

**TRANSPORTATION POOLED FUND PROGRAM**  
**QUARTERLY PROGRESS REPORT**  
**for**  
**National Road Research Alliance (NRRA)**  
**Phase – 1 (2016-2021)**  
**Phase – 2 (2021-2026)**  
**Phase – 3 (2026 starting)**

**Lead Agency:** Minnesota Department of Transportation

<b>Transportation Pooled Fund Program Project #</b> TPF-5(341) <a href="http://www.pooledfund.org/Details/Study/590">http://www.pooledfund.org/Details/Study/590</a> TPF-5(466) <a href="https://pooledfund.org/Details/Study/693">https://pooledfund.org/Details/Study/693</a> Phase-3 expected to start in January 2026	<b>Report Period:</b> 2025 - Quarter 3 (July 1 – Sept 30, 2025)
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**Project Title:** National Road Research Alliance – NRRA  
<http://www.dot.state.mn.us/mnroad/nrra/index.html>

NRRA quarterly reports for Phase-I and Phase-II are being combined because of existing projects in phase-I that are still ongoing and still pertain to the NRRA efforts that are being done in phase-II. Both websites will be updated with the same quarterly report. Individual budgets are attached to this quarterly report for both efforts. Phase-3 is also under development expected to start in January 2026.

<b>Project Manager(s):</b> Ben Worel (MnDOT) Tom Yu (FHWA)	<b>Phone Number:</b> 	<b>E-Mail</b> <a href="mailto:Ben.worel@state.mn.us">Ben.worel@state.mn.us</a> <a href="mailto:Tom.yu@dot.gov">Tom.yu@dot.gov</a>
<b>Lead Agency Project ID:</b> None	<b>Other Project ID (i.e., contract #):</b> None	<b>Project Start Date:</b> Phase 1 - February 22, 2016 Phase 2 – February 22, 2021 Phase 3 – expected in Jan 2026
<b>Original Project End Date:</b> Phase 1 - September 30, 2018 Phase 2 – February 22, 2026	<b>Current Project End Date:</b> Phase 1 – February 22, 2021 Phase 2 – February 22, 2026	<b>Number of Extensions:</b> Phase 1 - NRRA Executive Committee extended till 2021 Phase 2 - NA

**Project schedule status** → On schedule

**Phase – 1 TPF-5(341) Overall Project Statistics:**

<b>Total Project Budget</b>	<b>Total Costs obligated to Date for Project</b>	<b>Percentage of Time and Funding Completed to Date</b>
\$5,000,000	SPR Funds Budgeted = \$4,957,083 (99%) Invoices Paid = \$4,863,708 (97%) Remaining not spent = \$93,375 Funds Not Encumbered = \$42,917 Possible Dollars Remaining = \$136,292	Complete as of Feb 22, 2021 All contracts are complete Phase-I close-out can start

**Phase – 2 TPF-5(466) Overall Project Statistics:**

<b>Total Project Budget</b>	<b>Total Costs obligated to Date for Project</b>	<b>Percentage of Time and Funding Completed to Date</b>
\$7,712,856 (SPR expected) \$7,712,856 (SPR to be received)  \$8,559,019 (SPR+Veta+MnDOT Totals)	Funds Executive Committee Budgeted = \$8,994,989 Dollars paid out = \$5,024,251 (65%) Funds Remaining to spend = (-235,970) (Funding will come in Phase-3 to make up funds for states funding #2 or #3 in FY2026)	Time = 57/60 months (95%)

**Project Description:**

This pooled fund phase-II is open for new states and they can join at any time. This pooled fund will help direct and complement the use of the MnROAD test track for local, regional and national research, tech transfer and implementation. Road owner agencies will provide input and participate in the decision making needed for future MnROAD construction and research scheduled in 2017 (Phase-I) and in 2022 (Phase-2). In Phase-I MnDOT and Missouri have funded construction in both states while Phase-2 MnDOT, Missouri, Wisconsin will fund 2022-2023 construction of test sections. MnROAD will continue to support common goals. Industry and academia will also play an important role in providing critical input on long-term future trends in research and barriers to implementation, including working with their customers and members who play a direct role in implementation.

