**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: \_July 31, 2014\_\_\_\_\_\_\_\_

Lead Agency (FHWA or State DOT): Texas Department of Transportation (TxDOT)\_\_\_\_\_\_\_\_\_\_\_

**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(198) | **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:**Urban Mobility Study, 2009 – 2013 Continuation |
| **Name of Project Manager(s):**Janie Temple | **Phone Number:**(512) 486-5107 | **E-Mail**Janie.temple@txdot.gov |
| **Lead Agency Project ID:** | **Other Project ID (i.e., contract #):**TxDOT contract 50-0XXIA0012 | **Project Start Date:**9/8/08 |
| **Original Project End Date:**8/31/13 | **Current Project End Date:**8/31/15 | **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** |
| $1,730,000 | $1,880,793 | 50% |

***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** |
|  | $49,475 |  |

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| **Project Description**:

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| **Background:**This study will be a continuation of existing project SPR-3(049), with the same scope, objectives, and contractor as the existing project. Beginning with federal fiscal year 2009, the project will be managed under the new pooled fund procedures, with a new project number.  |
| **Objectives:**1) Form Steering Committee, which will decide on the annual scope of work to be performed. 2) Continuously refine the congestion measures to include better data, information from other modes and improvement projects/programs. 3) Maintain existing congestion measures while looking to make improvements to them because of new/better data or changing needs. 4) Look for new arenas that need congestion monitoring measures such as freight mobility and emissions. 5) Respond to Requests for Mobility Data.  |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):** The pooled fund project was continued for 2014 and a new contract was put in place in September 2013. All fiscal year 2014 tasks were activated. Task 1 - work continues on analyzing the coverage, completeness, and quality associated with FHWA’s HERE speed dataset (TxDOT is providing the Texas subset of the national dataset for the analysis). The dataset has a lot of missing time slots throughout each day and coverage and completeness are not great. TTI shared some results at the Chicago meeting and will continue to do more analysis including recommendations for when and where the NPMRDS dataset is useful and what needs to be done to it to increase its usefulness. Task 2 – work continues focusing on methods/models/variables that may be helpful to extract through trips from a corridor within an urban area so that this travel is not attached to local trips and also finding data for non-motorized travel to add to the measures. A demo was shown on the total travel time measure at the Chicago meeting including discussions on how non-motorized modes were included. Task 3 – a tech memo was sent to the sponsors in March that included the key performance measures and procedures currently in place across the country. A spreadsheet containing many of these measures was sent to sponsors prior to the Chicago meeting showing the results of the different measures in each urban area in the sponsoring states.Task 4 – Over 500,000 station-days of vehicle classification data has been obtained for many states from FHWA and additional states beyond that set are being enlisted to create a large dataset of truck data to create volume profiles for use in turning truck ADTs into hourly or 15-minute counts. A tech memo was sent to Sponsors in April with the results of the truck classification data. Task 5 – TTI made a visit to NCDOT in May to discuss MAP-21 performance measurement. Time was also charged by TTI in preparation for the Chicago meeting.Task 6 – TTI hosted the Annual Meeting in Chicago on June 26. All but one sponsoring agency attended.  |
| **Anticipated work next quarter**: Work will wrap up on Task 1 with a final memo for FY14 delivered to the sponsors. A memo will be sent to sponsors for Task 2 as well describing the current status of the total travel time work and non-motorized mode inclusion. Task 3 and 4 memos have been sent to Sponsors. Work will get underway on the next fiscal year activities beginning Sept 1.  |

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| **Significant Results:** Tech memos have been delivered on Tasks 3 and 4. New truck 24-hour volume curves were developed under the Task 4 work that will be used in production of future Urban Mobility Reports as well as the Texas100 Congested Sections report.  |
| **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 during this quarter or expected during the next quarter. |

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| **Potential Implementation:** Task 1 results will help agencies make better/best use of and have a better understanding of the NPMRDS speed dataset from FHWA. The sustainability measures generated in Task 2 should be of interest to state DOTs who are attempting to look all modes of travel as they plan for the future. The results from Task 3 should allow state DOTs to get a quick start at satisfying the MAP-21 requirements from FHWA and have some understanding of other measures in use around the country. The truck volume profiles generated in Task 4 should be very useful to planners attempting to estimate mobility performance and will be used in upcoming Urban Mobility Reports and the Texas 100 Congested Sections report. .  |