Local Technical Assistance Program (MnLTAP)

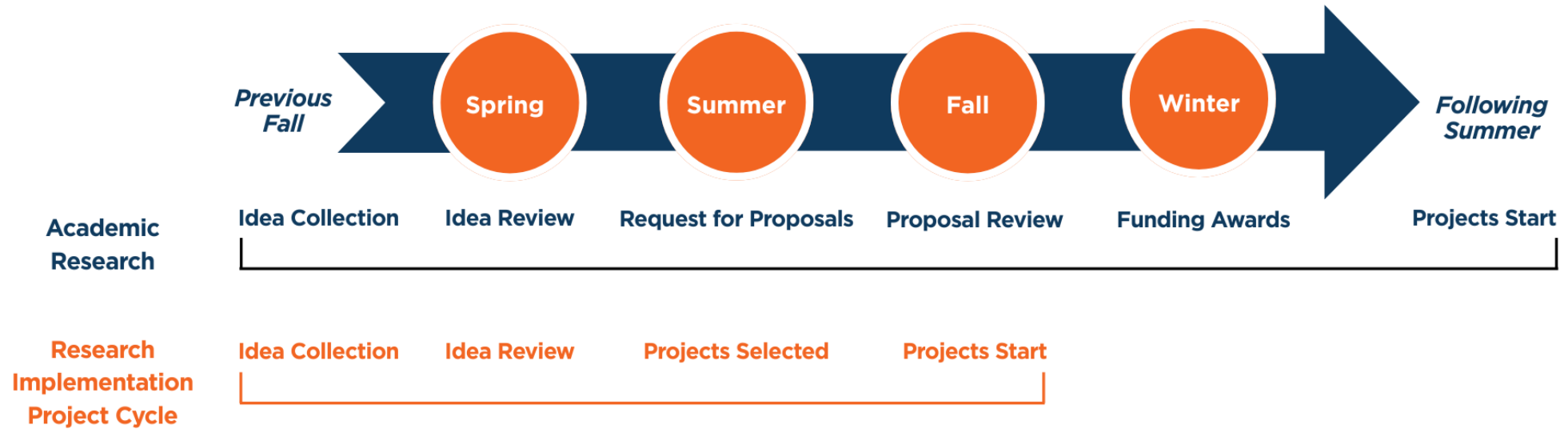
Improves the skills and knowledge of local agencies through training, technical assistance, and technology transfer.

Local Operational Research Assistance Program (OPERA)

Funds and shares innovative project ideas in operations, construction, and maintenance relating to methods, materials, and equipment.

A COLLABORATIVE PROCESS

Annual Research Process Cycle



LRRB 2026

67 ideas submitted
20 projects funded

RIC 2026

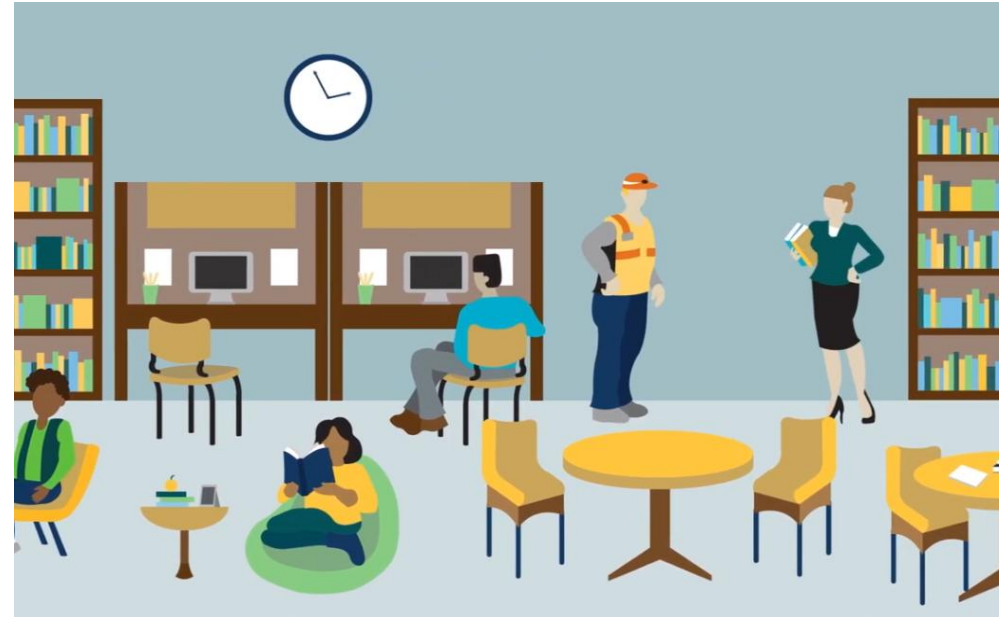
11 projects funded



MNDOT LIBRARY

The MnDOT Library makes a vast network of transportation information available to city and county practitioners, university researchers, consultants, MnDOT staff and the public.

dot.state.mn.us/library





COMMUNICATING RESULTS

LRRB communication mechanisms include:

- Publication of guidebooks, research reports & research summaries
- LRRB.org website
- Bi-monthly e-newsletter
- Crossroads blog
- Updates to TAP and project subscribers
- Videos
- Webinars
- Conference presentations



RESEARCH TOPICS

- Bridges & Structures
- Environmental
- Maintenance Operations
- Materials & Construction
- Multimodal
- Policy & Planning
- Traffic & Safety



2026 PROJECTS FUNDED

Bridges & Structures

- Bridge Approach Roadway Embankment Improvements*

Environmental

- Developing Recommendations for the Use of BioChar in Roadside Green Infrastructure
- Effects of Stormwater BMP's on Water Quality in Surface Effluent and Groundwater during Spring Snowmelt
- Utilizing Public Perceptions to Inform Successful Roadside Vegetation Planning and Management
- Development of Inlet Protection BMP Phasing Performance and Implementation Criteria for All Stages of Construction*



2026 PROJECTS FUNDED

Maintenance & Operations

- [Tools for Improving Visibility for Snow Plowing](#)
- [Assessing the Chloride Impacts on the Pavement Structure](#)

Materials & Construction

- [Robust Data Driven Condition Monitoring of Pavements Based on Temperature Data](#)
- [Improved Seasonal Load Limits](#)
- [Best Practice for Seal Coating & Pavement Markings with Rumble/Mumble Strips](#)
- [Effect of Using RAP on Gravel Roads](#)

Multimodal

- [Travel Behavior of Minnesota E-Biker Users](#)



2026 PROJECTS FUNDED

Policy & Planning

- Best Practices for Using Incentives vs Disincentives in Contracting

Traffic & Safety

- Analysis and Risk Management of Motorcycle, Bicycle, and Pedestrian Crashes in Minnesota
- Situational Awareness Alerts for Roadside Bicycles and Pedestrians
- Creating a Real-Time Road Safety Evaluation of Collision Risks Based on Traffic State Estimation
- Portable Tool for Periodic Evaluations of Intersection Signal Timings
- Effectiveness of Stop Bar Pavement Markings in Advance of Controlled Crosswalks
- Effectiveness of School Zone Speed Limits as a Traffic Calming Strategy
- An Analysis of Crash Data and Safety Trends in ATV's and UTV's in Minnesota*



2026 PROJECTS FUNDED

Research Implementation Committee

- [How to Minimize Reflective Cracking](#)
- [Traffic Calming Best Practices Update](#)
- [Asphalt Pavement Design – Synthesis of Tools and Resources](#)
- [Software Platforms for Sign Management](#)
- [Development of a Minnesota County Transportation Law Book](#)
- [Best Practices for Active Transportation Implementation on Rural and Urbanized Roadways](#)
- [Guidance for Pavement Markings on Roadways with less than 6,000 Average Daily Traffic](#)
- [Managing Utility Congestion in and out of the Rights of Way](#)
- [Best Practices to Deter Beavers, Muskrats and Other Animals from Obstructing Waterways](#)
- [Identify/Develop Smartphone Wayfinding Applications for Work Zones on the Local System](#)
- [Guardrail Replacement and Maintenance Guidelines \(Update 2010 Resource\)](#)



RECENT KEY ACCOMPLISHMENTS

- Streamlining idea submittal from UMN researchers and contracting for our implementation projects
- Tracking program performance through trend analysis of projects and advisory panels
- Increased stakeholder engagement and knowledge transfer with website, TAPs, webinars, videos
- Tracking access/engagement metrics with website and published materials
- Tracking project benefits and return on investment through Value of Research piloting



CHALLENGES

- **Outreach to stakeholders:** Requires continuous attention. Frequent local agency staff turnover makes outreach to new city and county professionals a challenge.
- **Engaging with our stakeholders:** Local agency professionals are busy! We need their guidance on ideas and deliverables. We also need to demonstrate the benefits of research and stay connected with the challenges they face.
- **Workforce development:** Exploring ways to help city and county agencies develop and maintain their workforce. Ensure that talent and training are there for the future.