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

To date 14 government agencies and over fifty-five (85+) industry, associations, consultants, and academic institutions have become NRRA members to share their expertise and are learning about new tools and methods to improve and expand upon transportation systems nationally.

**Membership**

- Idaho joined NRRA in 2024 / Montana and Nebraska joined NRRA in 2022.
- ~85+ NRRA associates participating.

**Phase-I Projects**

- Tech Transfer - 100% of the 13/13 projects complete.
- 2017 Long Term Research – 100% of the 8/8 projects complete.
- 2019 Long Term Research – 100% of the 11/11 projects complete.
- 2019 Call for Innovation Research – 100% of the 6/6 projects complete.
- 2020 Call for Innovation Research – 100% of the 7/7 projects complete.
- Looking to start the close out process for NRRA#1 in 2025.

**Phase-2 Projects**

- 2021 Long Term Research
  - 14% of the 2/14 projects completed.
  - Missouri contract for reflective cracking contract to be developed next quarter
  - 2 RFP are being contracted – perpetual pavements and recycled binder availability.
- 2023 Call for Innovation
  - 0% of the 0/16 projects completed.
- 2024 Contracting
  - 0% of the 0/2 projects completed.
- 2025 Contracting
  - Holding contracts till phase-3 starts in Jan 2026 (expected date)
  - Note 4 amendments also being processed / veta and 3 low carbon concrete projects)

**General**

- NRRA Technical Teams have met every month again this quarter which also acts as TAP meetings for each team's short and long-term research efforts.
- See the NRRA website for details on all the teams' updated activities.
- Monthly Research pays off webinars have been completed and a plan for 2025 topics are developed.
- NRRA budget for Phase-I and Phase-II are attached at the end of this report.
- NRRA met in October and developed the framework for NRRA#3 / Budget

**Anticipated work next quarter:**

The following is expected to be completed for next quarter.

- Finalize Phase-1 Pooled Fund Close Out
- Finalize Phase-2 Pooled Fund with MnDOT finance.
- Prepare for Phase-3 Start - Contracts developed for phase-2 / 3 will then start
- Continued work on Phase-2 pooled fund efforts and reporting progress in the team meetings.
- Working on collecting member input for the NRRA benefits document.
- MnDOT will provide updates to their financial system showing a more accurate tracking of NRRA phase-2. Phase-2 shortfall will be funded with NRRA#3 funding and closeouts.

**Significant Results:**

Currently this pooled fund is working well for all the members. We have shared resources and technology with each other related to intelligent construction and sustainability and have discuss a number of topics in the technical teams. More formal documentation will start to be developed as the contracts are awarded and this work begins.

- NRRA includes 15 government members and at 85+ associate members. New agencies/associates are always welcome to join at any time during this phase.
- Many technologies transfer and long-term research needs are completed or under contract. The progress/final products are shown on the NRRA website.
- NRRA members are asked to continue to brainstorm how as a group we can push implementation noting that NRRA has funding to help with this as needed in the form of contracts or travel.

**Attachment A (Income Summary)**

- Contains the NRRA income summary.

**Attachment B (Financial Summary)**

- Contains the funding summary along with the research progress by invoices. More detail is listed under the NRRA team member's webpages.

**Potential Implementation:**

See the NRRA team pages for implementation topics that are being developed – TAP members of each of the contracts and teams will be asked to help the development of implementation for the technology transfer team to push with its members. This is a focus area that is probably the hardest part of successful research. The technology transfer team will be focused on this topic in the upcoming months.

