CM² Cooperative Mobility for Competitive Megaregions	**UTC Project Information – Cooperative Mobility for Competitive Megaregions (CM²)**
Project Title	Improving Megaregion (MR) Freight Mobility: Impact of Truck Technologies (with Co-PI Lisa Loftus-Otway)
University	University of Texas at Austin
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Funding Source(s) and Amounts Provided (by each agency or organization)	U.S. Department of Transportation: $123,455 UT Austin (reduced overhead and salary donation): $41,939 TxDOT: $19,788
Total Project Cost	$185,182
Agency ID or Contract Number	UTDOT Grant number: 69A3551747135
Start and End Dates	5/1/2017 - 11/30/2018
Brief Description of Research Project	Efficient, competitive, transportation modes and systems underpin vibrant, growing economic regions and their impacts apply to increases in state, multi-state and national gross domestic product. U.S. freight volume is expected to increase forty-five percent by 2045. Much of this freight traffic will be concentrated in megaregions. Developing methods and strategies for the efficient flow of freight is vital to ensuring future economic competitiveness. The goal of this project is to create a framework for planners to estimate the economic and financial impacts of new truck technologies designed to improve both operating efficiencies and safety.
Describe Implementation of Research Outcomes (or why not implemented)	The goal is to develop a product that can be utilized by the MPO, COG and State DOT staff to identify and support planning investments which complement the potential of technologies adopted by US trucking companies.
Impacts/Benefits of Implementation (actual, not anticipated)	The project identifies a range of technologies being tested for fuel and safety efficiencies. It will first identify supported research by U.S. truck, engine, transmission, tire and brake manufacturers and group them into immediate, intermediate and long term adoptions, the latter defined as over 5 years. The impetus created by autonomous vehicles in the auto sector is being replicated in the trucking sector and while a driverless truck is not an immediate prospect in this work, the ability of trucks systems to monitor the highway around the truck and recognize safety signals—speed limits, bridge height, weather conditions, accidents and the position of all users relative to the truck—will bring a range of social benefits that can be incorporated into highway planning.

Web Links (to reports, project website, etc.)	N/A