

2021 Roadside Safety MASH Pooled Fund Annual Meeting

Anne Freeman, RLS Program Administrator

Fheejay Painter, Business Manager

Mustafa Mohamedali, Research Manager

September 2021

Special Business Meeting

Welcome to our MASH Pooled Fund partners

28 contributing states

Technical Staff & Research Leaders

Turner Fairbanks Highway Research Center

- MASH - Communicating the Value
- Developing Key Messages
- Sharing of Benefits & Outcomes
- Identifying and marketing innovation & implementable successes

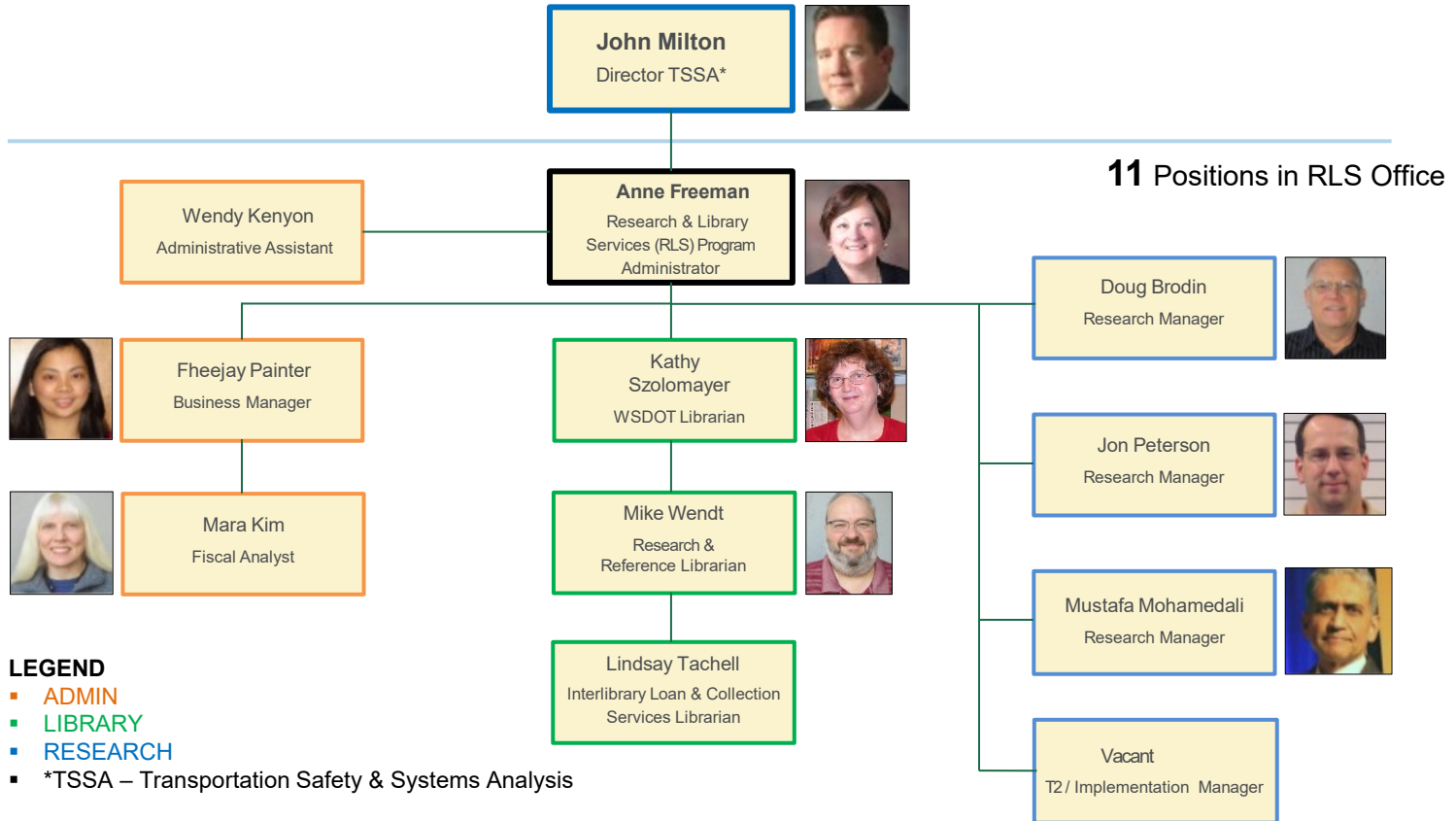
By “Communicating the Value and developing Key Messages” from the pooled fund study we highlight the importance of these critical research funds.

- Sharing positive results of a “rock star” pooled fund study with our other stakeholders, i.e., AASHTO Executives, Federal Partners, Universities, University Transportation Centers, State Economic Partners, and State Residents
- Recognizing early adopters of innovative & implementable products and sharing to a larger audience of end users.

MASH Administrative Challenges to resolve 😊

- Slow receipt of state contributions – possibly an outcome of limited conversations between state DOT technical partners and their respective research program.
- Additional resources needed to administer large pooled fund studies (Yes, TTI might take on more administrative roles, however, the contract management, contract monitoring progress (burn rates, expenditures, deliverables, invoices), and obligations are still delegated from FHWA to the lead state.

