

Deer-Vehicle Crash Information and Research Center (DVCIR Center)
RESEARCH PROGRESS REPORT FOR THE QUARTER ENDING: March 31, 2008

Pooled Fund Program Number: TPF- 5 (120)	Part: II Research and Development
Project Title: Deer-Vehicle Crash Information and Research Center	Project IDs (Internal): 402531, 402521
Technical and Administrative Contact: Keith Knapp, UMN Center for Excellence in Rural Safety	Sponsors: IA, CT, MD, MN, NH, NY, OH, TX, WI, and FHWA
FHWA Lead Agency Contact: Mary Gray, FHWA	Approved Starting Date: 3/19/07 (Admin. Contract)
	Approved Ending Date: 3/19/09 (Admin. Contract)

Description: The Deer-Vehicle Crash Information and Research Center (DVCIR Center) was created to continue the tasks being completed by the Wisconsin Department of Transportation multi-state Deer-Vehicle Crash Information Center (DVCIC). The center will also fund research projects as defined by the participating pooled fund members. A commitment of \$10,000 to \$25,000 per year and a two-year involvement were requested for participation. Committed funds (per www.pooledfund.org) currently total \$355,000 and include \$50,000 from MN, NY, OH, WI, and IA. WI has also provided the project with the use of their DVCIC website (www.deercrash.com). An additional \$10,000-20,000 has been committed by CT and MD, and \$25,000 added by NH, TX, and the FHWA. Additional funds for the second year of participation from several states could total about \$60,000. Two 2-year contracts, totaling \$130,000, were initiated between TTI and the FHWA (the lead agency) on March 19, 2007 for the continuation of DVCIC activities and administration activities of the DVCIR Center. Subcontracts are now being negotiated between TTI and the University of Minnesota (UMN) for completion of this work. Contracts for the completion of the research portion of the project with the remaining available funds (\$225,000 with the potential for another \$60,000) will follow. The kick-off meeting for the pooled fund was January 30, 2007 in MN and the administration contracts started March 19, 2007. The first kickoff meeting was funded by the Southwest University Transportation Research Center. A second meeting was held October 2007.

The lead agency of this pooled fund is currently the Federal Highway Administration Office of Natural and Human Environment.

Progress This Quarter (plus previous work):

The following activities have occurred between April 1 and June 30, 2008:

- The subcontracts to allow the administrative project contracts to continue were submitted to FHWA in early 2008. These subcontracts were approved by FHWA in late June. The two universities are now doing the paperwork to get these finalized.
- Due to the above lack of subcontract no project work was charged to the contracts indicated above.
- Knapp worked with Mary Gray (FHWA) to determine where the funds obligated by the states and FHWA were located within the new FHWA fiscal management system. The status of the funds from each state varies and is advancing at it's own pace and slowly. It is believed that at least 3 states and possibly 4 or 5 have funds in the "new" pooled fund account at FHWA.
- Western Transportation Institute asked about funding for the Roadkill Observation Collection System (ROCS) project (which the pooled fund TAC agreed to help fund). Knapp indicated that the issues described above (subcontract and fiscal fund system issues) needed to be resolved before funds could be made available. WTI has provided a statement of work (SOW) for the project the pooled fund agreed to support. This will be sent to the TAC for review before funds are provided.

- The SOW was provided to FHWA for a second review and agreement (comments were initially provided in early 2008). The statement will be reviewed by the TAC before advertisement. The “hot spot” statement of work has been completed, is similar to material already reviewed by the TAC twice, and has been passed on to the TAC for their records. The “hot spot” project will be advertised for completion as soon as possible after the fiscal/contract issues are resolved and after FHWA approves it.
- Knapp presented at a Minnesota roadside and wildlife committee meeting

Approximate Percentage of Project Complete:

Approx. 29% of the budget has been spent from the \$130,000 administrative contracts (out of \$355,000 committed). No funds were spent this quarter. The changes in contract administration procedures noted above have exacerbated the under spent situation of the budget (i.e., the percentage spent (29%) compared to the contract time completed (63%)). A contract extension to account for this delay (due to the above reasons) will be requested. Research contracts have not yet been let.

Work Next Quarter (July – September 2008):

- Would like to complete paperwork for subcontracts between Texas A&M University and University of Minnesota.
- Start summarizing new reports (e.g., congressional report) and updating website with new subcontracts.
- Confirm and identify correct location for all funding in FHWA fiscal management fund. Confirm ability to spend and bill on these funds.
- Discuss with TAC and consider scheduling fall symposium
- Request no-cost extension of FHWA for time period lost on contract work (likely to be 7 to 12 months).
- Send out roadside vegetation statement of work for TAC approval (after FHWA review). Get final agreement.
- Confirm TAC is okay with WTI statement of work and deliverables for its project.
- When possible, advertise the two research SOWs and provide dollars to WTI for ROC (after, and if, additional funds are provided by FHWA to replace this support). Begin tracking those projects.

Circumstances affecting progress/budget:

- The delays due to the subcontracts approval were significant and have put all efforts behind schedule. The schedule needs to be redone when the subcontracts are finalized (hopefully in the next month) and the funds are made available and confirmed in the pooled account by FHWA.
- The projects can't be advertised for completion until the above is all resolved. Why the confusion has occurred with the location of the funding is unknown to Knapp – however, it is apparently occurring on a number of other pooled funds also.