STAY INFORMED

Scan this QR code to learn:

- Details about the projects featured today
- Find active projects and subscribe for updates
- Sign up for LRRB/MnDOT Research webinars
- Get LRRB e-news or follow us on LinkedIn
- Access the MnDOT Library
- Sign up for MnROAD webinars

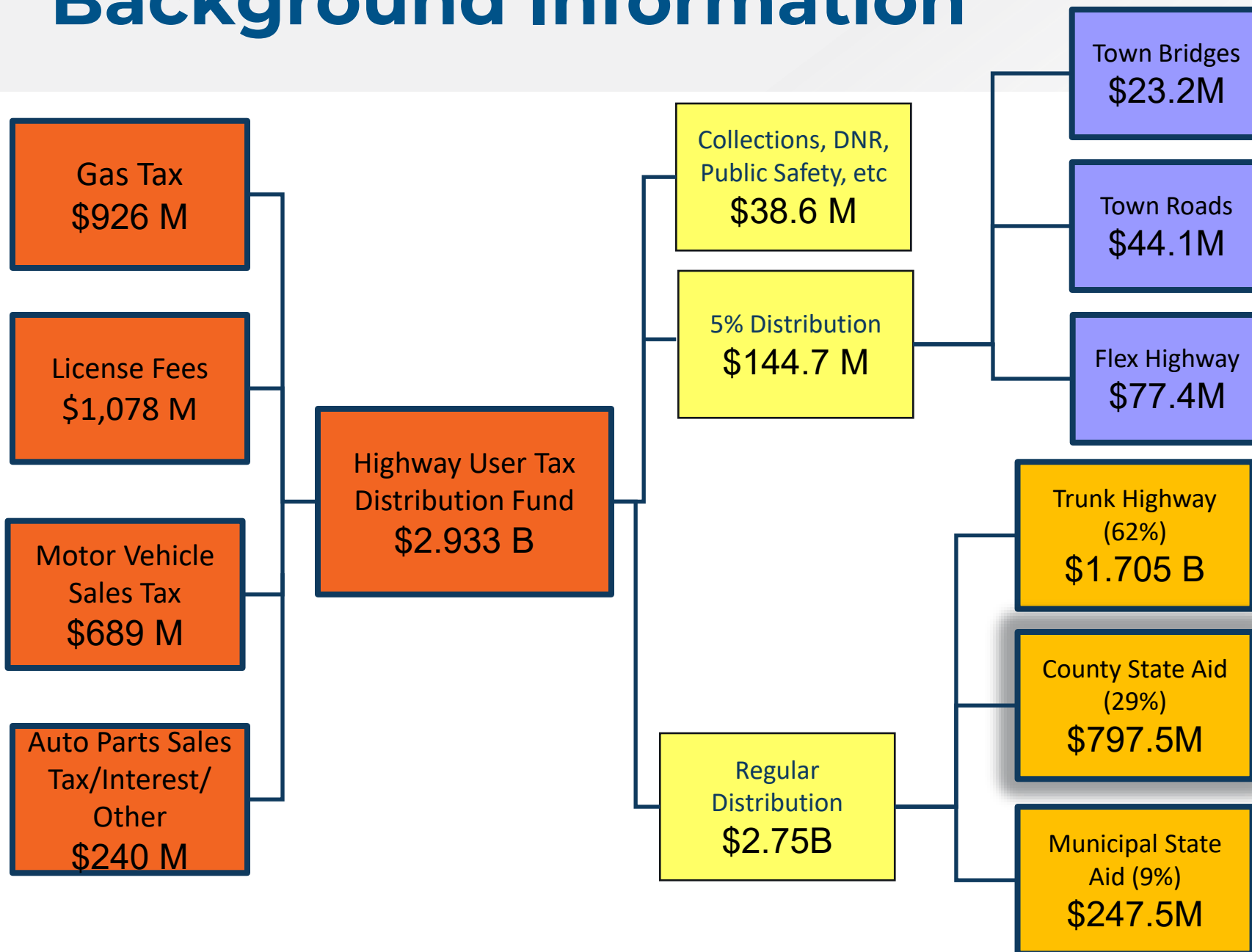


THANK YOU!





Background Information





State Aid Governance/Operations

MN Constitution (Article X)

MN Statutes (Chapter 162)

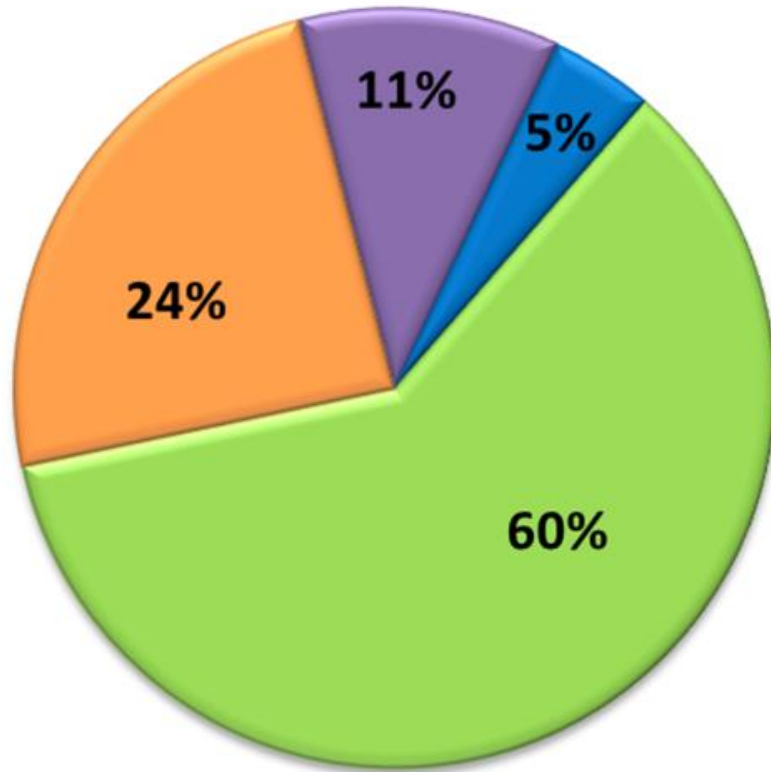
MN Rules (Chapter 8820)

State Aid Manual (SAM)

Federal Highway Administration (FHWA)
Stewardship Plan / Delegated Contract Process

Screening Boards
Rules Committee
Variance Committee
Local Road Research Board

LRRB Budget Summary by Strategic Category



■ Research

■ Implementation

■ Tech Transfer,
Education & Training

■ Administration



What is State Aid for Local Transportation

<https://dot.mn.gov/stateaid/about.html>

APPENDIX E. IDAHO TD – IDAHO RESEARCH PROGRAM AND LOCAL ROADS RESEARCH



ITD Research Program and Local Roads Research

Howard Cooley, Ph.D., PE

Eric Hendren, Business/Facilities Manager

Your Safety • Your Mobility • Your Economic Opportunity

Presentation Outline

- ITD Research Program overview
 - Funding
 - Project Selection
- Local Roads Research Highlights
 - AADT Estimation
- Future of ITD Local Roads Research



Program Overview

- Program Staff Changed in FFY2025
 - Manager - Amanda Laib
 - Principal Research Analyst - Casey Walker
- Federal statutes require that 2% of federal funds received for roads and bridges be used for statewide planning and research (SPR)
- At least 25% of these SPR funds must be used for:
 - Research
 - Development
 - Technology transfer
- The FY26 Research Program budget is \$2.55 million; 11% is state dollars