Attachment – A1 (NRRA Phase-1 Income) – 9/22/2025 financial Report

**NRRA Phase-1**

**TPF-5(341) National Road Research Alliance - NRRA Pooled fund**

SPR Dollars		2016	2017	2018	2019	2020	2021	Total
CA	Obligation	-	150,000	50,000	150,000	150,000	150,000	650,000
	Payment	-	150,000	50,000	150,000	150,000	150,000	650,000
IA	Obligation					150,000		150,000
	Payment					150,000		150,000
IL	Obligation	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	Payment	150,000	150,000	150,000	150,000	150,000	150,000	900,000
MI	Obligation	150,000	150,000	150,000			300,000	750,000
	Payment	150,000	150,000	150,000			300,000	750,000
MN	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment	150,000	150,000	150,000	150,000	150,000		750,000
MO	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment	150,000	150,000	150,000	150,000	150,000		750,000
ND	Obligation	-	-	-	75,000	75,000		150,000
	Payment	-	-	-	75,000	75,000		150,000
WI	Obligation	150,000	150,000	150,000		150,000		600,000
	Payment	150,000	150,000	150,000		150,000		600,000
SPR	Obligation	750,000	900,000	800,000	675,000	975,000	600,000	4,700,000
	Payment	750,000	900,000	800,000	675,000	975,000	600,000	4,700,000

Partnership Funding		2016	2017	2018	2019	2020	2021	Total
Illinois Tollway	Obligation					75,000	75,000	150,000
	Payment					75,000	75,000	150,000
WI	Obligation				150,000			150,000
	Payment				150,000			150,000
SPR	Obligation	-	-	-	150,000	75,000	75,000	300,000
	Payment	-	-	-	150,000	75,000	75,000	300,000

Pooledfund.org only shows SPR --> 150K Illinois Tollway partnership contribution

Wisconsin used non-SPR dollars in 2019 for their membership dues

SPR + Partnerships		2016	2017	2018	2019	2020	2021	Total
Total Funding	Obligation	750,000	900,000	800,000	825,000	1,050,000	675,000	5,000,000
	Payment	750,000	900,000	800,000	825,000	1,050,000	675,000	5,000,000

## Attachment – A2 (NRRA Phase-2 Income) – 9/22/2025 financial Report

### NRRA Phase-2

#### TPF-5(466) National Road Research Alliance - NRRA Pooled fund

		2021	2022	2023	2024	2025	2026	Total
CA	Obligation		150,000	150,000	300,000	CA extra NRRA#1		600,000
	Payment		150,000	150,000	300,000			600,000
FHWA	Obligation	488,000						488,000
	Payment	488,000						488,000
FHWA added 300K for Carbon Cure PCC and 188K for ICT related efforts - obligation is off								
GA (Veda)	Obligation		25,000	25,000	25,000	Paid in NRRA3		100,000
	Payment		25,000	25,000	25,000			100,000
IA	Obligation			75,000	150,000	150,000		375,000
	Payment			75,000	150,000	150,000		375,000
ID	Obligation				75,000	75,000	Paid in NRRA3	150,000
	Payment				75,000	75,000		150,000
IL	Obligation		150,000	150,000	150,000	Paid extra in NRRA#1		600,000
	Payment		150,000	150,000	150,000			600,000
Illinois Tollway	Obligation			75,000	75,000	75,000	75,000	300,000
	Payment			75,000	75,000	75,000		300,000
MI	Obligation	150,000	150,000	150,000	150,000	524,856		1,124,856
	Payment	150,000	150,000	150,000	150,000	524,856		1,124,856
Michigan added \$374,856 additonal funding for MnROAD sensors and installation in 2027								
MN	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment	150,000	150,000	150,000	150,000	150,000		750,000
MO	Obligation	550,000	150,000	150,000	150,000	150,000		1,150,000
	Payment	550,000	150,000	150,000	150,000	150,000		1,150,000
Missouri added 400K to support the Missouri Reflective Cracking/Additive efforts in 2021								
MS	Obligation		75,000	75,000	75,000	75,000	75,000	375,000
	Payment		75,000	75,000	75,000	75,000	75,000	375,000
MT	Obligation			75,000	75,000	75,000	Paid in NRRA3	225,000
	Payment			75,000	75,000	75,000		225,000
ND	Obligation	75,000	75,000	75,000	75,000	75,000		375,000
	Payment	75,000	75,000	75,000	75,000	75,000		375,000
NE	Obligation			75,000	75,000	75,000	Paid in NRRA3	225,000
	Payment			75,000	75,000	75,000		225,000
NY (Veta)	Obligation	25,000	25,000	25,000	25,000	25,000		125,000
	Payment	25,000	25,000	25,000	25,000	25,000		125,000
WI	Obligation	300,000	150,000	150,000	150,000			750,000
	Payment	300,000	150,000	150,000	150,000			750,000
Totals	Obligation	1,738,000	1,100,000	1,400,000	1,700,000	#VALUE!	150,000	7,712,856
	Payment	1,738,000	1,100,000	1,400,000	1,700,000	1,624,856	150,000	7,712,856
Yellow shows funding expected								
Orange Funding Obligated but not Payed								