Research & Library Services Org Chart



WSDOT's Strategic Plan



Vision, Mission & Values

Vision

- Have a safe, sustainable and integrated multimodal transportation system

Mission

- Provide a safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses

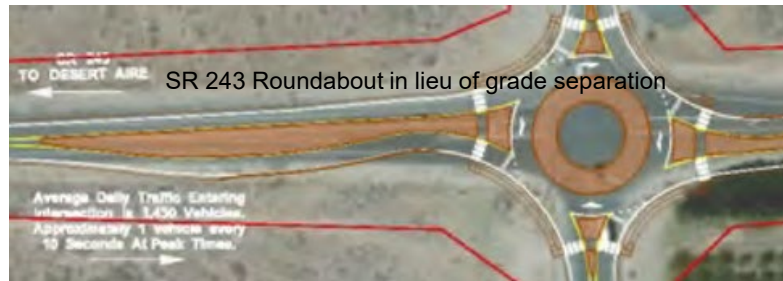
Values

- Safety
- Engagement
- Innovation
- Integrity
- Leadership
- Sustainability

WSDOT's Strategic Plan



I-5 Shoulder used as auxiliary lane



SR 243 Roundabout in lieu of grade separation

Strategic Goals

Inclusion

- Strengthening our commitment to diversity and engagement to ensure every voice is heard.

Practical Solutions

- Collaborate with our partners to make the right investments, in the right places, at the right time, using the right approach to achieve an integrated, sustainable transportation system and organization.

Workforce Development

- find the best possible talent for the agency, while taking steps to retain our quality workforce

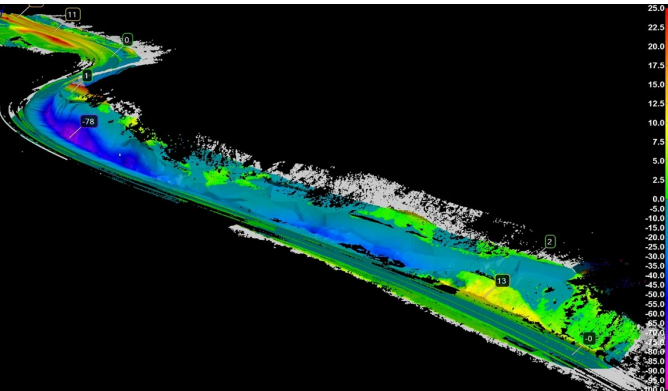
WSDOT Research Office

Research Program – average 150 active projects valued at over \$20m.

New Research Topics: Work Force Training, Equity in Tolling, EV Charging, Fish Passage, etc.

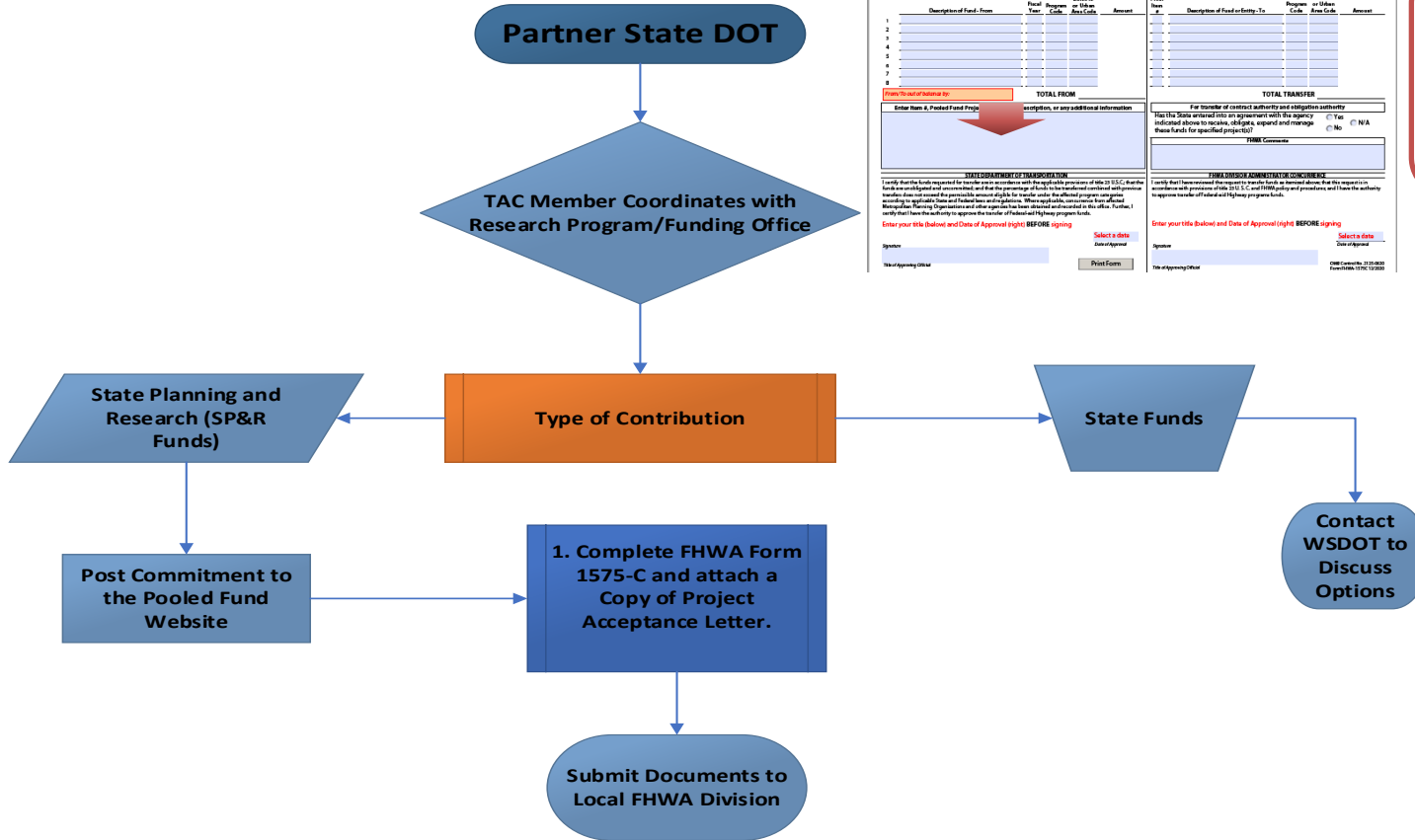
Other Research Programs – STIC, EDC, AID, SHRP2, Transportation Pooled Fund Studies, and our UTC's (PacTrans and TriDurLE)

Technology transfer activities include Webinar Wednesdays series and TRAC e-News (future work on Technology Readiness Level and Innovation Symposium)



Fheejay

POOLED FUND CONTRIBUTION PROCESS



FHWA FUNDS TRANSFER REQUEST

Type of Transfer: Select from list (required)

Requesting Agency: Enter Agency Name Here or Select From List

Transfer Home: _____

Request Title: _____

Requestor: _____

Transfer to State: Select State DOT from List

Contact: _____

OR

Transfer to Other: Select FHWA Office or Other Agency from List

This form can be used only for apportioned funds that appear in the FMSL. Check here to acknowledge receipt in order to proceed.

