

Pavement

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Project Title:

UTC - White Paper on “Local Government Research, Development and Implementation Organization in Other States”, (NCST)

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UTC - White Paper on “Local Government Pavement Research, Development and Implementation Organization in Other States”, (NCST)

This white paper presents the results of a survey administered by the University of California Pavement Research Center (UCPRC) exploring the successes, challenges, funding, and organizational structure of six centers.

WHAT WAS THE NEED?

California local governments face a growing backlog of projects and need new approaches to reduce the costs of pavement preservation, maintenance, rehabilitation, and reconstruction, while also minimizing environmental impacts. Also, California does not have a well-organized systematic approach for delivering technical content to local governments.

WHAT WAS OUR GOAL?

The goal of this white paper was to provide a summary of best practices in other states and recommendations for California to consider in establishing a similar center based on local government pavement needs.

WHAT DID WE DO?

The UCPRC research team performed the following tasks to develop this white paper:

1. Performed a web search for organizations in other states that deliver pavement technical content to local governments. Initial targets for the investigation were developed by the project team from their networks of state and local government pavement officials, researchers, and technology providers across the country.
2. Conducted telephone interviews with key individuals from the six most promising centers to learn more about how each center is governed, funded and operated, as well as to learn more about successes, challenges and lessons learned when establishing their programs and/or from their current



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operations. Five of the centers were identified from the web search as having more extensive programs than the standard Local Technical Assistance Programs (LTAP) run by most state DOTs. The five centers interviewed operate in the states of Iowa, Minnesota, Ohio, North Dakota, and Texas. The sixth center functions at a regional level in Washoe County, Nevada. Project researchers interviewed staff members who either work for one of the centers or state DOT staff closely associated with these organizations. The Appendix of this white paper contains a list of the interviewees and their programs.

3. Analyzed the results of the web search and telephone interviews for consistencies and differences regarding the following questions about the establishment and operation of a successful local government pavement improvement center:
 - Why was the program started?
 - What is the primary purpose of the program?
 - How is the program organized?
 - What were the initial obstacles in setting up the program?
 - How does the program solicit research ideas?
 - How do solicited ideas become proposed projects?
 - What are the major funding sources for the program?
 - How much funding variability is there from year to year?
 - To whom does the program report?
 - What are the types of products?
 - How much emphasis is there on pavement-related research?
 - How do you communicate the products to the local public works managers and other users?
 - What is working well in your program?
 - What is not working well in your program?

WHAT WAS THE OUTCOME?

This white paper presents the results of a survey administered by the University of California

Pavement Research Center (UCPRC) exploring the successes, challenges, funding, and organizational structure of six centers in other states that share a similar mission of supporting the improvement of city and county pavement practices. Five of the six centers that participated in the survey are state-wide centers and are located in the states of Iowa, Minnesota, North Dakota, Ohio and Texas. The remaining sixth center is a regional center run by the Washoe County Regional Transportation Commission which is a metropolitan planning organization (MPO) in Nevada. These centers were selected as being the most advanced based on an extensive internet search and discussions with key pavement professionals across the country.

WHAT IS THE BENEFIT?

City and county governments bear responsibility for 80 percent of the roadway pavement lane-miles in California, which carry 45 percent of the vehicle miles traveled (VMT) in the state.

California's local governments face a growing backlog of projects and need new approaches to reduce the costs of pavement preservation, maintenance, rehabilitation, and reconstruction while also minimizing environmental impacts. The majority of federal and state investments in pavement-related research, development, and implementation is focused on the problems and capabilities of state departments of transportation (DOTs), as is much of the national effort to provide professional outreach and training in pavement technology. Some of the information and new technologies supported by state and federal investment are very relevant to local governments, though this information is not making its way to cities and counties in a form they can easily adapt and use.

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