Partnership Funding	2021	2022	2023	2024	2025	2026	Total
MN State Funding	Obligation			400,000		250,000	650,000
	Payment			400,000		250,000	650,000
Additional MnDOT State Funding put towards the Veta software development tasks							

Veta (334) SPR Transfer	2021	2022	2023	2024	2025	2026	Total
Past Veta Transer	Obligation			196,163			196,163
	Payment			196,163			196,163

Grand Totals	Obligation	1,738,000	1,100,000	1,996,163	1,700,000	#VALUE!	400,000	8,559,019
	Payment	1,738,000	1,100,000	1,996,163	1,700,000	1,624,856	400,000	8,559,019

Attachment – A3 (NRRA Phase-3 Solicitation Income) – 9/22/2025 pooledfund.org Reporting

NRRA Phase-3

TPF-5(466) National Road Research Alliance - NRRA Pooled fund

		2026	2027	2028	2029	2030	2031	Totals
CA	Obligation							-
	Payment							-
FHWA	Obligation							-
	Payment							-
GA (Veda)	Obligation							-
	Payment							-
IA	Obligation	75,000	75,000	75,000	75,000	75,000		375,000
	Payment							-
ID	Obligation	115,000	115,000	115,000	115,000	115,000		575,000
	Payment							-
IL	Obligation							-
	Payment							-
Illinois Tollway	Obligation							-
	Payment							-
MI	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment							-
MN	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment							-
MO	Obligation	150,000	150,000	150,000	150,000	150,000		750,000
	Payment							-
MT	Obligation	75,000	75,000	75,000				225,000
	Payment							-
ND	Obligation							-
	Payment							-
NE	Obligation	75,000						75,000
	Payment							-
NY	Obligation							-
	Payment							-
WI	Obligation	150,000						150,000
	Payment							-
Totals	Obligation	940,000	715,000	715,000	640,000	640,000	-	3,650,000
	Payment	-	-	-	-	-	-	-

## Attachment – B1 (NRRA Phase-1 Financial Summary and Project Invoicing) – 9/22/2025 financial Report

### NRRA Phase-1 TPF-5(341) National Road Research Alliance - NRRA Pooled fund

For 2025 - quarter 1 report - updated 4/20/2025

Funding Group	Description	Total Dollars	Percent	SPR (Contracted but not paid out)	Funding (Not Budgeted)
States (SPR)	SPR - Pooled Funds (9 agencies) - Pooled Fund	\$ 4,700,000			
Non (SPR)	Non SPR - Partnerships (Wisconsin 150K + 150K Tollway)	\$ 300,000			
	Total Income	\$ 5,000,000			
	Total Encumbered =	\$ 4,957,083	99%		\$ 42,917
	Paid Invoices =	\$ 4,863,708	97%	\$ 93,375	
Additional State Funding (Not NRRA SPR Dollars)	MnDOT Constrction Funding for 2017 MnROAD Construction	\$ 3,132,681			
	Missouri DOT funding - roller compacted PCC constr and research	\$ 275,000			
	Total Spending (SPR and Other)	\$ 8,107,681			