Description of Fund, From	Fiscal Year	Program or Disb. Act Code	Amount	From Item #	Description of Fund or Entity, To	Program or Disb. Act Code	Amount
1							
2							
3							
4							
5							
6							
7							
8							
9							
0							

TOTAL FROM: _____

TOTAL TRANSFER: _____

Enter Item #, Pooled Fund Project, description, or any additional information.

For transfer of contract authority and obligation authority:

Has the State entered into an agreement with the agency indicated above to receive, obligate, expend and manage these funds for specified projects? Yes No N/A

TYPE Comments: _____

STATE COMMITMENT OF TRANSPORTATION:

I certify that I have reviewed this request to transfer funds as indicated above and that the proposed transfer complies with the applicable provisions of title 23 U.S.C. and that the proposed transfer is in the public interest and will promote the safe, efficient and expeditious use of the Federal-aid highway program.

FHWA REGIONAL ADMINISTRATOR CONCURRENCE:

I certify that I have reviewed this request to transfer funds as indicated above and that the request is in accordance with the provisions of title 23 U.S.C. and 49 CFR 101.11 and I have the authority to approve transfer of Federal-aid highway program funds.

Enter your title (below) and Date of Approval (right): **BEFORE signing**

Signature: _____ Date/Approval: _____

Print Name: _____ Title: _____

OMB Control No. 2120-0035
Form 1575-C (Rev. 11/03)

FHWA 1575-C Comment Box:

Transfer to TPF-5(343), Roadside Safety Research for MASH Implementation

\$50,000 FFY 21 Regular Contribution
\$50,000 Supplemental Task Order

POOLED FUND CONTRIBUTION PROCESS

Track SPR Funds Transfer Request:

<https://www.pooledfund.org/>

Tools

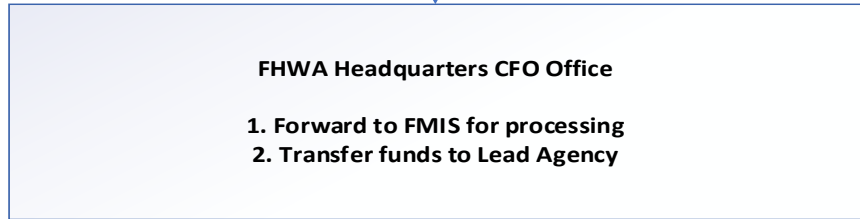
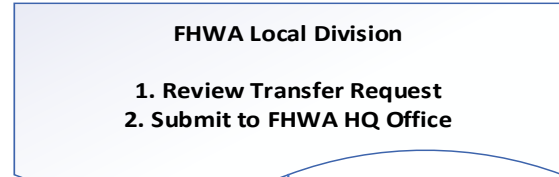
- My Profile
- Agency Commitments
- Funding Transfer Requests

- Completed fiscal year 2021 funding transfer requests (as of September 9, 2021).
- Completed fiscal year 2020 funding transfer requests.
- Completed fiscal year 2019 funding transfer requests.

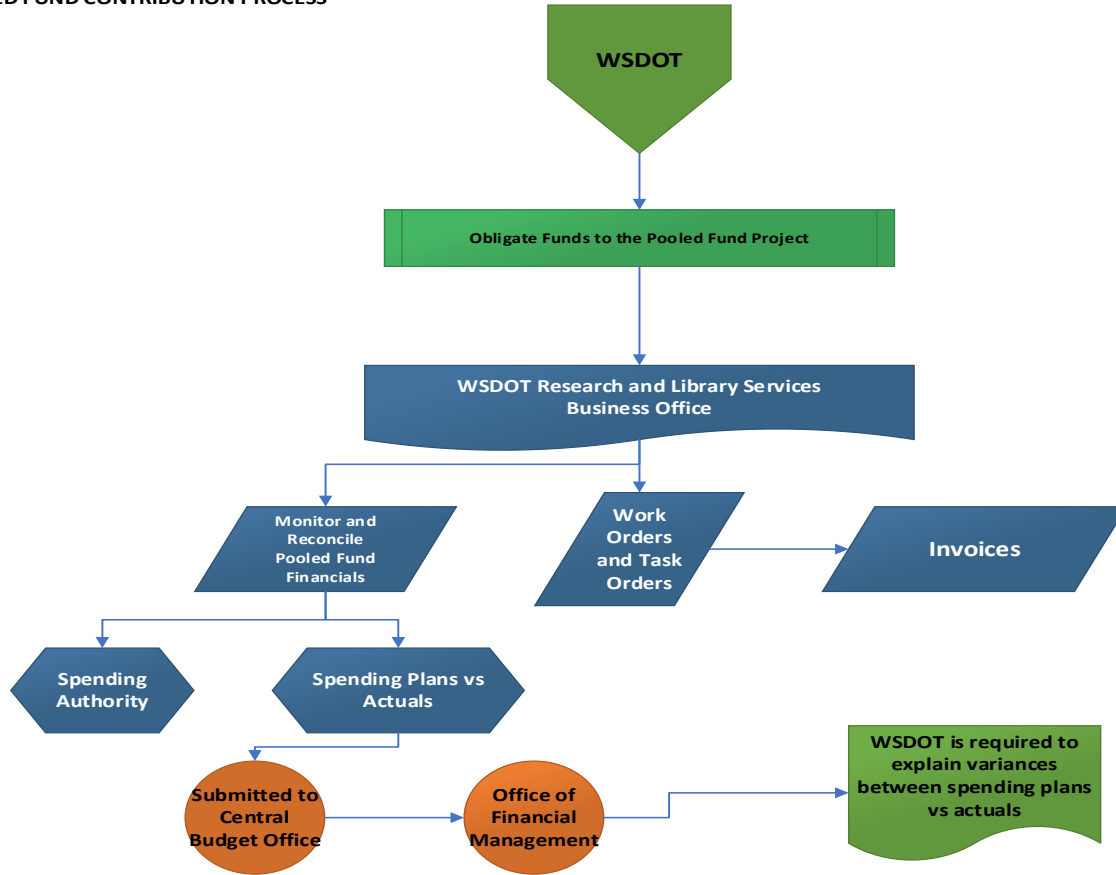
Pooled Funds In Process		Pooled Funds Completed	

