**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Lead Agency (FHWA or State DOT): Wisconsin 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 #***(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)*TPF-5 (156) | **Transportation Pooled Fund Program - Report Period:**□ Quarter 1 (January 1 – March 31)□ X **Quarter 2 (April 1 – June 30)**□Quarter 3 (July 1 – September 30)□Quarter 4 (October 1 – December 31) |
| **Project Title:**Mid-America Freight Coalition Pooled Fund – Regional Freight Study |
| **Name of Project Manager(s):**Teresa Adams | **Phone Number:** 608 263-3175 | **E-Mail**adams@engr.wisc.edu |
| **Lead Agency Project ID:** TPF-5 (156) | **Other Project ID (i.e., contract #):**TRB 3479615 | **Project Start Date:**7/1/2011 |
| **Original Project End Date:** 6/30/2012 | **Current Project End Date:** 12/31/2012 | **Number of Extensions:**1  |

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** |
| $220,000.00 | $98,350.82 | 45% |

***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** |
| $45,811.99 21% | $45,811.99 | 50% |

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| **Project Description**:The ten states of the Mid-America Freight Coalition are undertaking a study of the movement of freight through and within the region. The primary goal of this study is to maximize the benefit that transportation can contribute to regional economic health. The economy of the region is heavily reliant on manufacturing and agriculture, both of which generate significant amounts of freight, both for the inputs and for the products of economic activities. Both of these major economic engines also face major competition from foreign producers. Success in that competition depends in part on producing quality products at competitive prices, but it also depends on the ability to deliver those products to national and international markets at competitive prices. In delivered, or landed, price, transportation can be a significant factor. Any measures that can be taken to make the movement of freight within the region more efficient will benefit regional producers and the general economy of the region. Objectives The states have defined the following objectives for this study: * The use of transportation and the movement of freight to support and encourage a regional approach to economic development.
* Identification of bottlenecks, particularly at intermodal connections, how they effect freight movements throughout the entire region, and how they might be alleviated.
* Uniformity and consistency applied to freight movements across the regions, especially regarding permitting, truck sizes and weights, and oversize/overweight rules.
* Development of major routes and corridors as regional entities that account for multi-modal and intermodal aspects.
* Identification of unused freight capacity in different areas and modes and how this and how this capacity might be better used.
* Support for disaster planning, scenario planning, and incident management when a major node, or corridor, is crippled by forces of man or nature.
* Environmental considerations such as air quality, fuel efficiency, land use, and mitigation of invasive species.

Underlying all of these objectives is the general consensus that a regional freight study should provide the basis for fostering collaboration among the Coalition states, and well as for pursuing multi-state projects at the federal level.  |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):*** Updates on the study were presented at the MAFC Annual Meeting held April 18-20, 2012.
* A sample methodology and classification criteria for determining significant freight highway corridors was

shared with 2 state DOTs that are helping with this task. Further refinements needed when intermodal and waterways classifications are complete. * CFIRE staff worked on generating a valuation on state DOT identified top three freight corridors.
* GIS Intern has determined suite of products to be used in final mapping.
* Continued research on dredging chokepoints and began waterways work and looking at data.
* Continue work on environmental justice, valuation of corridor components and cost/benefit.
* Visited frac sand mining companies and case study participant. Interviewed other stakeholders.
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| **Anticipated work next quarter**:Attend MAASTO meeting and present valuation of corridors.With DOTs assistance continue work on regionally significant rail/highway corridors. Determine thresholds for nodal network such as intermodal terminals and ports.Outreach to industry to get feedback on the national and regional freight network task. Take findings back to DOTs.Complete case study for frac sand whitepaper.Complete OSOW task which has been expanded in the contract amendment. Attend AASHTO SCOHT meeting.Continue work on environmental justice.Design framework for final report.Finalize cost/benefit work.Present Frac Sand Paper at Mid-Continent |

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| **Significant Results:**NA |
| **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).**None. |

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| **Potential Implementation:**

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| **Task** | **A** | **M** | **J** | **J** | **A** | **S** | **O** | **N** | **D** | **J** | **F** | **M** | **A** | **M** | **J** | **J** | **A** | **S** | **O** | **N** | **D** |
| **Identify national and regionally significant freight corridors and nodes** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Assess and integrate business climate perspectives of freight** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Develop a suite of freight project planning and project evaluation tools** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Assess regional integration of OSOW considerations** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Freight performance metrics literature review** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Identify and assess timely and cutting- edge freight opportunities** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| **Data/project management/ documentation effort** |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

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