### Spending Details SPR Dollars Budget/Spending

NRRA Focus Areas	Effort Type	Item	Project Charge #	General Outcome / Deliverable	Vendors	Encumbered	Payments Invoiced	Payment Percent
Marketing (M)	Labor	M1.1	TPF15341A	MnDOT Labor (Website, Monthly Newsletter, Written Documents, Marketing)	MnDOT	189,800	189,800	100%
Tech Transfer (T)	Purchase	T1.1	TPF15341	Agency travel / meals / Shipping	MnDOT PO	59,047	59,047	100%
	Contract	T1.2		Communication (Written, Newsletter, video, Website) - MnDOT will not charge	Not Done			
	Contract	T1.3.1		Tack Coats	2016 State of Practice (SRF) top two topics from each team established in 2016			
				Longitudinal Joint Construction Performance				
				Design and Performance of Concrete Unbonded Overlays		95,565	95,565	100%
				Repair of Joint Associated Distress Pavements				
				Larger Subbase Materials - Done by Iowa State				
				Subgrade Design for New and Reconstructed				
				Surface Characteristics of Diamond Ground PCC Surfaces				
				Pavement preservation approaches for lightly surfaced roadways				
				Partial Depth Repairs of Concrete				
				E-Ticketing				
Research (R)	Labor	T1.3.2	TPF15341B	Tech transfer write-ups (MnDOT Labor) - Topics Below	MnDOT	21,965	21,965	100%
	Contract	T1.5.1	TPF15341	HMA – Asphalt Mixture Rejuvenator Synthesis	2019 State of Practice (WSB)			
				PM - NRRA Spray on Rejuvenator Synthesis		92,102	92,102	100%
				PM - Concrete Pavement Restoration (CPR) for BCOA				
				PM - Service Life Enhancement of Substrates Overlaid with Thin Overlays				
	Purchase	R1.1		2017 MnROAD Construction Sensor Purchases		159,130	184,672	100%
				2018 CCP Missouri Sensor Purchases - broken off the 60K available		25,542		
	Labor	R1.3	TPF15341C	Inspection (MnDOT) - costs over the initial budget	MnDOT	97,773	97,773	100%
	MnROAD Labor	R1.4	MnROAD Site Staff Labor - additional 120K approved by EC Dec 2017	MnDOT	279,318	808,593	100%	
		R2.4	Approved \$120K extra funding for monitoring 2018		120,000			
		R3.4	Approved \$200K extra funding for monitoring 2019 - 2022 adjustment 182K		200,000			
		R4.4	Approved \$200K extra funding for monitoring 2020		183,275			
		R1.8	Missouri Sensor Labor Costs for 2018 installs - CCP - broken off the 60K available		26,000			
	Contract	R1.5	TPF15341	PCC Sampling/Testing	AET Consultant	20,000	61,514	100%
		R2.5		Additional Funding Approved (low initial estimate)		41,514		
		R1.6		HMA Performance Testing (75K original Estimate - will not use in Phase-I)	Not Done			
		R1.7		Partial Depth Repairs Construction (not in construction contract)	Diamond Surfacing	40,000	78,662	100%
		R2.7		Additional Funding Approved		38,662		
	MnDOT Agreement	R1.8		Compacted Concrete Pavement Construction (not in construction) - \$50K original	Missouri DOT Hired University			
	Contract	R1.9		Diamond Grinding Construction (not in construction contract) - \$50K				

