**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.*

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| **Transportation Pooled Fund Program Project #**  **TPF-5(394)** | | **Transportation Pooled Fund Program - Report Period:**  \_ Quarter 1 (January 1 – March 31, 2021)  \_ Quarter 2 (April 1 – June 30, 2021)  **x Quarter 3 (July 1 – September 30, 2021)**  \_ Quarter 4 (October 1 – December 31, 2021) | |
| **Project Title:**  **Western Maintenance Partnership – Phase 3** | | | |
| **Name of Project Manager(s):**  Daniel Page | **Phone Number:**  801-965-4120 | | **E-Mail**  dpage@utah.gov |
| **Lead Agency Project ID:**  CID: 42092, PIN: 17384 | **Other Project ID (i.e., contract #):**  1st consultant contract # 21-8137 | | **Project Start Date:**  January 2019 (pooled fund)  August 12, 2020 (1st contract start) |
| **Original Project End Date:**  June 2024 (pooled fund)  Dec. 31, 2020 (1st contract scope end) | **Current Project End Date:**  June 2024 (pooled fund)  Dec. 31, 2020 (1st contract scope end) | | **Number of Extensions:** |

Project schedule status:

­**X** On schedule \_ On revised schedule \_ Ahead of schedule \_ Behind schedule

Overall Project Statistics:

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| **Total Project Budget** | **Total Cost to Date for Project** | **Percentage of Work**  **Completed to Date** |
| Total pledged funds = $90,000.00  Current funds = $90,000.00 obligated  (incl. $15,000 non-federal from previous TPF study)  Remaining funds = $80,285.13  1st consultant contract amount: $9,225.00 | Contract management: $489.87  Consultant invoices: $9,225.00  Conf./travel support: $0.00  Total: $9,714.87 | N/A |

***Quarterly*** Project Statistics:

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| **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 = 11% | Contract management: $0.00  Consultant invoices: $0.00  Conf./travel support: $0.00  Total: $0.00 | 50% |

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| **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. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  The Annual WASHTO SCOM meeting was held October 17th to October 20th, 2021 in Deadwood, South Dakota. The agenda for the meeting included the following events:   * State Reports - Every state gave an update on initiatives that they are working on or events that have influenced their day to day operations. * Tour of the local Sturgis Maintenance Station where the participants were able to see how South Dakota outfits their Maintenance stations and ask questions about equipment operation and setup. * Discussion on Retention of employees. Retention is a major concern amount DOT’s, especially in the maintenance sector of our business. Most DOT’s have taken action by salary increases or other means to retain and attract new employees * Discussion on Homeless camps and what DOT’s are doing to address the issue. * Annual Business meeting was held to discuss the current Leadership of the Committee, the Standing of the Pooled Funds, the Travel policy and when and where future SCOM meetings would be held. * Vendors who sponsored the event were given the opportunity to briefly discuss their company and the products they offer and how they could assist DOT’s with maintenance operations. * There was also a discussion about holding a Scanning tour to discuss and observe what Washington and possibly Oregon are doing to address homeless camps. |
| **Anticipated work next quarter**:  Future events that came out of the Deadwood SCOM meeting include the following:   * WASHTO SCOM Leadership will work with a UDOT Consultant to begin planning preparations for a Virtual SCOM Conference to be held in the spring of 2022. * Preparations will begin to plan and hold a scanning tour led by Washington DOT to discuss, observe and address lessons learned regarding illegal Homeless Camps and what DOT’s can do to be more successful in dealing with these difficult situations. Timing of the scanning tour is summer of 2022. * Idaho agreed to host the Annual SCOM meeting in the spring of 2023.   Partner states’ travel expenses to attend the 2021 SCOM Conference can be reimbursed through the pooled fund. Those states that want to request travel reimbursement should contact Danny Page of UDOT Maintenance at [dpage@utah.gov](mailto:dpage@utah.gov).  We request that participating states post their funding commitments on the TPF website and transfer 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. |

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| **Significant Results:**  **Spring of 2022:** WASHTO SCOM 2022 will be held virtually.  Summer of 2022: Peer Exchange will be held in Washington focused on Illegal Homeless Camps.  Spring of 2023: Idaho DOT will host the Annual WASHTO SCOM 2023. |
| **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. |

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| **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 |