**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: **02/01/2016**

Lead Agency (FHWA or State DOT): **FHWA**

**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 #***5(243)*** | Transportation Pooled Fund Program - Report Period:\_ Quarter 1 (January 1 – March 31)\_ Quarter 2 (April 1 – June 30)\_ Quarter 3 (July 1 – September 30)**X Quarter 4 (October 1 – December 31)** |
| Project Title:**Motorcycle Crash Causation Study** |
| Name of Project Manager(s):**Craig Thor** | Phone Number:**202-493-3338** | E-Mail**CraigThor@dot.gov** |
| Lead Agency Project ID: | Other Project ID (i.e., contract #):**DTFH61-06-H-00034** | Project Start Date:**April 15, 2011** |
| Original Project End Date:**March 31, 2015** | Current Project End Date:**July 31, 2016** | Number of Extensions:**1** |

Project schedule status:

* 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** |
| **$3,571,600** | **$3,306,285** | **90%** |

***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** |
| **$181,610 (5% of budget)**  | **$181,610** | **90%** |

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| **Project Description**:Due to an alarming increase in motorcycle fatalities in the United States, Congress approved Federal funding for a motorcycle crash causation study as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The legislation specified that the Department of Transportation provide a grant to the Oklahoma Transportation Center to perform the research. The Motorcycle Crash Causation Study (MCCS) is meant to provide insight into the causative factors that lead to motorcycle crashes in the United States. A comprehensive database of approximately 1,600 data elements will be created from a collection of real-world motorcycle crash investigations and interviews of riders with similar risk factors. A research effort of this scale has not been conducted in the United States in 30 years. During this time, both the rider demographics and the motorcycles themselves have changed considerably and this new data source will make it possible to identify contemporary trends associated with motorcycle crashes. Study results may lead to the development of new roadway countermeasures, educational programs, and sound policy decisions that are rooted in a data-driven assessment of motorcycle safety. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**The team is operating and has continued to produce results, moving the number of cases initiated from 499 to 500 and the number of closed cases from 322 on September 20, 2015 to 340 on December 20, 2015; 13 cases are open with 0 pending compared to 28 cases open and 3 pending on September 20, 2015. Cumulatively, the study has identified 353 cases that it anticipates closing and this slightly exceeds the target of 350 cases required for the study, the ‘extra’ cases have been initiated to assure meeting the study goal should some of the currently open cases not be able to be closed in a timely manner. The study is 7.7 closed cases below plan (340 closed vs. a plan of 347.7); this is slightly more than one month (at a rate of 7 cases/month) behind the plan/schedule. The backlog of open cases (13) is 30 cases lower than one year ago; as the team terminates case initiation and focuses solely on case closure, this backlog will be eliminated and timely completion of the project is anticipated.The 18 cases closed during the quarter was slightly below the target rate of 21/quarter needed to keep the study on schedule, and was 8 less (18 vs. 26) that were completed the previous quarter. The number of open cases decreased by 18 cases, with 31 open in September and only 13 open in December. Closure of the remaining open cases is anticipated early in the next quarter and this should result in the completion of data collection by the end of January, 2016. The time to close out cases remains a concern with 12 of the 13 open cases open longer than 3 months. The study remains below the 3-month offset-from-planned-case-initiation target for completion and the aging of the cases has slightly increased compared to the 11 closed cases below target at the end of the previous quarter. The approaching study close-out is anticipated to result in higher crash investigation closure rates as no case initiation is anticipated and all data gathering efforts will be focused on case closure.Currently, 12 of the 13 (92%) active cases have been open 3 months or longer; this represents a slight decrease in the number of cases open longer than three months from the 13 (42%) of the 31 cases open longer than 3 months reported at the end of last quarter. The percentage of cases taking longer than 3 months to close is exaggerated as only one new case has been initiated in the last three months. While the factors delaying the closing of cases, such as waits for coroner and hospital reports, rider recovery from injury, etc. are beyond study control, as the data collection completion date approaches, the number of open cases is expected to rapidly decline, but will continue to be monitored relative to potential impact on planned completion dates. The study anticipates that it will meet the 350 closed case goal by the end of January, 2016.Development of the form and format and preliminary population of the DRAFT study data tables was continued during the September quarter and most of the data tables have been input and set up in EXCEL© and all of these Excel files are now being linked to the anticipated final WORD documents. The forms will enable the final tabulations and distributions of data gathered to be ‘dropped into’ the final report when compiled.The cumulative ratio of cases dropped to cases initiated (147 dropped of 500 initiated) has remained steady at 29.4% of cases to date compared to the 29.3% reported at the end of the 3rd quarter. The changes to the study management and reporting approved and implemented in July of 2012 have continued to be positive with all reports and scheduled interaction/status meetings completed/delivered. |
| **Anticipated work next quarter**:* Plans for the January, February, and March quarter include:
* Compilation of the crash causation factor data.
* Drafting of the report. This is anticipated to be a multi-volume compilation with the first volume providing the study design and background, the second and the last providing (blank) forms/questions used in data gathering and the definitions of the codes’ meanings (volume 2 and 15), tabulations of the all of the data collected on the data forms (volume 3-13) with three of the these volumes (volumes 5-7) providing tabulations of Crash-Control data in a side-by-side format, and one volume (14) providing example comparisons of this study data with other/previous studies.
* Volume 1 - Study Summary
* Volume 2 - Data Collection Forms [14 Forms]
* Volume 3 – Crash Form [16 tables]
* Volume 4 – Environmental Form [64 Tables]
* Volume 5 – Motorcycle Rider – Control Rider [92 Tables]
* Volume 6 – Motorcycle Passenger – Control Passenger [64 Tables]
* Volume 7 – Motorcycle Mechanical – Control Motorcycle [29 Tables]
* Volume 8 – Motorcycle Dynamics
* Volume 9 – Injury Form [ # Tables TBA]
* Volume 10 – Other Driver [57 Tables]
* Volume 11 – Other Vehicle [39 Tables]
* Volume 12 – Helmet [30 columns or 86 Tables]
* Volume 13 – Contributing Factors [103 Tables]
* Volume 14 – MCCS – Comparisons to Other Studies Examples
* Volume 15 – Coding Manual (may be available by request/to other researchers)
* 3. Delivery of additional data to FHWA for archiving and distribution to researchers, as appropriate.
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| **Significant Results:****Data Collection** All cases have been collected and closed-out (351 cases and 702 controls) |
| **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).**No significant issues were identified or remain open at this time, although rate of crash investigation initiation and closure are falling below planned levels and are of concern. The rates of case initiation, number of dropped cases, and time to close cases are to be monitored as current data suggests that close monitoring should be undertaken to assure that any/all required actions to improve these parameters to assure timely study completion are identified and implemented.  |

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| **Potential Implementation:** No potential implementation this quarter |