NRRA Focus Areas	Effort Type	Item	Project Charge #	General Outcome / Deliverable	Vendors	Encumbered	Payments Invoiced	Payment Percent
Research (R)	2017 Long Term Projects	R1.10	TPF15341	HMA Overlay and Rehab of Concrete and Methods of Enhancing Compaction	UNH	169,970	169,970	100%
		R1.11		Cold Central Plant Recycling	AET Consultant	99,997	99,997	100%
		R1.12		Fiber Reinforced Concrete Pavements	UMD	145,462	145,462	100%
		R1.13		Long Term Effects of Diamond Grinding - \$75k	Not Done			
		R1.14		Concrete Early Opening Strength to Traffic (used Illinois Tollway partnership funding)	UofPitt	149,999	149,999	100%
		R1.15		Optimizing the Concrete Mix Components for Contractors	Iowa State	147,627	147,627	100%
		R1.16		Compacted Concrete Pavements for Local Streets - \$80K - Did do in Missouri	Not Done			
		R1.17		Recycled Aggregates in Aggregate Base and Larger Subbase Materials	Iowa State	225,000	225,000	100%
		R1.18		Maintaining Poor Pavements	SRF	28,725	28,725	100%
		R1.19		Partial Depth Repair	Braun Inertec	74,925	74,925	100%
Research (R)	2019 Long Term Research	R1.21		HMA – Asphalt Mix Rejuvenator Test Sections (added 50K in April 2020)	UNH	148,981	148,981	100%
		R1.22	TPF15341E 1036333WO4	PM - Spray on Rejuvenator Test Sections	NCAT (this is complete)	133,912	34,362	26%
		R1.23		ICT - Levels 3-4 Intelligent Compaction Measurement Values (ICMV) for Soils Subgrade/Aggregate Subbase Compaction	Transtec Group	162,024	161,982	100%
		R1.24		ICT - Support Importing, Viewing and Analysis of Dielectric Constant Data in Veta (paid by Veta pooled fund)	Transtec Group	-	-	
		R1.25		ICT - HD and VHD Seismic Approaches for Roadway Evaluation	Park Consulting	299,686	299,686	100%
		R1.26		Geo - Mechanistic Load Restriction Decision Platform for Pavement Systems Prone to Moisture Variations	UNH	90,231	90,231	100%
		R1.27		Geo - Environmental Impacts on the Performance of Pavement Foundation	Michigan State	35,000	35,000	100%
		R1.28		Geo - Permeability of Base Aggregate and Sand		30,000	30,000	100%
		R1.29		Geo - Improve material inputs into mechanistic design properties for reclaimed HMA Roadways		29,999	30,000	100%
		R1.30		PCC - Construction Report for Jointless FRC Roundabout in Minnesota	Iowa State	49,999	49,999	100%
		R1.31		PCC - Incorporate Joint Faulting Model Into BCOA-ME	Contracting Uof Pittsburg	24,999	24,999	100%
		R1.32		PCC - Engineered Dowel and Tie Bars combined with LTPP SPS-2 Determination of Causes for Cracking Over Dowel Bars	ERES Consulting	88,864	101,083	114%

NRRA Focus Areas	Effort Type	Item	Project Charge #	General Outcome / Deliverable	Vendors	Encumbered	Payments Invoiced	Payment Percent
Research (R)	2019 Call for Innovation	R1.33		Performance of Concrete Overlays over Full Depth Reclamation (FDR)	ARM	15,313	15,313	100%
		R1.34		Blending of Higher Strength Aggregates with Recycled Concrete and Marginal Aggregates to Improve Concrete Properties	U of St Thomas	32,332	26,332	81%
		R1.35	TPF15341N 10336599	Bio-material Maintenance Treatments	Iowa State	50,000	50,000	100%
		R1.36		Innovative Practical Approach To Assessing Bitumen Compatibility As A Means Of Material Specification	Cargill	204,119	204,119	100%
		R1.37		Cold Asphalt Recycling Technologies using Rejuvenating Asphalt Emulsion: Impact; Implementation; Specification	UNH	141,440	141,400	100%
		R1.38		Support Contract for T1.3.1 (SRF) Repair of Joint Associated Distress Pavements	Iowa State	4,972	4,972	100%
	2020 Call for Innovation	R1.39	TPF15341F 1036342W05	Pavement-Specific Structural Synthetic Fibers	UMD	99,792	99,972	100%
		R1.40	TPF15341G 1036343W02	Understanding and Improving Pavement Milling Operations	University of New Hampshire	100,000	100,000	100%
		R1.41	TPF15341H 1036333W01	Novel Methods for Adding Rejuvenators in Asphalt Mixtures with High Recycled Binder Ratios	NCAT	80,000	80,000	100%
		R1.42	TPF15341J 1036333W02	Impact of Polymer Modification on IDEAL-CT and I-FIT for Balanced Mix Design	NCAT	100,000	100,000	100%
		R1.43	TPF15341K 1045185	Asphalt Real Time Smoothness (ARTS) for Asphalt Paving	Transtec Group	104,021	103,877	100%
		R1.44	TPF15341L 1036340W01	Enhanced Entrained Air Void System Characterization for Durable Highway Concrete	TSU	100,000	100,000	100%
		R1.45	TPF15341M 1045186	Continuous Moisture Measurement during Pavement Foundation Construction	UTEP	100,000	100,000	100%
				Totals =	\$ 4,957,083	\$ 4,863,708	98.1%	