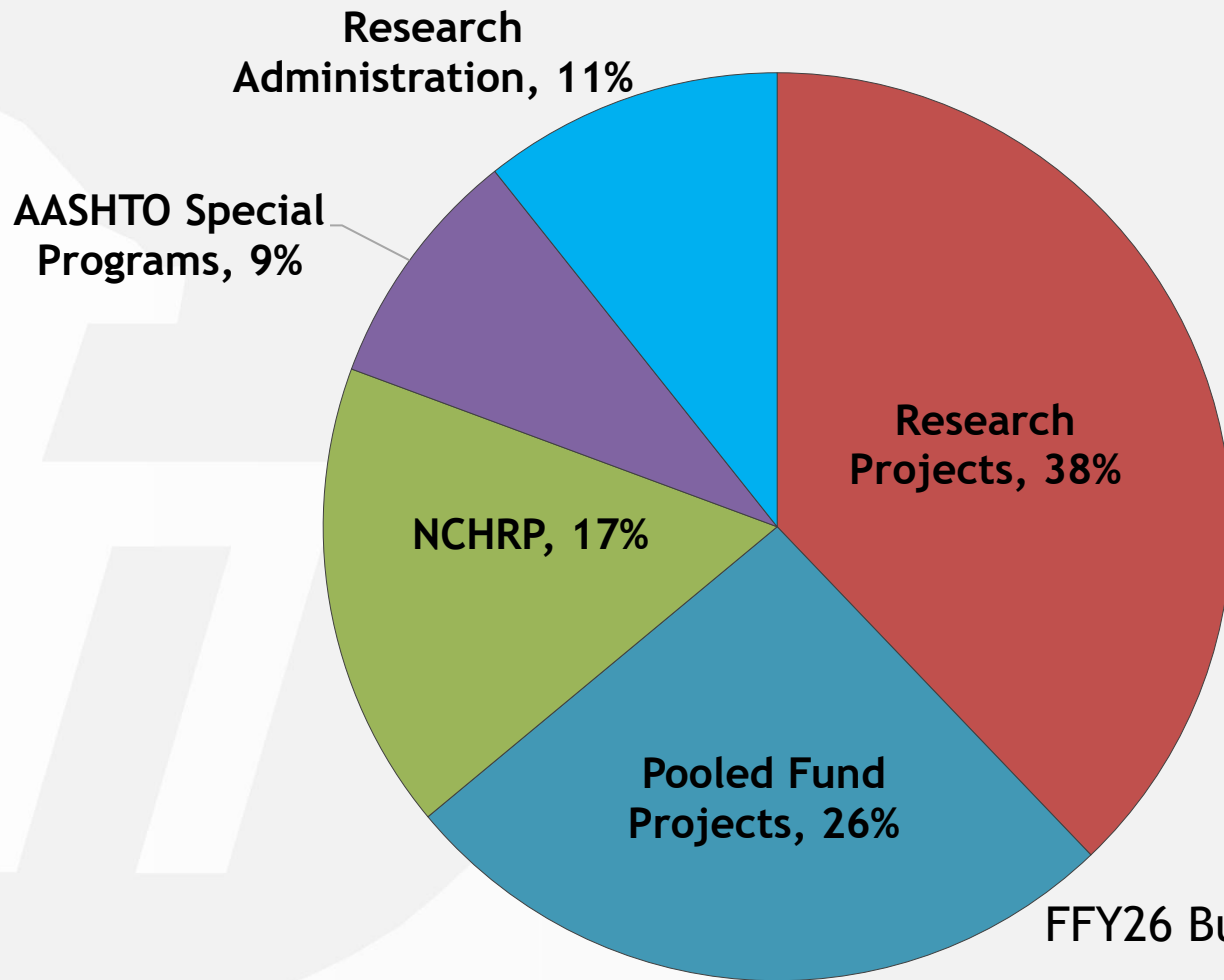


Program Overview 2

- Pooled Funds Projects
 - Allows ITD to share costs with other states for research projects
 - ITD is participating in approximately 35 pooled funds
- National Cooperative Highway Research Program (NCHRP)
 - National research program of the State DOTs
 - A portion of program funding is allocated to support implementation of NCHRP research
- AASHTO Program Support
 - The Research Program contributes to 16 AASHTO Technical Service Programs including



Research Program Budget



FFY26 Budget = \$2.55 million



Research Project Selection

- The Research Program seeks to address needs department-wide
 - *ITD has no dedicated local roads research focus*
- Research requests can be submitted by staff from throughout ITD
- ITD's Research Advisory Committee reviews requests and sets funding priorities
 - Broad-based group of agency leaders
 - Local agencies are included to provide expertise and perspective
 - Program has received research requests from local municipalities through Districts but haven't been selected.

Research Project Selection 2

- Local Highway Technical Assistance Council (LHTAC)
 - Operates Local Transportation Alternatives Program (LTAP)
 - Helps local municipalities with funding for design and construction
 - Bridge programs
 - Local Rural Highway Investment
 - Small Urban
 - Local Safety Improvements



Research Project Selection 3

- Local Highway Technical Assistance Council (LHTAC)
 - Communicates with Pacific Northwest Transportation Consortium (PacTrans) which is the Regional University Transportation Center (UTC) for Federal Region 10
 - Northwest Indian College
 - Portland State University
 - University of Alaska, Anchorage
 - University of Idaho
 - University of Washington
 - Washington State University





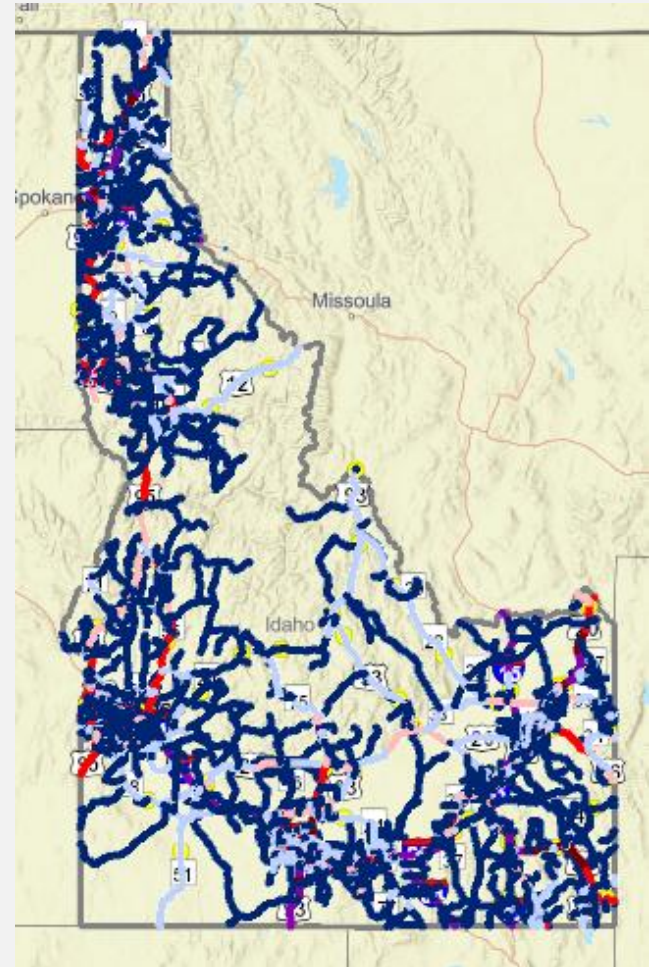
Loca Roads Research Spotlight

AADT Estimation

Your Safety • Your Mobility • Your Economic Opportunity

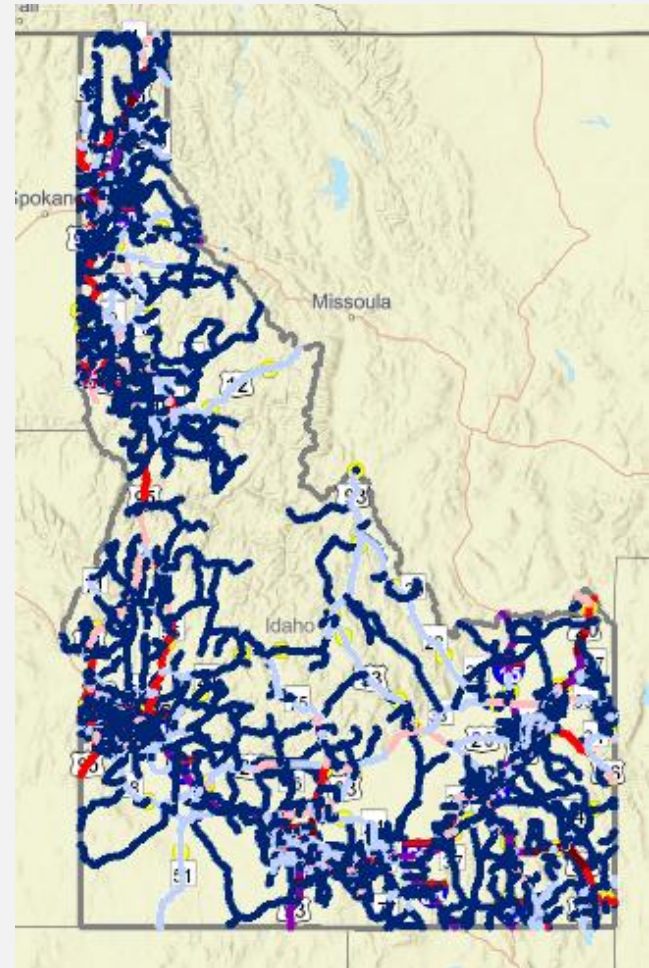
Recently Completed ITD Projects with Local Roads Input

- AADT Estimation and Validation Tools for Local Off-System Public Roads
- ITD is the project sponsor and management
- LHTAC provide local expertise
- Deadline to provide AADT estimates for all paved roads in the State.



Recently Completed ITD Projects with Local Roads Input 2

- Project focused on using geospatial modeling and interpolation
- Gathering data from known sources to estimate the unknown
 - Weigh in Motion
 - Automatic Traffic recorder
 - Short term counters
 - Pneumatic
 - Camera



