

**TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT**
for
National Road Research Alliance (NRRR)
Phase – 1 (2016-2021 Closed Out)
Phase – 2 (2021-2026)
Phase – 3 (March 2026 - 2031)

Lead Agency: Minnesota Department of Transportation

Transportation Pooled Fund Program Project # TPF-5(341) http://www.pooledfund.org/Details/Study/590 (Closed Out) TPF-5(466) https://pooledfund.org/Details/Study/693 TPF-5(564) https://pooledfund.org/Details/Study/1797		Report Period: 2026 - Quarter 2 (April 1 – June 30, 2026)
Project Title: National Road Research Alliance – NRRR http://www.dot.state.mn.us/mnroad/nrra/index.html NRRR quarterly reports for Phase - 2, 3 are being combined because of existing projects in 2 are still ongoing and still pertain to the NRRR efforts that are being done in phase-3. Phase-1 (TPF5341) was closed out in June 2026. Only the Phase-3 (TPF-5(564)) website will be updated with the quarterly report for NRRR. Individual budgets are normally attached to this quarterly report, but this quarter is not included to allow for MnDOT to update its reporting database. Phase-3 has now started as of March 2026.		
Project Manager(s): Ben Worel (MnDOT) Salar Zabihi Siabil (FHWA)		E-Mail Ben.worel@state.mn.us salar.zabihi@dot.gov
Lead Agency Project ID: See contract spreadsheet	Other Project ID (i.e., contract #): See contract spreadsheet attached	Project Start Date: Phase 1 - February 22, 2016 Phase 2 – February 22, 2021 Phase 3 – March 1, 2026
Original Project End Date: Phase 1 - September 30, 2018 Phase 2 – February 22, 2026 Phase 3 – February 27, 2031	Amended Project End Date: Phase 1 – February 22, 2021	Number of Extensions: Phase 1 – Closed out June 2026 Phase 2 – not closed out Phase 3 - NA

Project schedule status → On schedule

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

Total Project Budget	Total Costs obligated to Date for Project	Percentage of Time and Funding Completed to Date
\$5,000,000	Spent \$4,962,500 \$37,500 transferred to TPF-5 (564) NRRRA Phase-3	Project Closed Out June 2026

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

Total Project Budget	Total Costs obligated to Date for Project	Percentage of Time and Funding Completed to Date
\$7,984,019 (SPR received) \$650,000 (MnDOT received) \$8,634,019 (NRRRA Totals Income)	Contracted Efforts = \$8,618,068 (99%) Paid to Contracted Efforts = \$5,793,772 (73%) Funds Remaining to contract = \$15,951 (no update for this quarter)	Time = 59/60 months (97%)

Phase – 3 TPF-5(564) Overall Project Statistics:

Total Project Budget	Total Costs obligated to Date for Project	Percentage of Time and Funding Completed to Date
\$ (SPR received) \$ (MnDOT received) \$8,634,019 (NRRRA Totals Income)	Contracted Efforts = \$ (%) Paid to Contracted Efforts = \$ (%) Funds Remaining to contract = \$ (no update for this quarter)	Time = 1/60 months (2%)

Project Description:

This pooled fund phase-3 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. Phase 3 is expected to again fund MnROAD construction in 2027 and 2028 along with supporting research and implementation as directed by the technical teams and overseen by the executive committee. 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 13 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.
- Mississippi decided not to continue in Phase-3
- ~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.
- Requested MnDOT and FHWA close out NRRA#1.

Phase-2 Projects

- 2021 Long Term Research
 - 14% of the 2/14 projects completed.
 - Missouri contract for reflective cracking started
 - 1 RFP are being contracted in phase3 – perpetual pavements.
- 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 Feb 2026 (expected date)

Phase-3 Projects

- 2025 Contracting (decided in Phase-2) are being contracted this quarter
- 2026 NRRA Executive Committee has budgeted \$600K (2026) and \$300K (expected in 2027) per team for new research efforts.

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 2026 topics are developed.
- NRRA budget for Phase-I and Phase-II are not attached at the end of this report due to MnDOT financial updates being updated. Will do next quarter. Did include spending for Phase-3.
- NRRA met at TRB in 2026 and is now planning its annual NRRA Pavement Conference for April 2026.
- NRRA developed an overall budget for Phase-3 and has developed both a call for research and call for construction at MnROAD in 2027 and 2028.

Anticipated work for next quarter:

The following is expected to be completed for next quarter.

- 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 NRRRA benefits document.
- MnDOT will provide updates to their financial system showing a more accurate tracking of NRRRA phase-2. Phase-2 shortfall will be funding with NRRRA#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 discussed 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.

- NRRRA includes 13 government members and 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 NRRRA website.
- NRRRA members are asked to continue to brainstorm how as a group we can push implementation noting that NRRRA has funding to help with this as needed in the form of contracts or travel.

Attachment A (Income Summary)

- Contains the NRRRA income summary (not included this quarter to allow MnDOT to update its research database.)

