**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Lead Agency (FHWA or State DOT): Missouri DOT

**INSTRUCTIONS:**

*Lead Agency contacts 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(539)* | | **Transportation Pooled Fund Program - Report Period:**  XQuarter 1 (January 1 – March 31)  □Quarter 2 (April 1 – June 30)  □Quarter 3 (July 1 – September 30)  □Quarter 4 (October 1 – December 31) | |
| **TPF Study Number and Title:**  TPF-5(539) Establishment of a Public-Private Transportation Data Exchange Center | | | |
| **Lead Agency Contact:**  Jen Harper | **Lead Agency Phone Number:**  573-526-3636 | | **Lead Agency E-Mail**  Jennifer.harper@modot.mo.gov |
| **Lead Agency Project ID:**  S090201C | **Other Project ID (i.e., contract #):**  TR202501 | | **Project Start Date:**  December 1, 2024 |
| **Original Project Start Date:**  December 1, 2024 | **Original Project End Date:**  November 30, 2028 | | **If Extension has been requested, updated project End Date:** |

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 Funds Expended**  **This Quarter** | **Percentage of Work**  **Completed to Date** |
| $1,399,997 |  |  |

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| **Project Description**:  This pooled fund study aims to establish a collaborative data exchange framework between Original Equipment Manufacturers (OEMs) and Departments of Transportation (DOTs). OEMs collect and store vast amounts of connected vehicle data, which can provide valuable insights for transportation agencies in assessing safety, mobility, and infrastructure performance. Conversely, DOTs are the custodians of critical infrastructure and possess data, such as construction schedules and signal timing information, that could enable OEMs to enhance connected vehicle systems and develop innovative solutions.  By fostering a partnership between OEMs and DOTs, this study seeks to develop a secure, scalable, and mutually beneficial data-sharing ecosystem. This collaboration will support the creation of tools and analytics that improve roadway safety, enhance mobility, and optimize infrastructure management, while also enabling OEMs to design solutions that align with transportation agency priorities. The pooled fund will focus on defining data standards, establishing governance structures, and developing the technological foundation needed to facilitate seamless data integration and exchange. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  This quarter, we have made significant strides in advancing the objectives of the pooled fund study. Two meetings were held among pooled fund members to refine our goals, assess data-sharing opportunities, and engage with OEMs.   * **Engagement with GM at TRB (January 6):** A milestone meeting was arranged with our first OEM partner, GM, during the TRB conference. Discussions centered around potential collaboration opportunities and highlighted that GM is open to supporting the pooled fund but noted this would involve associated costs. A key takeaway from this meeting was the need for DOTs to clearly define their specific data needs to ensure OEMs can deliver relevant and actionable information. * **Pooled Fund Member Meeting (January 24):** In this meeting, members discussed and prioritized projects that we aim to engage OEMs with, ensuring alignment with both DOT objectives and OEM capabilities.   Through these meetings, we have laid a strong foundation for collaboration, clarified mutual expectations, and are now positioned to define priority projects and next steps for engaging OEMs effectively.  An additional survey of pooled fund members was developed and administered. The purpose of the survey was to identify the top use cases for collaboration to ensure that our efforts are focused on the most critical and impactful projects. Eight survey responses were received from seven participating DOTs. The highest ranked use cases were proactive safety, roadway weather conditions, and work zone traveler information on construction.  The research team has reached out to GM for a follow-up call to discuss the survey results and is waiting to hear back from GM. |
| **Anticipated work next quarter**:  In the upcoming quarter, we plan to build on the progress made by focusing on refining and aligning our priorities. Our primary activities will include:   * Engaging with other DOTs involved in similar pooled funds, such as the I-35 and I-80 Moonshot initiatives, to seek consensus and explore potential synergies across efforts. * Re-engaging with GM to discuss the seling ected priorities and identify which use cases they are willing and able to support. This dialogue will be instrumental in solidifying the collaboration and defining actionable next steps. * Coordinating with participating DOTs to finalize the priority use cases.   By the end of the quarter, we aim to have a clear consensus on priority use cases and a roadmap for collaboration with GM and other OEMs. |

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| **Significant Results:**  This quarter, the pooled fund study achieved several significant milestones that have strengthened the foundation for successful collaboration between DOTs and OEMs:   1. **Stakeholder Engagement:** We successfully held two meetings among pooled fund members. 2. **OEM Collaboration Initiated:** A critical breakthrough was the January 6th meeting with GM during the TRB conference, marking our first direct engagement with an OEM. This meeting provided valuable insights into GM's interest in the pooled fund and highlighted the importance of DOTs clearly defining their data needs to ensure OEMs can deliver relevant and actionable data. 3. **Project Prioritization:** On January 24th, we finalized discussions on which projects should be prioritized for engagement with OEMs, ensuring alignment with both DOT and OEM interests. Results from the DOT survey indicated that the highest ranked use cases were proactive safety, roadway weather conditions, and work zone traveler information on construction. 4. **Lesson Learned:** A key takeaway from our discussions is the importance of DOTs focusing on their specific data needs. This will streamline collaboration with OEMs by enabling them to deliver data tailored to solving the most critical transportation challenges. |
| **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).**  A recent ruling by the Federal Trade Commission (FTC) has introduced potential challenges to the pooled fund project. Specifically, the FTC has banned General Motors (GM) from selling vehicle data, including precise location and driving behavior data. The details of this ruling can be found in the FTC’s press release [here](https://www.ftc.gov/news-events/news/press-releases/2025/01/ftc-takes-action-against-general-motors-sharing-drivers-precise-location-driving-behavior-data).  At this time, the full extent of the ban’s impact on our pooled fund collaboration with GM remains unclear. However, we anticipate gaining greater clarity in the coming months. The ban may affect the scope of data GM can share with participating DOTs and potentially introduce delays or adjustments to the project.  To address this challenge, we will closely monitor developments and engage with GM to understand the implications of the ban. We will also explore alternative data sources and potential adjustments to the project scope to ensure its continued progress within the existing time and budget constraints. |

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| **Potential Implementation:**  N/A |