Stage 1: Date that request was logged
 Stage 2: Date that transfer is processed in FMIS (if transfer is not processed, enter N/A and justify with
 Stage 3: Date that Budget Office submits advice of funds for signature, N/A for State to State transfers or unprocessed transfers.
 Stage 4: If transfer is from the State to FHWA HQ (i.e. 040, 050, 060, etc), then the transfer is completed once the advice of funds is provided to the HQ office. For state to state transfers, they are completed once the funds are moved within FMIS. N/A for unprocessed transfers.
 Note to Delphi Execution Analyst: At the end of each FY a new SF-132 will need to be processed to capture the movement of authority from subcategory one (annual lim) to subcategory 4 (special lim) for pooled funds transferred to HQ. Include in this transfers on the allotment tab to DS61.

ID #	Number	From	To	FY	PC	Amount	TPF Project #	Stage 1	Stage 2	Stage 3	Stage 4 Transfer Complete	Comments
1	FY21-P-65	MO	WA	2019	Z560	\$50,000.00	TPF-5343	11/19/2020	12/8/2020	N/A	12/8/2020	MT 12/04/2020: Acceptance letter request submitted. MT 12/04/2020: Returned - Need a copy of the acceptance letter. Ask type of State-to-State
6	FY21-P-161	ID	WA	2021	Z56E	\$50,000.00	TPF-5343	12/15/2020	1/25/2021	N/A	1/25/2021	
5	FY21-P-187	IL	WA	2009	Z550-L550	\$250,000.00	TPF-5343	12/29/2020	1/25/2021	N/A	1/25/2021	



POOLED FUND CONTRIBUTION PROCESS



- Commitments not always posted to the pooled fund website.
- Slow receipt of contributions from partners

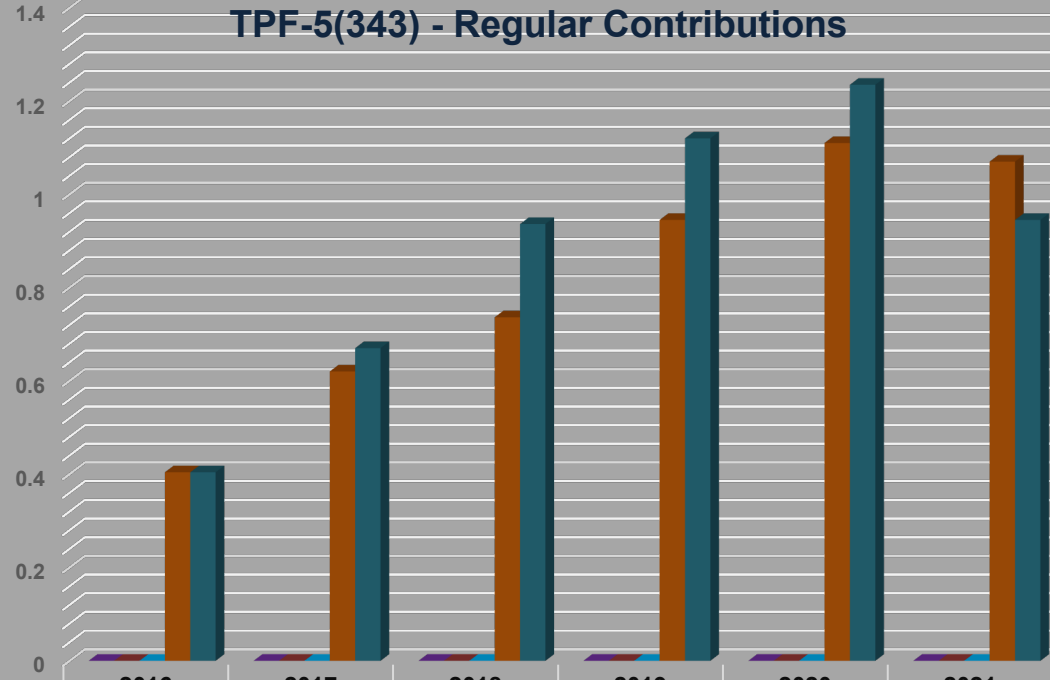
CHALLENGES:



TPF-5(343) - Regular Contributions

COMMITMENTS VS OBLIGATIONS

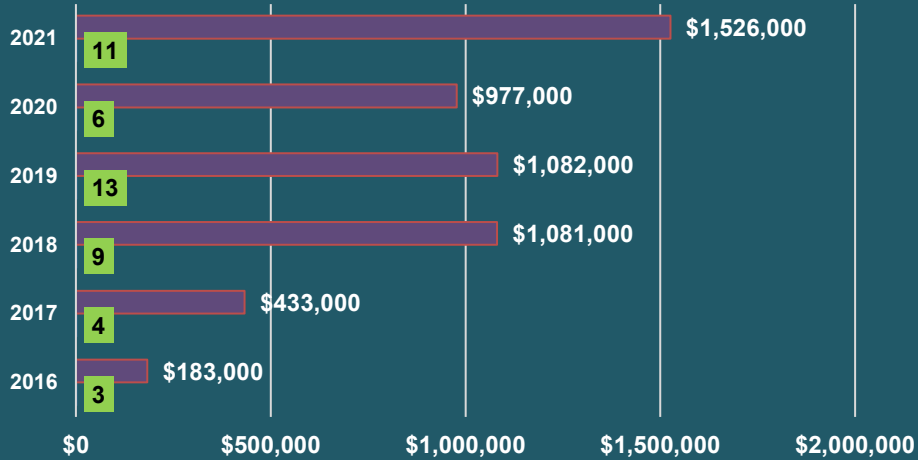
MILLIONS



	2016	2017	2018	2019	2020	2021
# of Member States	11	17	23	29	29	29
# of Member States Posted Commitments	11	16	19	25	24	25
# of Member States Transferred Commitments	11	17	23	27	28	21
Commitments Posted	\$403,800	\$620,000	\$736,200	\$945,000	\$1,110,000	\$1,070,000
Funds Transferred/Obligated	\$403,800	\$670,000	\$936,200	\$1,120,000	\$1,235,000	\$945,000

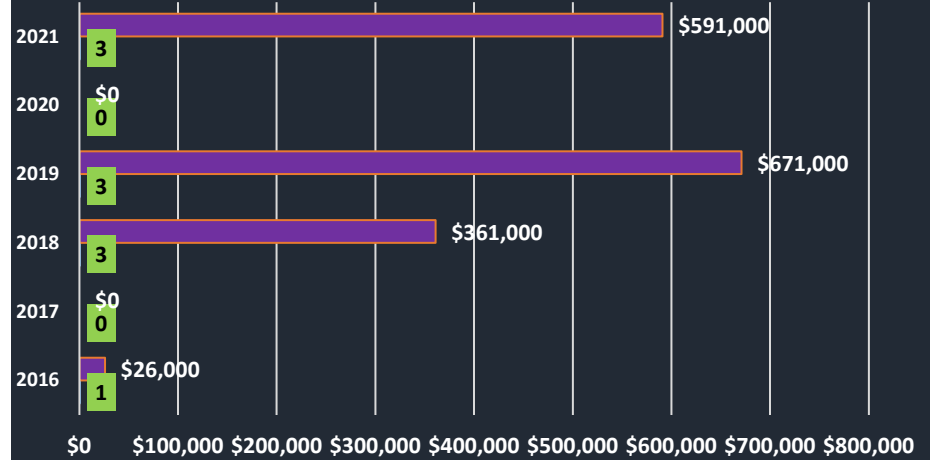
REGULAR TASK ORDERS

Contracted Amount # of Regular TO



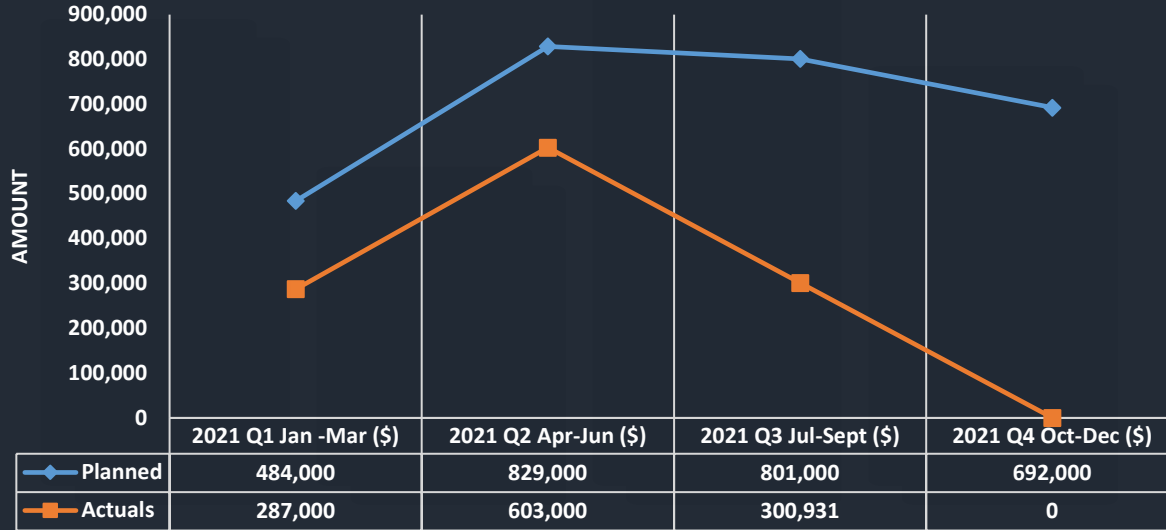
REIMBURSABLES/SUPPLEMENTAL TASK ORDERS

Contracted Amount # of Reimbursables/Supplemental TO



TPF-5(343) Financial Summary	Amount
From Inception to Sept. 08, 2021	
Total Contributions Received	\$7,930,786.52
Contracted Amount (56 Projects)	\$7,129,422.29
Remaining Balance	\$801,364.23

TPF-5(343) PLANNED VS ACTUALS



- Variance on spending plans vs actuals.
- Appropriate use of spending authority

CHALLENGES:



Mustafa

Why MASH?

Manual on Assessing Safety Hardware

It's about target zero...