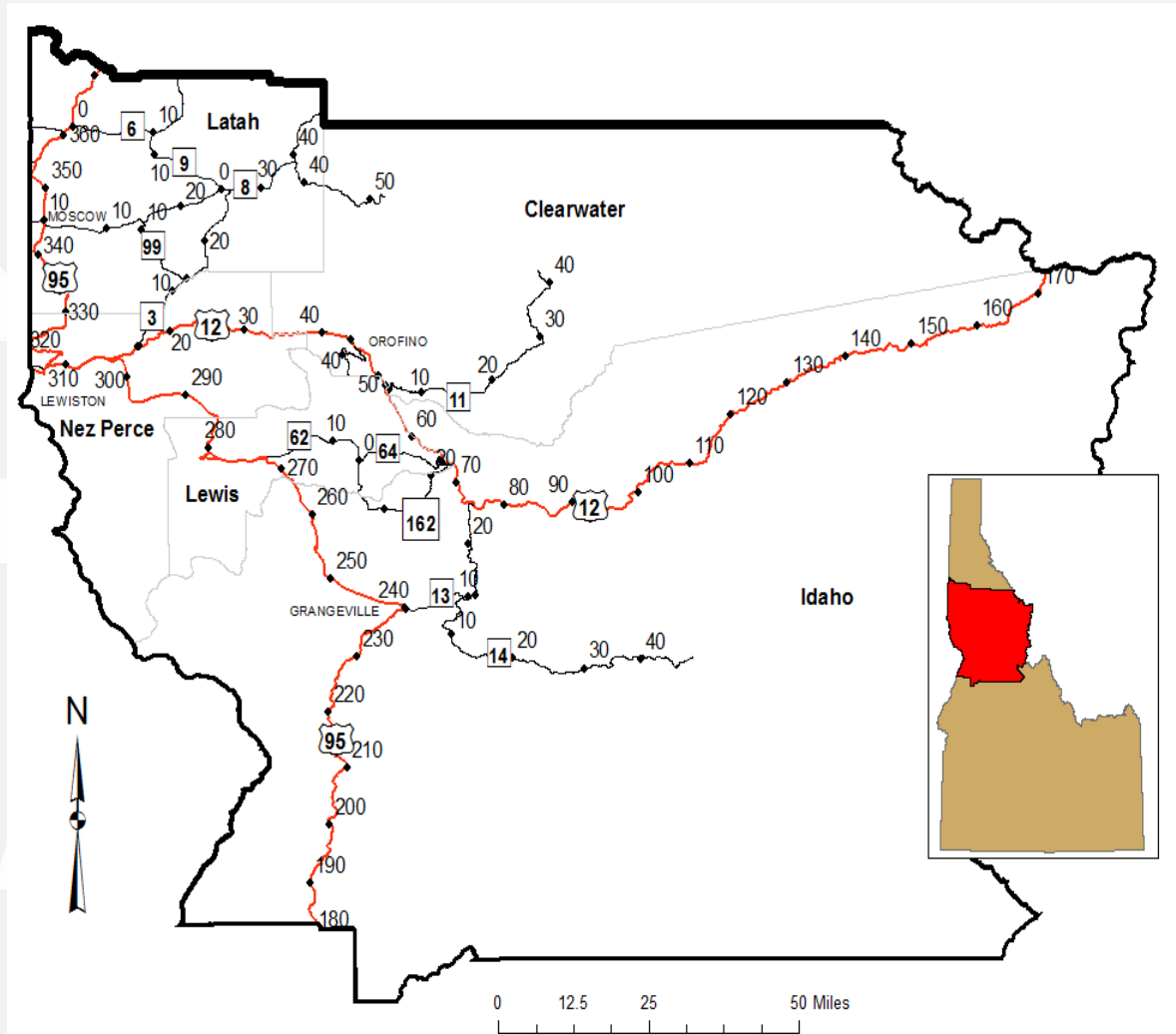
Future of ITD Local Roads Research

- Research Advisory Committee
- Needs good arguments and awareness of how Local Roads research meets state highway needs
 - Example, some of the State Highway system operates as a local road.
 - Geographical constraints
 - Economical considerations in cities
 - De-Icing Methods



Future of ITD Local Roads Research

2



Your Safety • Your Mobility • Your Economic Opportunity



Future of ITD Local Roads Research

3

- Possibly extend ITD's innovation program to local municipalities
 - ITD has an innovation program that allows ITD employees to submit ideas that help the department through:
 - Safety
 - Improved processes
 - Times savings
 - Financial savings
- Local municipalities could provide more to this program and research could be product





Thank You Questions?

Your Safety • Your Mobility • Your Economic Opportunity

APPENDIX F. MODOT – MISSOURI DOT RESEARCH OVERVIEW

Iowa Local Roads Research Forum 2026

Missouri DOT Research Overview

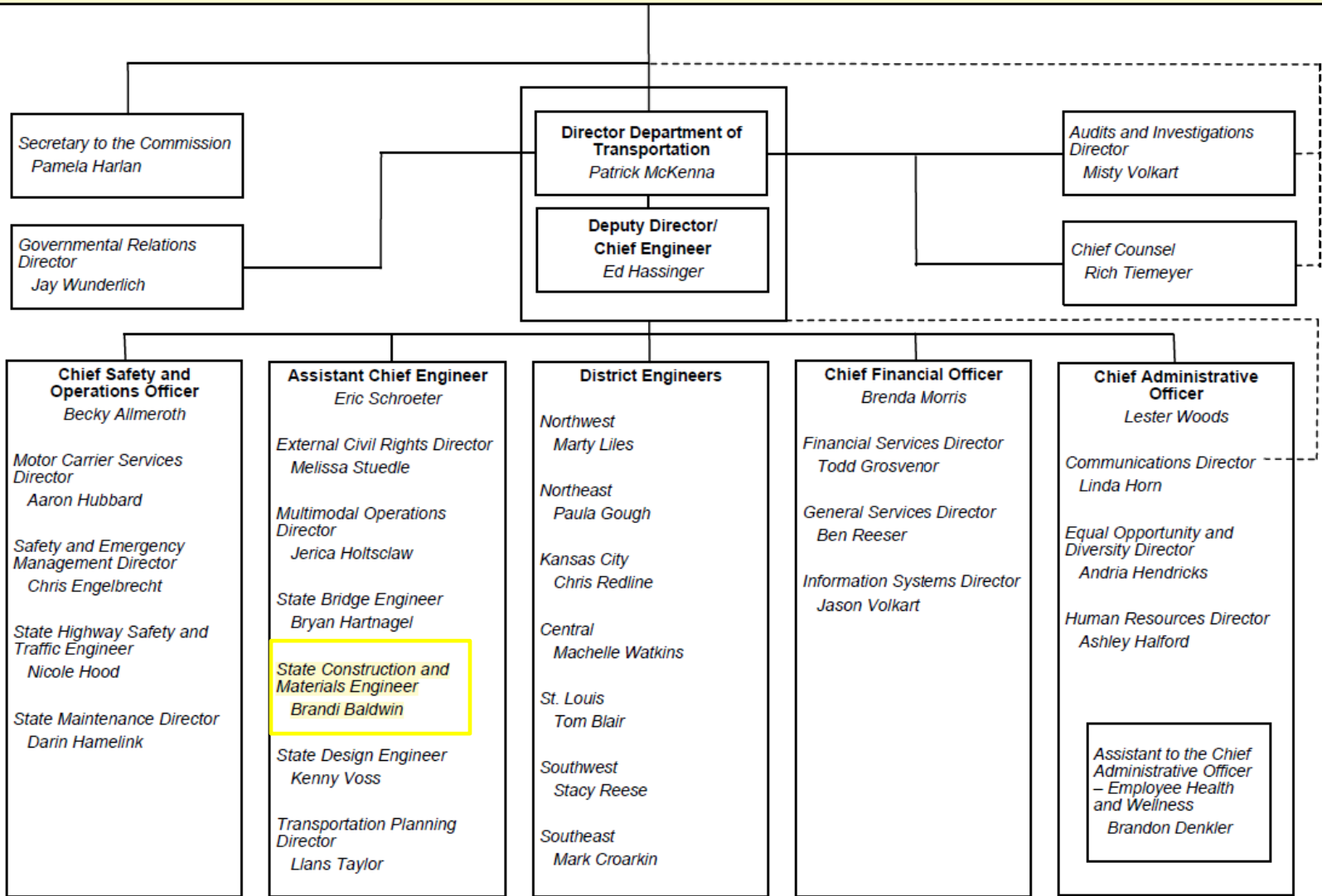
March 2026



Missouri Department of Transportation

Missouri Highways and Transportation Commission

Chair W. Dustin Boatwright Cape Girardeau	Vice Chair Terry L. Ecker Elmo	Commissioner Gregg C. Smith Clinton	Commissioner Warren K. Erdman Kansas City	Commissioner Daniel J. Hegeman Cosby	Commissioner Francis G. Slay St. Louis
--	---	--	--	---	---



SAFETY

SERVICE

STABILITY

Missouri DOT Research Program

- Overall Budget of \$8,100,000
- Less Additional Commitments
 - NCHRP ≈\$1,350,000
 - Pooled Funds ≈\$850,000
- Contract Research Core Budget of \$5,900,000
 - Additional grant and MoDOT led pooled fund transfers
- Managed by Research Staff of 4 and 1 Librarian (Contract)
- Around 45 projects at any given time
- Essentially all Research is by Contract

Missouri DOT Staff Positions

- Research Director—Jen Harper
- Senior Research Analysts—Jenni Hosey, Brent Schulte, and Scott Breeding
- Research Librarian (contract employee)
TBD

The logo for MCTI features the letters 'MCTI' in a large, bold, dark grey sans-serif font. To the right of the 'I' is a stylized graphic of a road or path that curves upwards and to the right. The path is composed of several parallel lines in blue, yellow, green, and red, creating a sense of motion and progress.

