

# TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency: **Utah Department of Transportation**

## INSTRUCTIONS:

*Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.*

<b>Transportation Pooled Fund Program Project #</b>  <b>TPF-5(394)</b>		<b>Transportation Pooled Fund Program - Report Period:</b> <input type="checkbox"/> Quarter 1 (January 1 – March 31, 2024) <input type="checkbox"/> Quarter 2 (April 1 – June 30, 2024) <input type="checkbox"/> Quarter 3 (July 1 – September 30, 2024) <input checked="" type="checkbox"/> <b>Quarter 4 (October 1 – December 31, 2024)</b>	
<b>Project Title:</b> <b>Western Maintenance Partnership – Phase 3</b>			
<b>Name of Project Manager(s):</b> Shawn Lambert	<b>Phone Number:</b> 801-910-2570	<b>E-Mail</b> shawnlambert@utah.gov	
<b>Lead Agency Project ID:</b> CID: 42092, PIN: 17384	<b>Other Project ID (i.e., contract #):</b> 1 <sup>st</sup> consultant contract # 21-8137 2 <sup>nd</sup> consultant contract # 22-8604 3 <sup>rd</sup> consultant contract # 19-9841 WTO	<b>Project Start Date:</b> January 2019 (pooled fund) August 12, 2020 (1 <sup>st</sup> contract) January 5, 2022 (2 <sup>nd</sup> contract) January 1, 2024 (3 <sup>rd</sup> contract WTO)	
<b>Original Project End Date:</b> June 2024 (pooled fund)	<b>Current Project End Date:</b> Dec. 31, 2026 (pooled fund) Dec. 31, 2020 (1 <sup>st</sup> contract SOW) June 30, 2022 (2 <sup>nd</sup> contract closed) June 30, 2024 (3 <sup>rd</sup> contract WTO)	<b>Number of Extensions:</b> Pooled fund: one 2-yr extension 1 <sup>st</sup> contract: no mods 2 <sup>nd</sup> contract: no mods 3 <sup>rd</sup> contract: no mods to WTO	

Project schedule status:

☐ On schedule                     
 ☒ On revised schedule                     
 ☐ Ahead of schedule                     
 ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
Total pledged funds = \$135,000.00 Current obligated funds = <b>\$135,000.00</b> (incl. \$15K non-federal from previous TPF) 1 <sup>st</sup> consultant contract: \$9,225.00 2 <sup>nd</sup> consultant contract: \$7,491.67 3 <sup>rd</sup> cons. contract WTO: \$10,139.85 Fund balance not on contract = \$70,193.05	Contract management: \$827.57 Conf. hosting support: \$0.00 Conf. travel reimb.: \$37,122.86 1 <sup>st</sup> consultant contract: \$9,225.00 2 <sup>nd</sup> consultant contract: \$7,491.67 3 <sup>rd</sup> cons. contract WTO: \$10,139.85 <b>Total: \$64,806.95</b>	N/A

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
This Quarter = 0% Total Project = 48%	Conf. travel reimb.: \$0.00 Consultant invoices: \$0.00 Total quarter: \$0.00	75% (project)

**Project Description:**

In the 1980's the Rocky Mountain Maintenance Tour established a highly effective forum for the exchange of information, techniques, policies and strategies for the maintenance of the Highway System. Since that time the role of Maintenance as a critical element in the overall management of the State Highway infrastructure has increased. Most Maintenance managers have been completely replaced since the ending of the Rocky Mountain Maintenance Tour. The primary focus has also shifted from new construction and major rehabilitation to more attention to infrastructure preservation and asset management via cost effective maintenance. Reactive maintenance alone is not adequate to overcome the challenges of rapid deterioration of roads, considering aging of the infrastructure and growing economic constraints.

The Western Maintenance Partnership (WMP) previously ran from 2006-2014 as TPF-5(145), and from 2015-2019 as TPF-5(312). This 5-year continuation of the WMP will pool the efforts of the participating agencies to provide a focused look at Maintenance, and will partner with WASHTO states to share experiences, innovations, expertise and solutions to the complex management of highway assets. Maintenance issues include policies, practices, specifications, field investigations, applied research, materials, and training. It is expected that a roundtable and sharing of field experience via hands on demonstration of features will be key elements of the annual meetings.

**Objectives:**

The purpose of the Western Maintenance Partnership (WMP) continuation is to provide a partnering forum for promoting effective maintenance strategies through the following objectives:

- Provide travel reimbursement funds for an annual meeting (WASHTO Committee on Maintenance) and a multi-day annual workshop/scan tour, for discussion and exchange of information and knowledge about each state's maintenance program.
- Provide a means to define, support and share technology of mutual interest.
- Provide funds for formal training presentations during the annual workshop.
- Provide funds for management support of WMP.
- Provide funds for special studies, investigations, research and training.

**Scope of Work:**

The minimum funding contribution is needed to:

- Provide travel reimbursement funds for an annual meeting (WASHTO Committee on Maintenance) and a multi-day annual workshop/scan tour, for discussion and exchange of information and knowledge about each state's maintenance program.
- Provide funds for formal training presentations during the annual workshop.
- Provide a forum to define, support and share technology of mutual interest.
- Implement task orders, as designated by the WMP members.
- Provide funds to manage the WMP's operations and to maintain a web site that would display meeting reports, state guidelines and specifications.

In January 2024, UDOT extended the TPF study end date to December 2026 with approval from the FHWA TPF Program Manager. No new funding commitments/contributions are planned.

**Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**

This quarter has included planning for the spring meeting for 2025 in Oklahoma City, OK. The dates for the WASHTO SCOM Spring Meeting are May 11-14, 2025. Oklahoma has signed the Conference Expense Agreement as they begin to track costs for the upcoming conference.

**Anticipated work next quarter:**

This quarter will include planning for the 2025 WASHTO SCOM Meeting that will be held in Oklahoma City, OK on May 11-14, 2025. ODOT has put together a planning committee that will be coordinating with the WASHTO group and scheduling planning meetings with the WASHTO SCOM Chair and Vice Chair.

Partner states' travel expenses to attend the Spring 2025 WASHTO SCOM Meeting can be reimbursed through the pooled fund. Those states that want to request travel reimbursement should contact Ryan Ferrin of UDOT Maintenance at [rferrin@utah.gov](mailto:rferrin@utah.gov).

Thanks to the participating states for posting their funding commitments on the TPF website and transferring their commitment amounts to UDOT: <https://www.pooledfund.org/Details/Study/647>  
Contact David Stevens of UDOT Research & Innovation at [davidstevens@utah.gov](mailto:davidstevens@utah.gov) if you have questions about funding transfers.

**Significant Results:**

The group has continued planning for the Spring 2025 Meeting in Oklahoma.

**Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).**

No new issues at this time.

**Potential Implementation:**

Member states analyze and implement numerous ideas from the WASHTO SCOM conference. Some of the implemented items include:

- Training programs
- Winter road condition reporting
- Performance metrics and measures
- Equipment innovations and maintenance