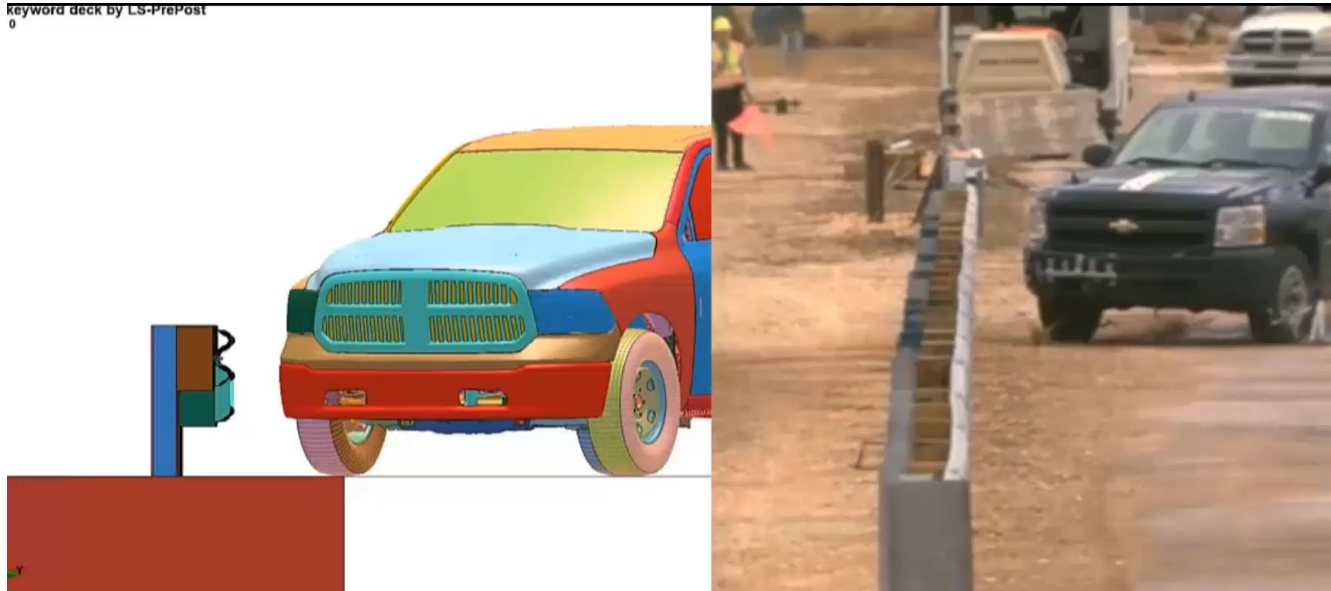
It's about saving lives!

Why MASH?

Manual on Assessing Safety Hardware

- This test failed... We learnt!

keyword deck by LS-PrePost
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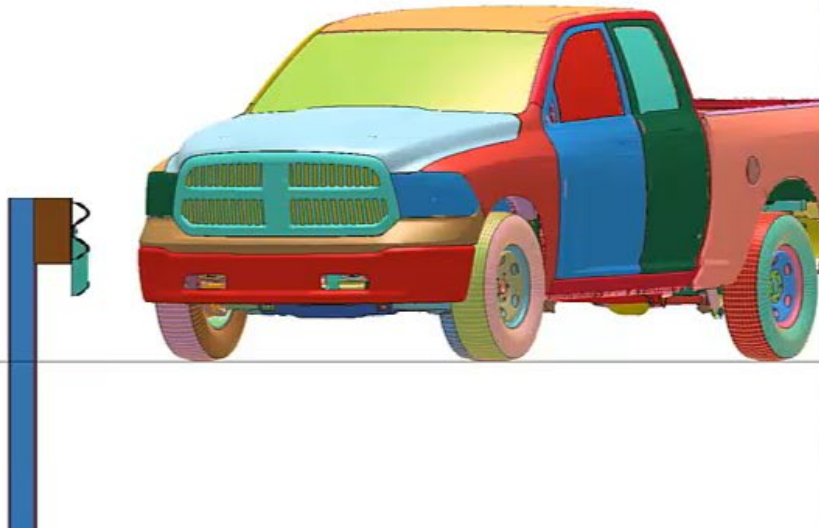


Source: Maysam Kiani, PhD PE – Principal Investigator/TTI

Why MASH... continued...

- Redesigned... retested... **PASSED!**
- Implemented... lives saved!

S-DYNA keyword deck by LS-PrePost
ime = 0



Source: Maysam Kiani, PhD PE – Principal Investigator/TTI

Success stories

- Member feedback

Massachusetts DOT

“The benefit that we receive as being members is to attend the meetings, hear about challenges that other states face, and to incorporate tested designs into our standards.”

- Jim Danila, P.E. State Traffic Engineer, Highway Division

Success stories

- Member feedback

Florida DOT

“All of the following project have provided results that were directly implemented into FDOT policy or standard details. However, every project aides in a better understanding of how Roadside Safety Hardware performs, which improves our ability to make sound engineering decisions concerning the design and implementation of roadside safety hardware in real world conditions.”

- Derwood Sheppard Jr., M.Eng., P.E. Roadway Standard Plans Administrator,
State Standard Plans Engineer.