MCTI

**MISSOURI CENTER FOR
TRANSPORTATION
INNOVATION**

PROPELLING PEOPLE · CONNECTING COMMUNITIES · ENERGIZING ECONOMIES

MCTI OVERVIEW & VISION

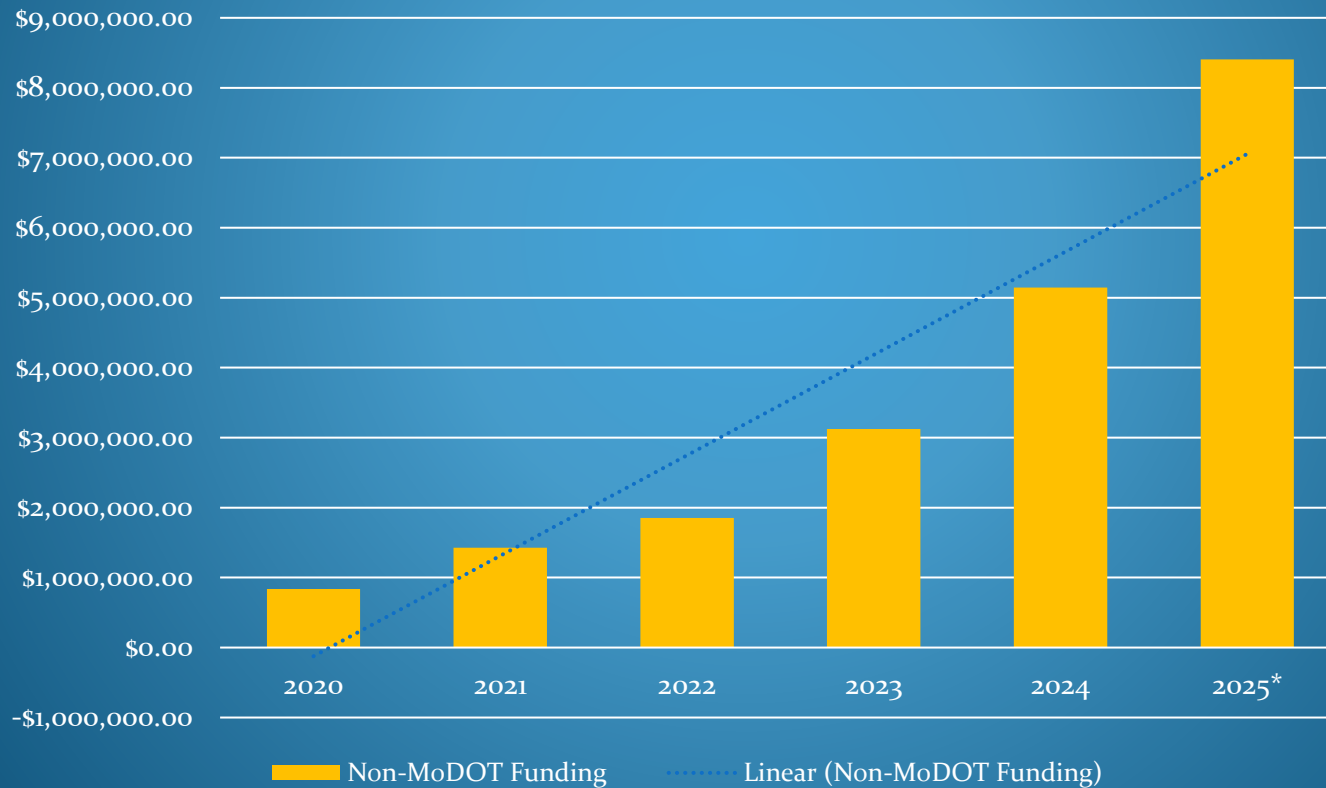
- Center Grand Opening - December 17, 2019
- A partnership between the University of Missouri System and MoDOT, in cooperation with FHWA, other universities and the transportation community at large



- Vision: To establish Missouri as a showcase and a clearinghouse for safe, accessible, sustainable and resilient transportation, and moreover, to:
Propel People...Connect their Communities...and Energize their Economies

EXTERNAL RESEARCH FUNDING Includes Local Agencies

Cumulative Non-MoDOT MCTI Funding



MCTI Local Agency Projects

- Evaluation of Non-Traditional Sidewalk Options for Reduced Long-Term Cost and Improved Public Accessibility—Kansas City
- FEMA Urban Flooding CTP COMS Scope of Work—Kansas City
- Street Preservation Program—Kansas City
- Fourier Transform Infrared Testing in Asphalt and Concrete Materials –IL Tollway

Thank you

Jen Harper

Research Director

Missouri Department of Transportation

Jen.harper@modot.mo.gov

573-526-3636

APPENDIX G. 2026 LOCAL ROADS RESEARCH FORUM, SURVEY RESULTS



Iowa Department of Transportation

2026 Local Roads Research Forum

Survey Results



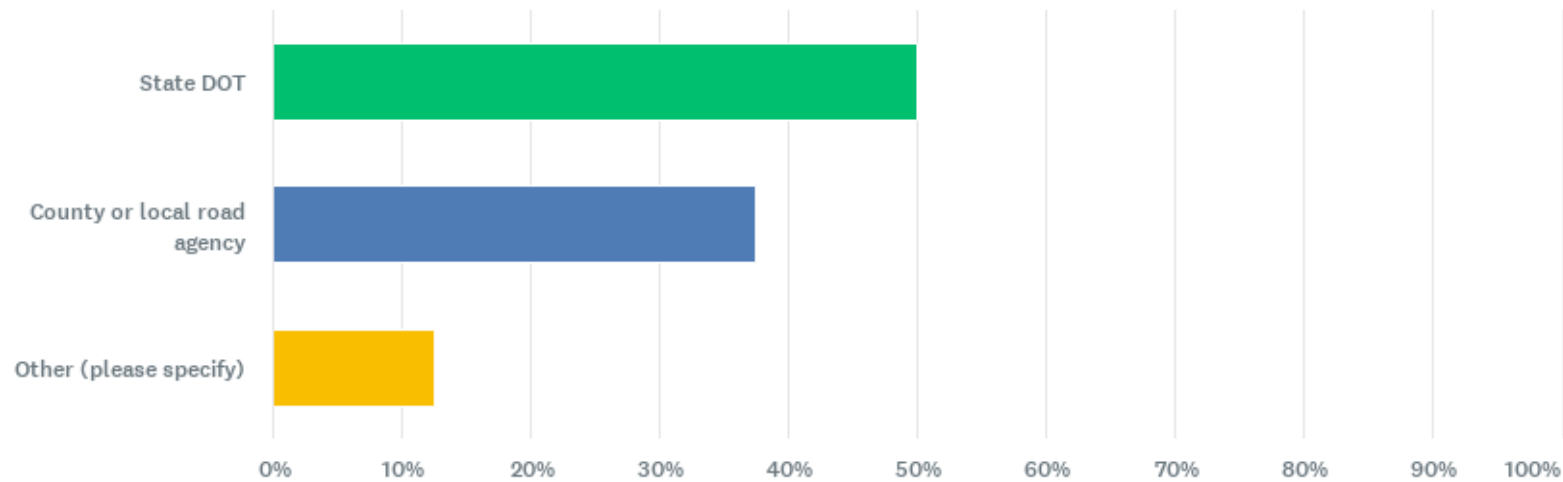
Iowa Department of Transportation

2026 Local Roads Research Forum

Survey Results: 16 responses

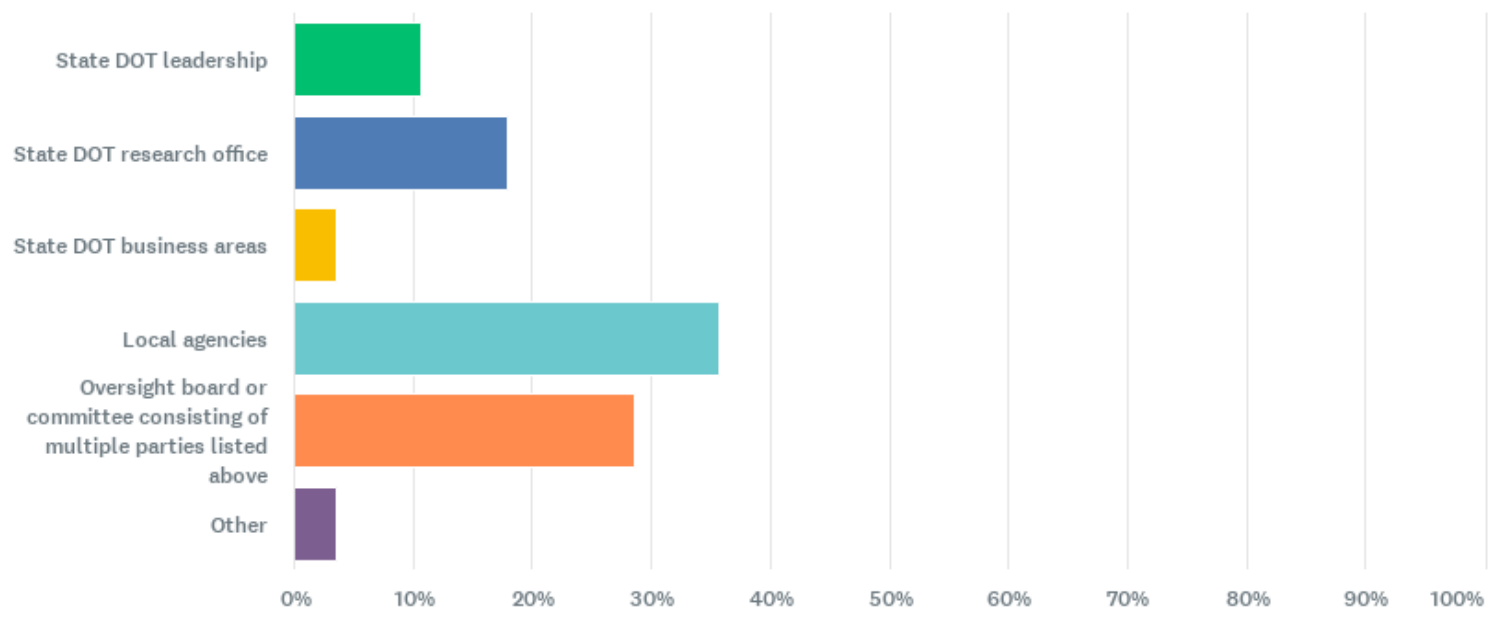
Who Responded

Q2 What type of organization do you work for or represent?



Who sets local roads research priorities?

Q3 Who determines Local Roads research priorities determined in your state? (Select all that apply.)



Who conducts research?