Attachment B (Financial Summary)

- Contains the funding summary along with the research progress by invoices. More detail is listed under the NRRRA team member's webpages.
- (not included this quarter to allow MnDOT to update its research database.)

Potential Implementation:

See the NRRRA 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 (NRRRA Phase-3 Income)

NRRRA Phase-3

TPF-5(564) National Road Research Alliance - NRRRA Pooled fund (website)								Funding Breakdown				
		2026	2027	2028	2029	2030	Total	NRRA	VETA	IMP	Travel	Other
CA	Obligation	150,000	150,000	150,000	150,000	150,000	750,000	750,000				
	Payment						-					
FHWA	Obligation	150,000					150,000	150,000				
	Payment	150,000					150,000					
GA (Veda)	Obligation	30,000	30,000	30,000	30,000	30,000	150,000		150,000			
	Payment						-					
IA	Obligation	75,000	75,000	75,000	75,000	75,000	375,000	375,000				
	Payment	75,000					75,000					
ID	Obligation	115,000	115,000	115,000	115,000	115,000	575,000	375,000		150,000	50,000	
	Payment	115,000					115,000					
IL	Obligation	150,000	150,000	150,000	150,000	150,000	750,000	750,000				
	Payment	150,000					150,000	150,000				
Illinois Tollway	Obligation	Verbal Yes - Contacted July 2026 asking about status of new agreement development					-					
	Payment						-					
	Tollway does partnership agreements for 2 years											
MI	Obligation	374,856	150,000	150,000	150,000	150,000	974,856	750,000				224,856
	Payment						-					
	Michigan added \$224,856 for PCC sensor support (not in NRRRA budget)											
MN	Obligation	217,500	180,000	180,000	180,000	180,000	937,500	787,500		150,000		
	Payment	217,500					217,500					
MO	Obligation	150,000	150,000	150,000	150,000	150,000	750,000	750,000				
	Payment	150,000					150,000					
MT	Obligation	75,000	75,000	75,000			225,000	225,000				
	Payment	75,000					75,000					
	Need to discuss FY 2029 and 2030 commitments											
ND	Obligation	75,000	75,000	75,000	75,000	75,000	375,000	375,000				
	Payment	75,000					75,000					
NE	Obligation	75,000					75,000	75,000				
	Payment	75,000					75,000					
	Nebraska only obligates every year - agree to fund 5 years											
NY (Veta)	Obligation	Verbal Yes - Contacted July 2026 asking about status					-					
	Payment						-					
WI	Obligation	150,000					150,000	150,000				
	Payment	150,000					150,000					
	Wisconsin only obligates every year - agree to fund 5 years											
Totals	Obligation	1,487,356	1,000,000	1,000,000	925,000	925,000	6,237,356	5,512,500	150,000	300,000	50,000	224,856
	Payment	1,082,500	-	-	-	-	1,232,500	150,000				
Funding Expected but state did not mark full commitment												

Attachment – A2 (NRRRA Phase-2 Income)

NRRRA Phase-2

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

		2021	2022	2023	2024	2025	2026	Total
CA	Obligation		150,000	150,000	300,000	CA extra		600,000
	Payment		150,000	150,000	300,000	NRRRA#1		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	25,000	Paid in NRRRA3	100,000
	Payment		25,000	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 NRRRA3	150,000
	Payment				75,000	75,000		150,000
IL	Obligation		150,000	150,000	150,000	150,000		600,000
	Payment		150,000	150,000	150,000	150,000		600,000
Illinois paid 6 years or extra 150K in NRRRA#1 so only 4 payments in NRRRA#2 - removed 150K in 2026								
Illinois Tollway	Obligation			75,000	75,000	75,000	75,000	300,000
	Payment			75,000	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 additional funding for MnROAD sensors and installation in 2027								
MN	Obligation	225,000	150,000	150,000	150,000	150,000		825,000
	Payment	225,000	188,815	150,000	150,000	111,185		825,000
Minnesota Paid extra 75K above its normal 150K per year								
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	150,000		375,000
	Payment		75,000	75,000	75,000	150,000		375,000
MT	Obligation			75,000	75,000	75,000	Paid in NRRRA3	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 NRRRA3	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
Closeout TPF15(334)	Obligation			196,163				196,163
	Payment							-
Totals	Obligation	1,813,000	1,100,000	1,400,000	1,700,000	1,699,856	75,000	7,984,019
	Payment	1,813,000	1,138,815	1,400,000	1,700,000	1,661,041		7,787,856
Yellow shows funding expected								
Orange Funding Obligated but not Payed								

Attachment – B1 (NRRRA Phase-3 Financial Summary and Project Invoicing)

- (not included this quarter to allow MnDOT to update its research database.)

Attachment – B2 (NRRRA Phase-2 Financial Summary and Project Invoicing)

- (not included this quarter to allow MnDOT to update its research database.)