Success stories

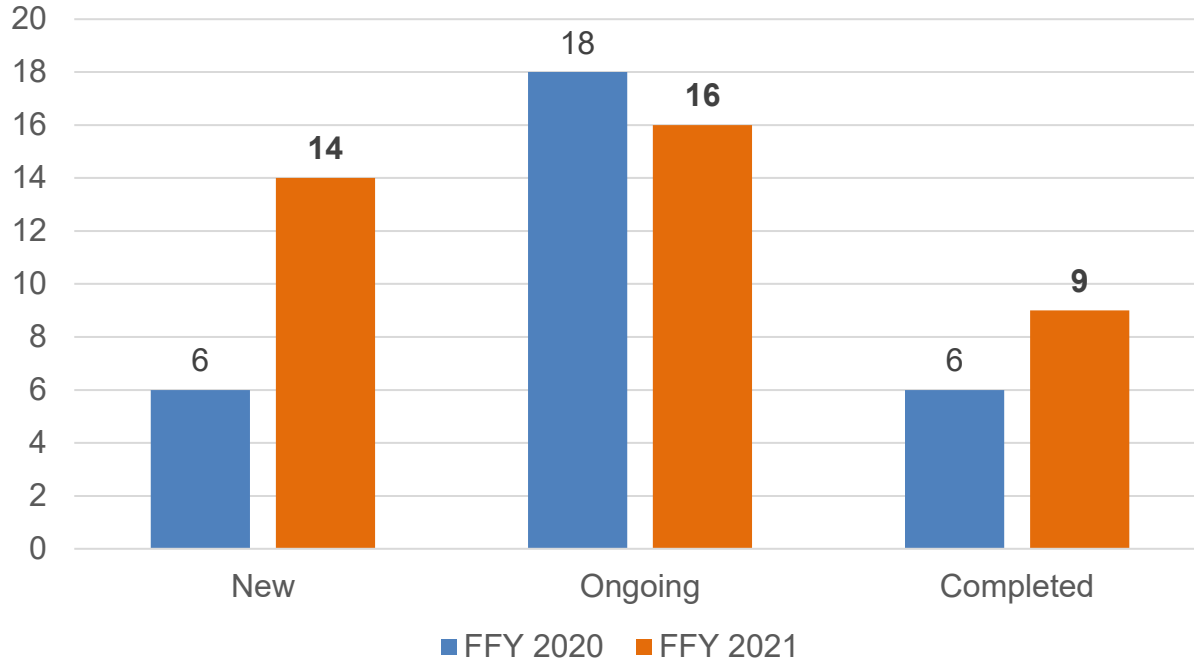
- Member feedback

Illinois DOT

“One of the biggest implementation of the TFP study is the MASH Implementation Support (608411). This has helped not only IDOT but many states have a resources to go to during the times of MASH Implementation dates of different devices. The hardware Tested database that is part of this MASH Implementation support has been an invaluable resource for IDOT and used on a frequent basis.”

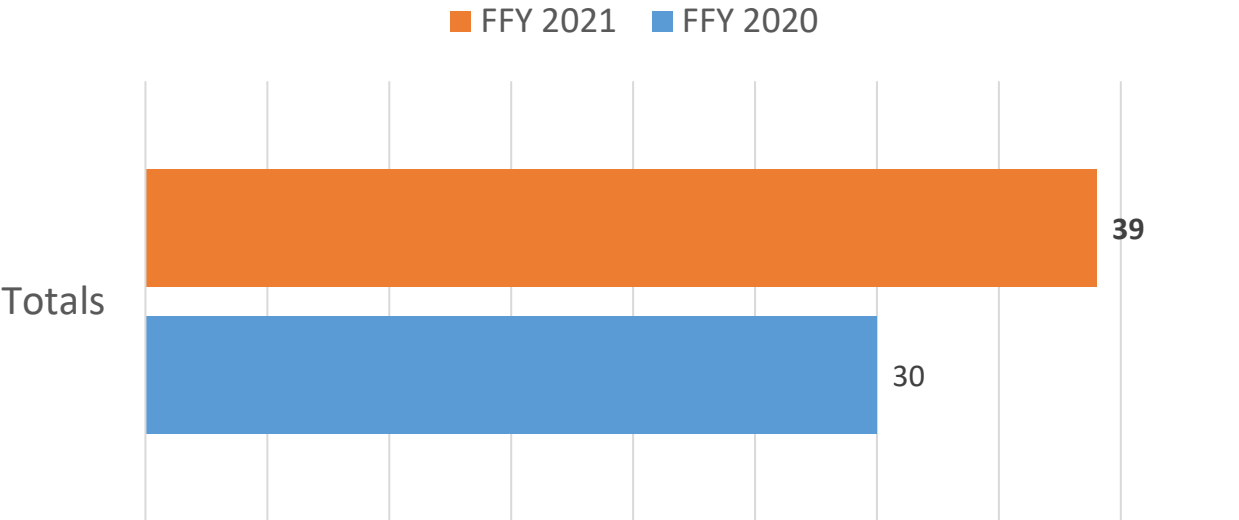
- Filiberto Sotelo

Projects managed 2020/21



Total projects managed

- Went up by 30% in 2021



Yes, we have a charter!

Some highlights and updates proposed

Roadside Safety MASH Implementation
TPF-5(343)
Technical Advisory Committee Charter

Purpose: The purpose of the MASH Implementation Pooled Fund is to improve the understanding and exchange of information concerning MASH (Manual for Assessing Safety Hardware) implementation, and to develop and conduct research inquiries to comply with the new requirements for MASH and the AASHTO/FHWA Joint Implementation Agreement. The purpose of the MASH Implementation Pooled Fund Technical Advisory Committee (hereinafter TAC) is to provide for meaningful input, feedback, and decision-making that supports the pooled fund's purpose. The TAC's work is funded through the Transportation Pooled Fund program that allows member states to combine their funding resources for research.

Membership: The TAC is comprised of one member from each State that provides funding contributions at the recommended level. Voting privileges are assessed by the lead state on April 1 of each year, and are rescinded for states that have not committed funds for current year [see Funding]. States that have committed funding for the Federal Fiscal Year current at the time of the vote can designate a voting member and participate in voting. Each participating agency informs the lead state who on their staff will serve as the voting member, and a voting member may only be an employee of that agency. In advance of a meeting in which voting will take place, the voting member may delegate their vote to another agency employee. However, other agency staff, including those who are employed by member states, TTI, and FHWA do not vote, but they are welcome to participate in all pooled fund meetings, conference calls, and other events at their own cost.