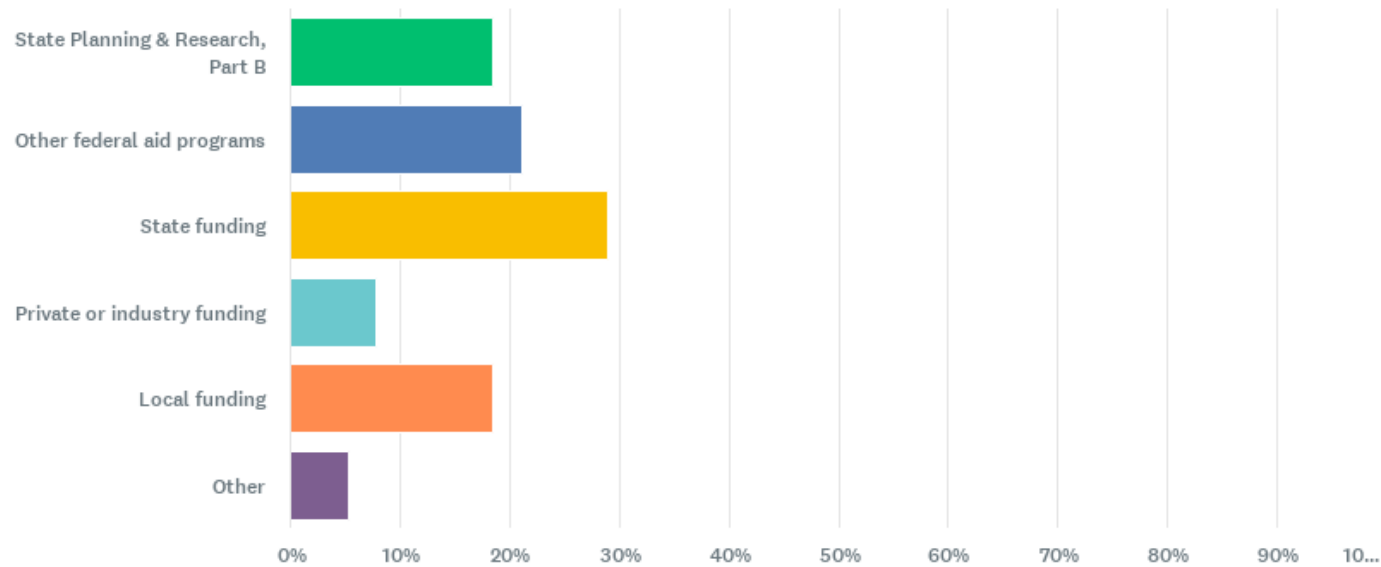
Overwhelming answer was Universities.

Some consultants.

]No one indicated in-house research.

What funding sources for Local Roads Research?

Q6 What funding sources are available in your state for Local Roads research? (Select all that apply.)

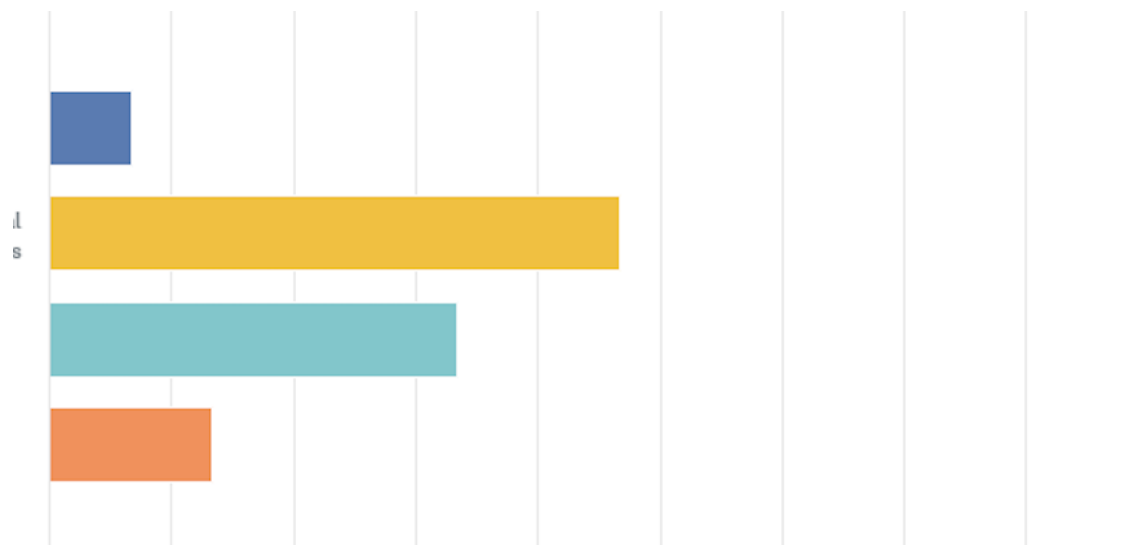


Local Roads Issues - Common to all states

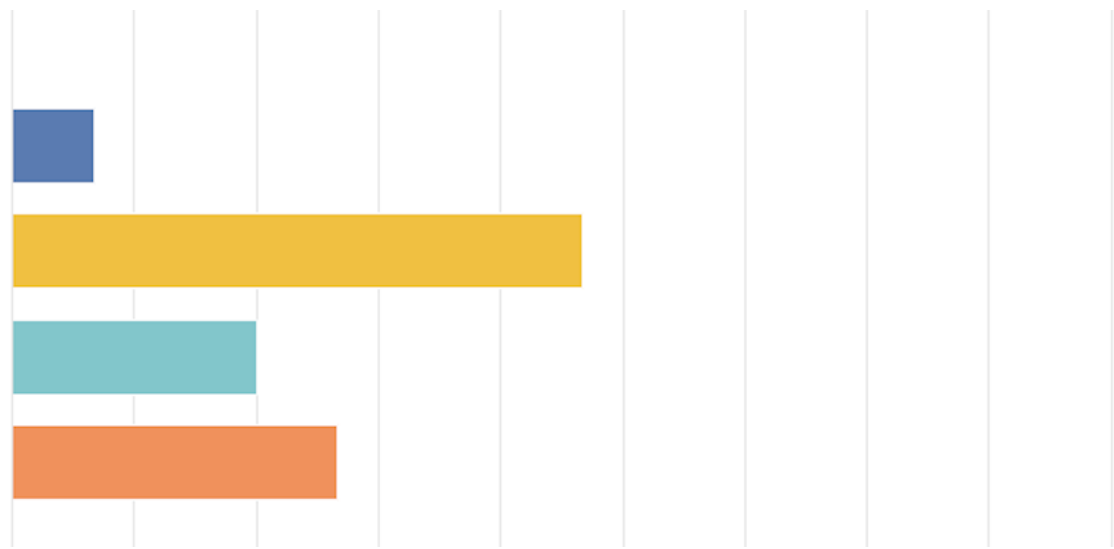
Common needs across states include:

- Pavement preservation and truck/freight weights
- Workforce development, especially engineers and engineering technicians
- Lane departure fatalities
- Roundabouts

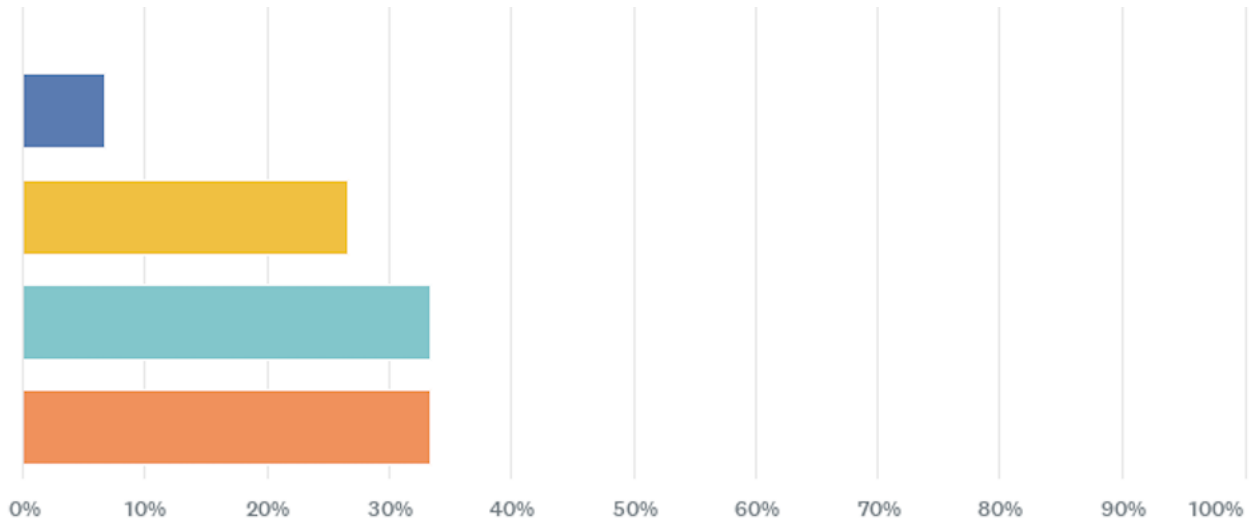
National Interest: Identifying National LRR Priorities



