**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: \_July 31, 2015\_\_\_\_\_\_\_\_

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):**Michelle Conkle | **Phone Number:**(512) 486-5132 | **E-Mail**Michelle.Conkle@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, renewal pending | **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** |
| $2,653,910 | $2,164,741 | 75% |

***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** |
|  | $128,238 |  |

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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.):** Work is underway on all tasks for FY2015. Task 1 – work is underway on evaluating FHWA’s NPMRDS dataset to determine coverage, completeness, and quality. Recommendations will be made on when and where its use is justified and any issues that need to be overcome in using it. TTI presented a decision tree document at the Annual Meeting that will lead practitioners through the process of using NPMRDS dataset and provide them with the questions they need to ask and how they need to handle the dataset to achieve the results they need. Task 2 – work is underway to look at new and evolving ways to use private sector speed data to evaluate and monitor mobility on arterial streets. Emphasis is being placed on reliability measures on arterial streets. One other item that is being pursued is a factor to adjust the planning time indices that results from doing link-level mobility calculations using the GPS-based speed data. Current methods generate extremely high PTIs that are not realistic. Task 3 – work is underway to provide guidance on target setting for MAP-21 performance measurement. Despite the Rule-making being delayed from FHWA, TTI will begin to provide guidance on some possible ways to handle target setting. The results of this task were presented at the Annual Meeting. Task 4 – work is underway to provide synthesis documents regarding mobility performance measurement for many subjects including: weather data, incident data, design standard practices, accessibility measures, and multimodal measurement. All documents have been sent to the sponsors as of the Annual meeting. Task 5 – TTI will provide support to sponsoring agencies as needed, this might include site visits to discuss topics covered in the pooled fund project. TTI visited Oregon DOT and Washington DOT in late 2014 and SC DOT in the late Spring. Task 6 – TTI hosted the Annual Meeting in Boston in June and will work with sponsors to determine the location for the next meeting in FY2016.  |
| **Anticipated work next quarter**: Work will continue on the tasks. The scope of work for FY2016 has been submitted to TxDOT and a new contract will be executed. Under task 5, TTI will be making a trip to visit with Caltrans staff in August to discuss MAP-21 performance measure activities in CA.  |

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| **Significant Results:**  Synthesis documents from Task 4 on weather, incident data, intermodal measures, accessibility, and design standard practices have already been sent to sponsoring agencies. The Annual Meeting was held in Boston in June. Draft documents of the results from the additional tasks were presented to the agencies at that meeting.  |
| **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. Results from Task 2 may affect how agencies monitor their arterial street performance. The factors to adjust the PTI values could be used in national reports such as the Urban Mobility Report and also more regional reports such as the Texas 100 Most Congested Sections bottleneck report. The results from Task 3 should help state DOTs respond to FHWA requests to submit Target data with their MAP-21 performance measure submittals. The synthesis documents in Task 4 should help state DOTs monitor their system performance as each of the synthesis documents will provide guidance and examples of how peer states are currently making use of the various data elements. Task 5 and the site visits to agencies will help those agencies (and potentially all of the agencies) with internal decision making on performance management and ultimately to get to implementation on performance management quicker. .  |