## Attachment – B (NRRA Phase-2 Financial Summary and Project Invoicing) – 9/22/2025 financial Report

SPR Funding		SPR Dollars	SPR Received	Percent	Comment
SPR Funding	SPR - Pooled Funds ( <b>Expected plus Received from Agencies</b> ) =	\$ 7,712,856	\$ 7,712,856	100%	
	Non-SPR MnDOT money for Veta (2 amendments)=	\$ 650,000			
	Past SPR rollover funding from Veta TPF5(334) for Veta =	\$ 196,163			
	Total Funding =	\$ 8,559,019	Percent	Remaining	
SPR Spending	MnDOT Contracted for Projects =	\$ 8,794,989	102.76%	\$ (235,970)	
	Contracts Invoiced (Paid out) =	\$ 5,024,251	65%		
MnDOT State Funds	MnDOT Construction Funding =	\$ 6,000,000			
	NRRA Associate funding (used for NRRA needs)		Used for NRRA efforts --> MnDOT documented dollars		
Grand Total	\$ 14,559,019		SPR + MnDOT Construction + MnDOT ICT + FHWA funding		

SPR Dollars Budget/Spending						
NRRA Focus	Project# Contract#	General Outcome / Deliverable	Vendors	EC Team Approved	Payments Invoiced	Payment Percent
Travel	TPF15466A	Original Agency travel / meals / meeting room costs	MnDOT Coordination	50,000	151,000	83%
		2024 International PCC Minnesota Conf		6,500		
		2024 ICT Florida Conference		50,000		
		Additional line item dollars for 2025 75K plus		75,000		
Sensors	TPF15466B	MnROAD Sensors, Equipment, Shipping for 2022 studies (350K) plus 220K funding for 2024 sensors and dynamic upgrades	MnDOT Purchase Orders	582,893	582,893	100%
MnROAD Labor	TPF15466C	MnROAD Staff - Labor for sensors and monitoring (5 years) (Utilize 2024-2025 Illinois Tollway \$150K + \$650K NRRA)	MnDOT	829,711	829,711	100%
2021 ICT Funding	TPF15466D 1047755	Veta Web and Veta MDMS Standardized Platform 5 Amendments - Funds (1,141,882 NRRA Funds+188K FHWA+150K Tollway Funds (agreement 1051410)+600K MnDOT+196,163 TPF(344) rollover+2025 NRRA fund 100K will be updated in phase-3)	Transtec Group	2,176,041.19	1,758,922	81%
	TPF15466E 1048189	MnROAD Reflective Cracking Challenge (NRRA)	UNH Auburn	230,499	164,521	71%
	TPF15466EE	Reflective Cracking Challenge Coordination (Missouri - 400K) (400K from Missouri - not apart of the initial \$2,125,000 the EC approved)	University of Missouri-Columbia	400,000	-	0%
	TPF15466F 1048190	Use of Alternative Pozzolanic Materials Towards Reducing Cement Content in Concrete Pavements (Funding 2021 (173,148) + 2025 Phase 3 will add later at 33K)	Nichols Consulting APT	173,148	101,999	59%
	TPF15466G 1048191	Use of Carbon Dioxide for Sustainable and Resilient Concrete Pavements (300K FHWA was used for the construction, sensors, 2021 (150K) contract, monitoring + 2025 Phase 3 will add later at 33K)	Iowa State	150,000	74,122	49%
	TPF15466H 1048192	The Use of Alternative Cementitious Materials in Concrete Pavements (Funding 2021 (150K) + 2025 Phase 3 will add later at 33K)	Applied Pavement Technology - NCE	150,000	94,362	63%
	TPF15466J 1048193	Performance Evaluation of Wicking Geotextiles for Improving Drainage and Stiffness of Road Foundation	Michigan State Michigan Tech/ Ingios	200,000	155,697	78%
	TPF15466K 1048377	Reclamation and Recycling Techniques to Achieve Perpetual Pavements Characteristics	Braun Intertec	150,002	135,359	90%
	TPF15466L 1036343(3)	Flooded Pavements Assessment App-Phase 2	UNH	200,234	21,538	11%
	TPF15466M 1048485	Validation of Loose Mix Aging Procedures for Cracking Resistance Evaluation in Balanced Mix Design	Auburn University UNH - TTI	100,000	100,000	100%
	TPF15466N 1048486	Perpetual Pavements in Wet Freeze Climate	Contracting		-	Contracting in Phase-3
	TPF15466P 1048487	Thinlays as a PM Treatment	Terracon	42,504	42,504	100%
	TPF15466C29 1058602	Recycled Binder Availability	Iowa State	199,902	-	0%
	TPF15466S Mnit SWIFT #214249	InfoPAVE MnROAD Database Support and Development	i-Engineering	281,000	150,000	53%
	TPF15466T	2023 Original Construction - Engineered Water Repellency (40K from MSU 200-40=160 with additional 40K NRRA to cover costs)	Paragon Construction	74,855	-	0%