National Interest: Multi-State Research Collaboration

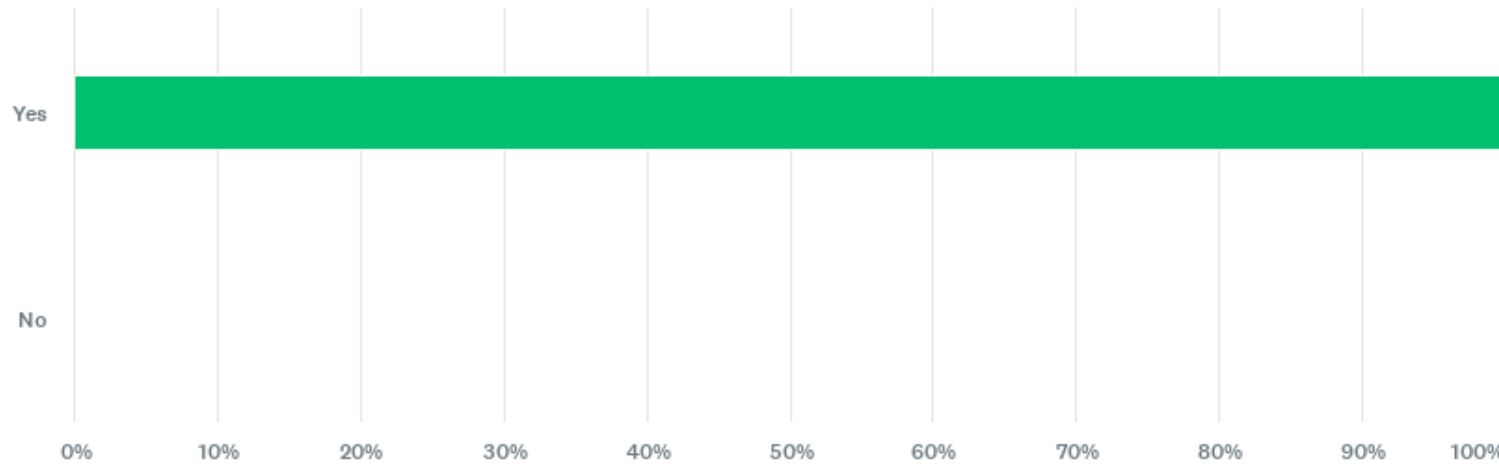


National Interest: Sharing LRR Results



Local Perspective

Q10 FOR COUNTY/LOCAL RESPONDENTS. Do you believe local agencies in your state have sufficiently voice in the Local Roads research process?



Conclusions & Recommendations

- Local agencies play a major role in priority setting with oversight committees commonly select projects
- Strong interest exists for national collaboration
- **Recommendation:** Establish formal national Local Roads research forum



Iowa Department of Transportation

2026 Local Roads Research Forum Survey Results

Questions?

**APPENDIX H. NATIONAL ASSOCIATION OF COUNTY ENGINEERS
– NATIONAL PERSPECTIVE: NATIONAL ASSOCIATION OF
COUNTY ENGINEERS (NACE)**

The background of the slide is a light gray gradient with several realistic water droplets of various sizes scattered across it. The droplets have highlights and shadows, giving them a three-dimensional appearance.

Local Roads Research Forum 2026

National Perspective: National Association of County Engineers (NACE)

March 4, 2026

Jacob Thorius, P.E.

Washington County, IA

County Engineer & NACE President

- Nationally local roads do not seem to matter when it comes to research
- Most state DOTs have a much larger operation & construction budget
 - Research tends to be focused on the “greatest good”
 - Higher volume/speed roads - Interstates & Primary Arterials
 - Higher crash frequencies
 - Research tends to be focused on initial construction vs. maintaining system
 - Build for more traffic trips
 - Use higher quality materials
- Local Roads are last to receive federal dollars
- There is a systemic "research gap" with national- & state-level studies and local-level studies
 - Local engineers have to adapt "hand-me-down" science that may not fit their system



The “Research Gap” in Low-Volume Roads

- What works for the States and their road system not always appropriate for County road systems
 - Many times result in over designed for traffic experiencing on county roads → need Right Engineering
- Research for County/Local roads needs focused on:
 - Load vs Volume
 - County roads = small ADT + infrequent heavy loads
 - Addressing structural needs of infrequent but heavy agricultural & energy-sector loads on low-volume pavements
 - Practical Design
 - Developing standards that prioritize “good enough” performance using local, marginal or recycled materials
 - Systemic Safety
 - Need low-cost systemic improvements for roads with narrow right-of-way, limited budgets and varying surface types
 - Maintaining & Preserving the system
 - Smaller budgets mean need longer life of road assets

Research Successes

Geosynthetic Reinforced Soil (GRS) abutments

- Origin: Researched for heavy-load abutments
- Local: Counties build with local crews and equipment – reducing costs compared to traditional abutments

High Friction Surface Treatment (HFST)

- Origin: Developed for high-speed interstate ramps & merge lanes
- Local: Used on rural horizontal curves where many run-off-road fatalities occur – a low-cost alternative to re-aligning or re-grading a dangerous curve

Safety Edge

- Origin: Developed for preventing sudden tire drop off and over-correcting crashes
- Local: Utilized as edge treatment on narrow county roads with limited funds for paved shoulders

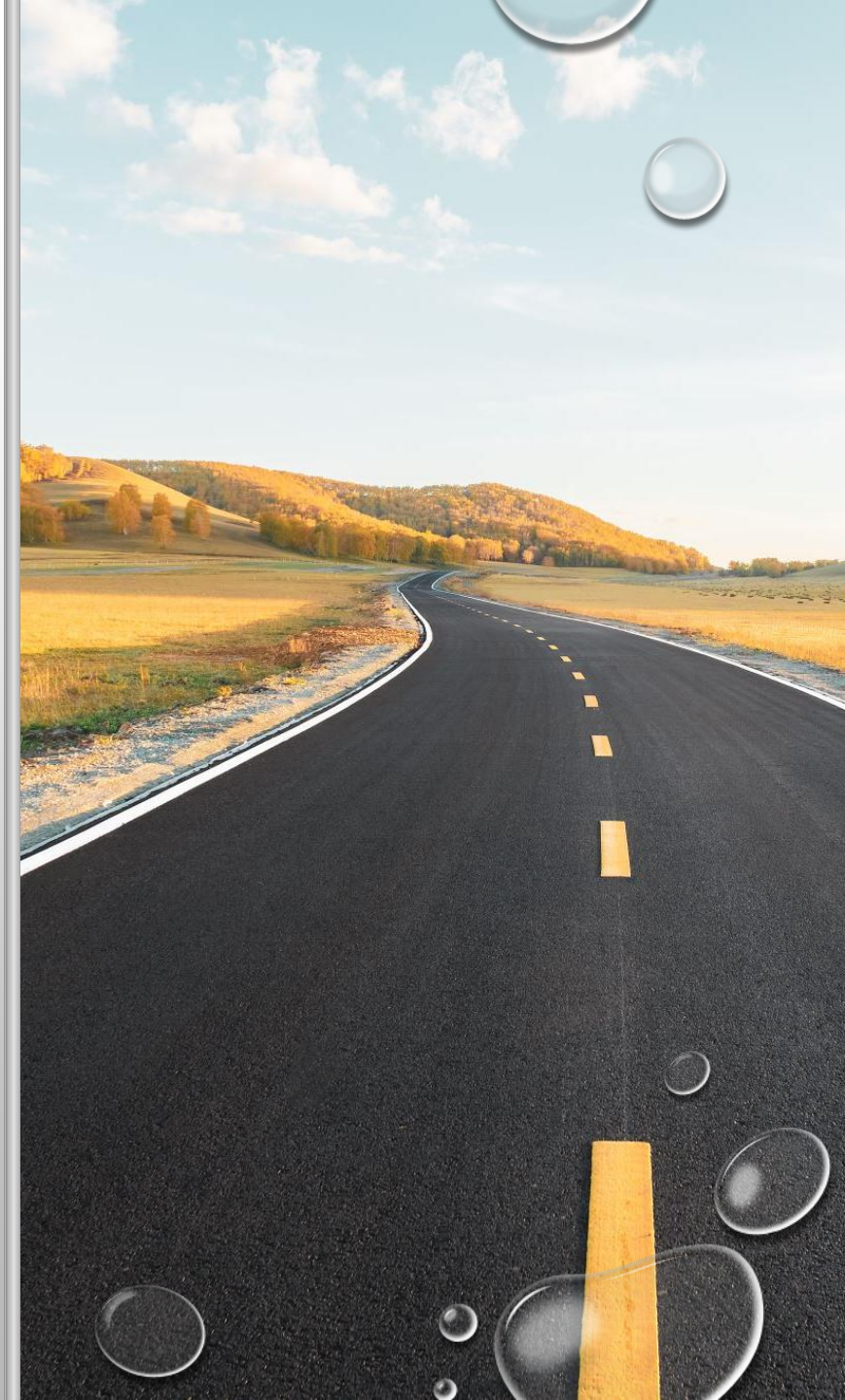
Technology Transfer

- Members are constantly trying new/different things
 - Informal research – anecdotally know something works/doesn't work
 - Check with peers from across country on what they are doing
- Partner with Local Technical Assistance Programs (LTAPs)
- Need better/faster way to share research with a County Maintenance Department
 - Needs to be simple and to the point
 - Empower local crews to perform work – lower construction/maintenance costs

Change in Road Research

Institutionalize	Institutionalize “Local” in State/National research <ul style="list-style-type: none">• Need National Cooperative Highway Research Program (NCHRP) projects include a “Local Road” component or applicability statement• Need County Representation on NCHRP technical panels
Expand	Expand design to meet multiple scenarios <ul style="list-style-type: none">• Develop design standards that applicable to low-volume roads• Need to be flexible for lower quality materials
Dedicate	Dedicate more Funding for Low-Volume Road Studies <ul style="list-style-type: none">• NCHRP budget needs to set aside more funding for local roads• States (AASHTO) need realize local roads drive the economy
Expand	Expand the Technology Transfer (T2) Pipeline <ul style="list-style-type: none">• Deliver research success faster for local implementation• Increase funding to LTAPs to develop ready-to-use tech transfer
Lead	Improved local research can lead to lower costs for local roads

- Research can not be research to be research
 - It MUST BE IMPLEMENTABLE, with limited resources for locals
- Need collaborative research between AASHTO, FHWA, APWA & NACE
 - Public does not care who owns the road – just want good roads
- State research builds the highways
- Local research saves the network
- We cannot simply reduce state standards and expect them to work on a gravel road or rural cul-de-sac
- We need a dedicated research track that recognizes low volume does not mean low importance



The American economy begins & ends at a driveway on a local road. By aligning national research with local research, the needs of the “first and last mile” of our nation's road network remain as vital, reliable and safe as the “middle mile” of our nation’s road network, for all users.