Decisions: Voting on all matters before the TAC, including the work plan, research priorities, or questions posed by or to the TAC, will be decided by a majority of the TAC's voting members present. The lead state will be responsible for tallying and reporting out vote results. The lead state is also responsible for determining the voting method that will be used for any particular vote, announcing the voting method before the vote is taken, and may solicit advice from voting members or other participants. This includes decisions related to the confidentiality of any particular vote. A revote on an issue may be conducted by the lead state at the request of a majority of the TAC. Votes may be taken either live, or using an electronic tool such as a web-based survey software, at the lead state's discretion.

Meetings: The annual meeting is a face-to-face meeting that is held annually and is normally scheduled to take place over a minimum of two consecutive days. Members are welcome to attend and participate as described in "Membership" above. Travel for the voting member representing each agency is sponsored by the transportation pooled fund. The location of the meeting is decided by a vote of the TAC members, with members volunteering to host the meetings. Normally, every other meeting is held at TTI in College Station TX, in order to provide an opportunity for onsite observation of various ongoing research and testing efforts.

Chairman: The Chair of the TAC will be the Washington State Department of Transportation voting member. The Chairman participates in the development of the meeting agenda, facilitates the meeting

April 28, 2020

TPF-5(343) TAC Charter

1

Roadside Safety MASH Implementation

TPF-5(343)

Technical Advisory Committee Charter

Includes

- Purpose
- Membership & commitments
- Decision-making
- Meetings

- Lead state responsibilities
- Researchers
- Technical Monitor
- Supplementary contracts
- Funding

New Pooled Fund Contract – Things to consider as we move forward.

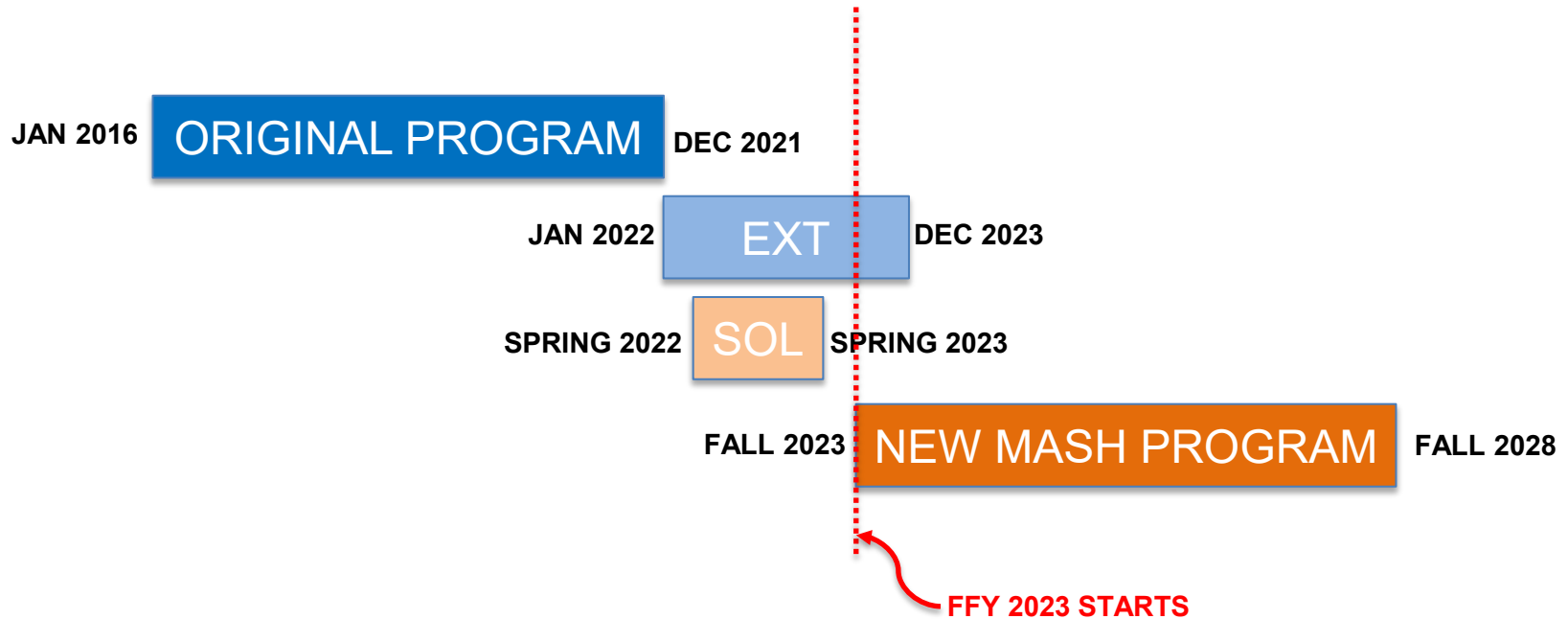
- Scope
- Schedule
- Cost
- **Stake-holder involvement**
- **Risk**
- **Equity**
- **Performance on implementation**

New Pooled Fund Contract

Things to consider as we move forward

- **Commitments and obligations**
 - Current and proposed levels
- **Existing task orders and contracts**
 - Ongoing and new
- **Membership**

New Pooled Fund Contract – Schedule Considerations



Some of our challenges

Challenges

- “No Cost” Time extensions – need for building in contingencies
- Delays in commitments and esp. obligations impact task order execution
- Burn rates planned vs. actuals
- State Technical Representatives - engaging leadership and internal stakeholders
- Technical Representatives/SME’s ability to find time for projects
- Managing pooled funds and juggling \$\$s between Master Agreement ceilings, Federal authority, local authority, pooled fund max, contracted amounts & end of fiscal biennia.

References

- [FHWA MASH Pooled Fund Site](#)
 - Where to find quarterly reports
- [TTI Project Site](#)
 - Secure webpage for members
- [WSDOT RLS Website](#)
 - Who we are and all that we do

QUESTIONS?

THANK YOU!

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