NRRA Focus	Project# Contract#	General Outcome / Deliverable	Vendors	EC Team Approved	Payments Invoiced	Payment Percent
2023 Research Efforts	TPF15466U 1036337WO6	Instrumentation and data management/analyses for Measurement	MTU	216,845	167,238	77%
	TPF15466V 1036333W07	Field Validation of Using Warm Mix Asphalt at Reduced Production Temperatures for Balanced Mix Design	Auburn University	121,500	45,000	37%
	TPF15466W 1036333W06	Use of Recycled Materials in Pavement Preservation	Auburn University	86,319	29,644	34%
	TPF15466X 1036333W08	Standardization of SIP Calculation for Hamburg Wheel Tracking Test	Auburn University	47,500	47,500	100%
	TPF15466Y 1036336WO13	Improving Moisture Resistance/Control of Pavement Foundation Systems via Engineered Water Repellency	Michigan State University	143,632	90,183	63%
	TPF15466Y	2024 Construction Repairs - Engineered Water Repellency	FPI Paving Contractors	25,848	-	0%
	TPF15466Z 1036334WO14	Reducing Embodied Carbon with Mineral-Blended Polymeric Microspheres	CP Tech Center	137,486	30,000	22%
	TPF15466AA 1055530	Effective Use of Traffic Speed Deflectometer for Network-based and Project-based Applications	UTEP	150,000	41,320	28%
	TPF15466AB 1036337W05	Hot rubber seal coating to survive wet and frozen environments	MTU	181,912	36,295	20%
	TPF15466AC 10555518	Automated 3DGPR Analysis for Concrete Pavement Evaluation	Infrasense	156,905	101,335	65%
	TPF15466AD	Materials-Based Methods to Improve Rumble Strip Durability	Asphalt Materials	99,488	-	0%
	TPF15466AE 1036343WO9	Continued Monitoring of Original I-94 Westbound Asphalt Overlay Sections and Use of Cracking and Performance Data	UNH	150,000	-	0%
	TPF15466AF TBD	Establishing Applicability of NDT Methods for Project-Level Evaluation	UTEP	150,000	12,000	8%
2024 Contracting	TPF15466AH 1036333WO10	Validation of Loose Mix Aging Procedures for Cracking Resistance Evaluation in Balanced Mix Design (Phase IIA)	Auburn University	300,000	50,000	17%
	TPF85466A 1036343W010	Continued Monitoring of TH6 RA Field Sections	UNH	155,408	-	0%
	TPF85466 1056682	Use of Innovative Sustainable and Durable Materials in Concrete Pavements	University of Minnesota Duluth - CP Tech Center	175,000	11,108	6%
2025 Contracting	TPF15466AJ	Spray Rejuvenator Year-3 Analysis	NCAT			Contracting in Phase-3
	TPF15466AK	Overpredicted Resistances of Non-Displacement Piles in Sands Using Static Analysis Methods	MTU			Contracting in Phase-3
	Note	NRRA executive committee also added funding for veta (TPF15466D) 100K and (33K to three rigid efforts (TPF15466F, TPF15466G, TPF15466H))	Amendments			Contracting in Phase-3
2027 Michigan	Partnership	2027 Michigan Concrete Support	MnROAD Partnership	374,856	-	Finalizing Agreement
				Totals =	8,794,989	5,024,251