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(099)	**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(099)	**Other Project ID (i.e., contract #):** N/A	**Project Start Date:** 05/2005
Original Project End Date: 05/2010	**Current Project End Date:** 2017	**Number of Extensions:** none

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
$4,380,000	$2,847,479	145%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$73,873	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.

Phase I- The first phase (retro-respective) of evaluations is completed and published for;
1. Safety Evaluation of Increasing Retroreflectivity of STOP Signs
2. Safety Evaluation of Flashing Beacons at STOP-Controlled Intersections
3. Safety Evaluation of STOP AHEAD Pavement Markings
4. Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads

Phase II- The second phase (retro-respective) of evaluations is completed and published for;
1. Safety Evaluation of Improved Curve Delineation
2. Safety Evaluation of Offset Improvements for Left-Turn Lanes
3. Safety Evaluation of Lane and Shoulder Width Combinations on Rural, Two-Lane, Undivided Roads
4. Safety Evaluation of Advance Street Name Signs

Phase III, Part 1- The third phase (part-one, strategy implementation) of evaluations is completed. This phase is a

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

1- The Development of Crash Modification Factors (DCMF) study for low and higher cost safety improvements proposal (solicitation) was posted on the Federal Business Opportunities website in July of 2012.The ELCSI-PFS' TAC members are the primary states that will provide direction for the DCMF study in the period of 2012-2017. The DCMF will evaluate the ELCSI-PFS Phases: III-Part2, V-Part2, and VII in this five year period.
2- Technical proposals for the DCMF contract were received and reviewed by Technical Proposal Review Panel in August of 2012.
3- The DCMF's technical proposal review panel meetings were conducted and best qualified contractor was selected in August of 2012.
4- Phase V- Part 1 risk assessment was conducted and there were no issue regarding success of this study
5- Phase VI risk assessment was conducted and there were no issue regarding success of this study
6- Presentation for the ELCSI-PFS to the American Statistical Association meeting was conducted in July 30, 2012.The goal of this presentation was to share the ELCSI-PFS' accomplishments with statistical professionals and benefit from their technical feedbacks to improve the ELCSI-PFS statistical methodology.
7- Presentation for the ELCSI-PFS, Phase VI (pavement safety performance) was conducted to the Pavement Surface Characteristics Conference-SURF 2012 in September 21, 2012.The goal of this presentation was to share the ELCSI-PFS, Phase VI innovative study with international pavement professionals and benefit from their technical feedbacks.
8- Managed Phase V
9- Managed Phase VI

Anticipated work next quarter:

1- Award the DCMF contract
2- Conduct DCMF kick off meeting
3- Develop technical working plan, and Marketing, Outreach, and Communication Plan (MCOP) for the DCMF
4- Start feasibility study for the Phase VII
5- Start an article for the ELCSI-PFS, Phase VI (pavement safety performance) to be published in the Public Road Magazine in early 2013
6- Manage and complete Phase V- Part 1 of the ELCSI-PFS
7- Manage Phase VI
8- Start Phase VII.

Significant Results:

1- Technical proposals for the DCMF contract were received and reviewed by Technical Proposal Review Panel in August of 2012.
3- The DCMF's technical proposal review panel meetings were conducted and best qualified contractor was selected in August of 2012.
4- Phase V- Part 1 risk assessment was conducted and there were no issue regarding this study.
5- Phase VI risk assessment was conducted and there were no issue regarding this study.
6- Presentation for the ELCSI-PFS, Phase VI (pavement safety performance) was conducted to the Pavement Surface Characteristics Conference-SURF 2012 in September 21, 2012.The goal of this presentation was to share the ELCSI-PFS, Phase VI innovative study with international pavement professionals and benefit from their technical feedbacks.

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 risk has been identified for phases V and VI success, and there is no concern at present.

Potential Implementation:

1- Phase VII will start in early fall 2012.
2- DCMF study will evaluate high priority safety countermeasures selected in the 2012 Annual TAC meeting starting fall of 2012.