TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

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.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-05(317)	**Transportation Pooled Fund Program - Report Period:** ☐ Quarter 1 (January 1 – March 31) ☑ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☐ Quarter 4 (October 1 – December 31)	
Project Title: The Evaluation of Low Cost Safety Improvements Pooled Fund Study (ELCSI-PFS)		
Name of Project Manager(s): Roya Amjadi	**Phone Number:** 202-493-3383	**E-Mail** roya.amjadi@dot.gov
Lead Agency Project ID: TPF-05(317)	**Other Project ID (i.e., contract #):** N/A	**Project Start Date:** 05/2005
Original Project End Date: 05/2010	**Current Project End Date:** Open Ended	**Number of Extensions:** 1

Project schedule status:

☐ On schedule ☐ On revised schedule ☑ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
$7,595,000	$5,755,000	880%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$110,000	N/A	N/A

Project Description:

FHWA has initiated the Low Cost Safety Improvements Pooled Funds Study to encompass safety-effectiveness evaluations of priority strategies from the NCHRP Report 500. The goal of the proposed research is to develop reliable estimates of the safety effectiveness of safety improvements identified as strategies in the NCHRP Report 500 Guidebooks through scientifically rigorous “Before”-”After” (B/A) evaluations of sites within the U.S. where these strategies are being implemented. The data for the study will be gathered from those states that implement the strategies throughout the US. The methodology utilized will typically be an Empirical Bayes evaluation or other appropriate method, using B/A data to help determine their effectiveness in reducing the number and severity of crashes. The data will be collected, and evaluation studies performed, as the strategies are implemented over the course of several years.

This pooled fund study has contributed over 800 CMFs to the CMF Clearinghouse, and this effort is on-going.

The Phase I study (retrospective) was competed for:
1.Increased retroreflectivity of STOP signs.
2.Flashing beacons at STOP-controlled intersections.
3.STOP AHEAD pavement markings.
4.Installing center two-way left-turn lanes on two-lane roads.

The Phase II study (retrospective) was completed for:
1.Improved curve delineation.
2.Offset improvements for left-turn lanes.
3.Lane and shoulder width combinations on rural, two-lane, undivided roads.
4.Advance street name signs.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

ELCSI-PFS, TECHNICAL ACTIVITY COMMITTEE (TAC) TASK
The 2021 Annual TAC meeting (17th meeting) (virtual), was conducted on June 28, 2021. The Contractor is in process of collecting TAC's technical feedback for future studies. The Contractor will share the TAC technical feedback and presentations in August of 2021.

ELCSI-PFS, PHASE XIII
Due to the TFHRC, Office of Safety R&D's IDIQ contract mechanism deadline in summer of 2021, the award of Phase XIII task order is delayed till Fall of 2021.
It is expected that the new IDIQ to be in place in Fall of 2021, and the anticipated award date for Phase XIII is January of 2022. The fund (FHWA and ELCSI-PFS) has been secured for three following studies:
1) Turning Lane Treatments.
2) Rectangular Rapid-Flashing Beacons.
3) Sinusoidal rumble Strips.

WORKSHOPS FOR FOCUS CRASH AND FACILITY TYPES (FCFT)
This task was awarded in June 2021. The kick off meeting was conducted, and the draft technical proposal was received and reviewed. The workshops are expected to be conducted in November of 2021.

ELCSI-PFS, PHASE XII
Completion Date is March 31, 2022. The phase is active, and in progress for:
1. Safety Evaluation of Innovative Pedestrian Countermeasures at Intersections
2. Safety Evaluation of Innovative Bicycle Countermeasures at Intersections

Anticipated work next quarter:

o Finish the 2021 TAC activities, and share outcome and presentations with TAC members in August 2021.
o Finish four remaining publications for Phase X in August 2021.
o Work on the FCFT workshops to be conducted in November 2021.
o Work on the WWD workshop to be conducted in Fall 2021.
o Manage ELCSI-PFS' on-going and Phase XI studies for:
1. Safety Evaluation of Mini-Roundabouts
2. Safety Evaluation of Bike Lane Configurations at Intersections
3. Safety Evaluation of Wrong Way Driving (WWD) Low Cost Safety Improvements
4. Conducting a one-day workshop for effective WWD countermeasures (in-person, and for 50 State DOTs)
o Manage ELCSI-PFS, Phase XII studies for:
1. Safety Evaluation of Innovative Pedestrian Countermeasures at Intersections
2. Safety Evaluation of Innovative Bicycle Countermeasures at Intersections
o Attend ELCSI-PFS related meetings.
o Work with FHWA, and other stakeholders.
o Keep up communication with TAC members.
o Other related efforts.

Significant Results:

ELCSI-PFS, PHASE X is near completion.
Conducted the TAC meetings on July 28, 2021.
The FCFT workshops was awarded, and the work has started.
The fund (FHWA and ELCSI-PFS) has been secured for three following studies:
1) Turning Lane Treatments.
2) Rectangular Rapid-Flashing Beacons.
3) Sinusoidal rumble Strips.

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 issues encountered.

Potential Implementation:

N/A