QUESTIONS AND DISCUSSION

Jacob Thorius, P.E.

Washington County Engineer

NACE President 2025-2026

703 E 7th Street, Washington, IA 52353

319-653-7731 (office)

jthorius@washingtoncounty.iowa.gov



**APPENDIX I. NATIONAL PERSPECTIVE: TRB STANDING
COMMITTEE ON LOW-VOLUME AND RURAL ROADS (AKL17)**

National Perspective: TRB Standing Committee on Low Volume and Rural Roads (AKL17)

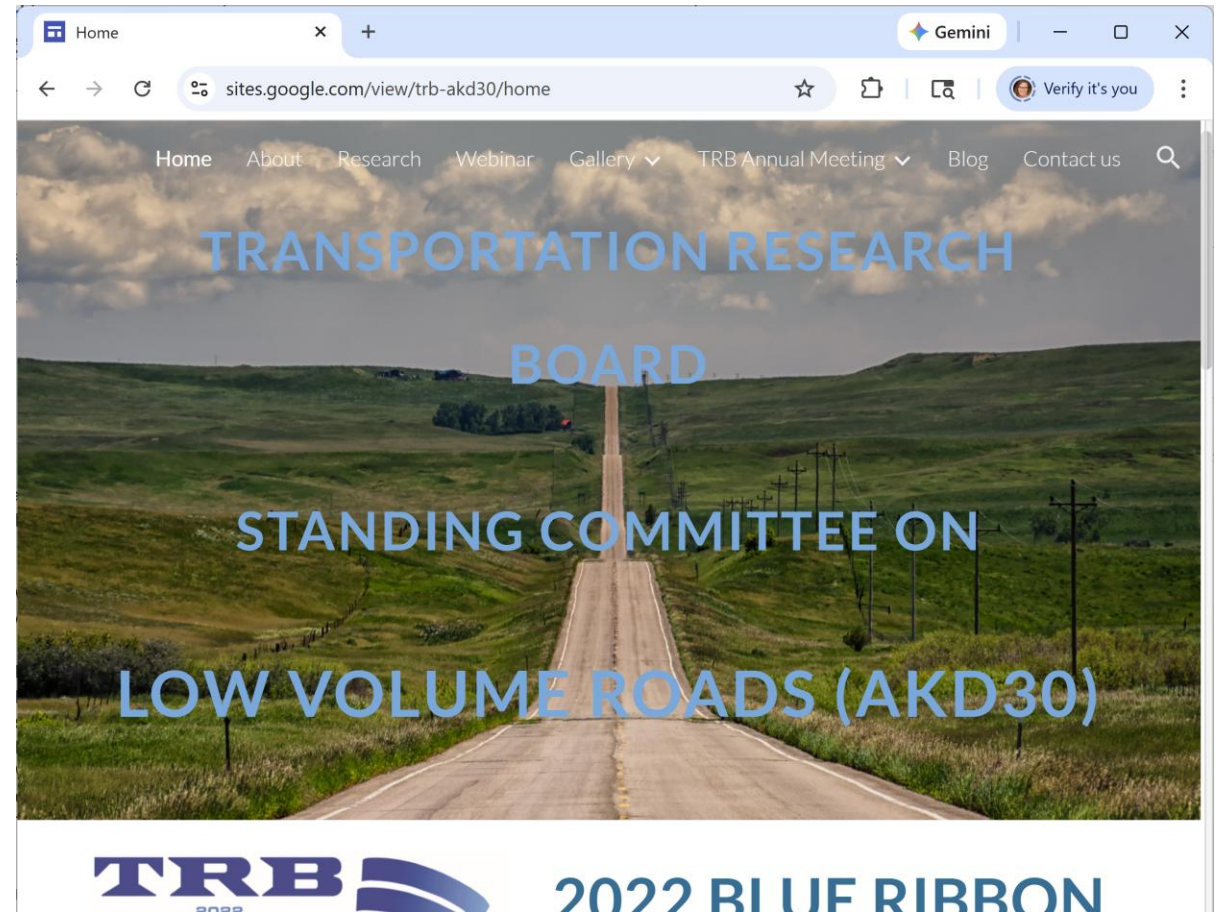
Laura Fay

laura.fay1@montana.edu

Low Volume (and Rural) Roads Committee

- Formerly known as Low Volume Roads (AKD30)
- Scope: This committee ~~is~~ was concerned with all aspects of low-volume roads including planning, design, construction, safety, maintenance, operations, environmental and social issues.

<https://sites.google.com/view/trb-akd30>



Low Volume Roads

- Who: Made up of local, state, federal agencies, international organizations, scientists, engineers, and the private sector
- What did we do:
 - Bi-annual meetings
 - Research Needs Statements - NCHRP Problem Statement & Synthesis Topics
 - Scan Tours
 - Webinars
 - TRB Annual Meeting – workshops, lectern and poster sessions
 - Paper reviews
 - 13 Conferences – last in 2023 in Cedar Rapids, IA

Developed Research Needs Statements

- Updating the “Low-Volume Roads Engineering and Environmental Best Practices Guide”.
- Integration of Emerging Technologies for Enhanced Low-Volume Road Management.
- Non-Traditional Stabilization Solutions for Unsealed Roads.
- Investment Prioritization Methods for Low Volume Roads.
- Best Management Practices of Reverting Paved Roadways to Granular Surfaced Roads.
- Systematic Identification of Safety Issues on Low-Volume Roads and Their Relationship to Geometry.
- Modeling, Identification of Risk Assessment and Categorization Impact of Climate Change on Low-Volume Road Systems.
- Criteria for Consistent Design and Safe Operation of Low-Volume Roads in Level and Mountainous Terrains.
- Development of a Design, Construction and Maintenance Manual (DCMM) for Low-Volume Roads.
- Managing Environmental Impacts of Erosion and Sedimentation From Local Rural Roads in the Federal Aid Program Due to New Agricultural, Mining and Logging Economies.

What happens to Research Ideas?

Before 2015

RNS

Converting Severely Distressed Paved Roads to Unpaved Roads



2015-2016

NCHRP Synthesis 485

Converting Paved Road to Unpaved

<https://trid.trb.org/View/1396239>



2019-2020

Guidebook

A Guide to Successfully Convert Severely Distressed Paved Roads to Engineered Unpaved Roads

<https://mdl.mndot.gov/items/201942>

TRB



NCHRP



MnDOT/LRRB

Low Volume and Rural Roads Committee Scope

- Scope: This committee is concerned with research and innovation related to low-volume roads including planning, design, construction, safety, and maintenance



Who are we?

- Cornell Local Roads Program
- FP Innovations
- HNTB
- Iowa County Engineers Association
- Iowa DOT/LRRB
- Iowa State Univ.
- Kentucky Trans. Cabinet
- Kittelson & Associates, Inc.
- Minnesota DOT, MnROAD
- Minnesota LTAP
- Montana State Univ./Western Trans. Inst
- Montana LTAP
- Penn State
- Purdue Univ., Indiana LTAP
- Univ. of Alabama
- Univ. of California, Davis
- Univ. of Nebraska, Lincoln
- US Army Corps of Engineers
- US Dept. of Interior
- US National Park Service
- Vermont DOT
- West Virginia Univ./LTAP
- World Bank (retired)
- WSP

The relationship between LVRR and LRRBs

- Community
- Connections
- Support
- Advancement
- Sharing



The relationship between LVRR and LRRBs

- Research Needs: developing, sharing, reviewing, advancing, funding
- Webinars
- Lectern and poster sessions
- Workshops
- Articles
- Conferences
 - 2027 Rural Conference
 - Low Volume or Local Road Conference

Become a friend of the committee.



Upcoming Research & Events

Webinar

- Technological and Engineered Solutions for Low Volume and Rural Roads through Graduate Research
- Thursday, April 16, 11:00 AM–12:30 PM Eastern
- NCHRP Synthesis 20-05/Topic 56-20: Pavement Design and Evaluation of Low Volume Roads with Heavy Loads

LVRR Working Groups

- Bridges & Culverts
- Safety
- Unpaved Roads
- Workforce Development
- Environment
- What is a low volume road?



Low Volume and Rural Roads Committee

- Next Steps & Future Considerations
 - Low Volume Roads conference, workshops, peer exchange?
 - Report out on this effort at the next LVRR meeting
 - Low Volume Roads Pooled Fund (Vanessa)