**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: **05/01/2014**

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:  ***x 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:  **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:  **March 31, 2015** | | Number of Extensions:  **0** |

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** | **$1,852,033.48** | **70%** |

***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** |
| **$169,731.64 (5% of budget)** | **$169,731.64** | **65%** |

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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 295 to 319 and the number of closed cases from 178 on December 20, 2013 to 193 on March 20, 2014; 28 cases are open and 4 are pending as of March 20, 2014 compared to 29 open and 3 pending on September 20, 2013. Cumulatively, the study has identified 219 cases that it anticipates closing and this compares well with the goal of 220 set for the study for the end of March 2014; this is approximately on plan/schedule.  The 15 cases closed during the quarter were below the target rate of 22.5/quarter needed to keep the study on track. The time to close out cases is of some concern as the 193 closed cases is twelve less than would have been completed if the average case closeout times were averaging 3 months and 5 closed cases below the 3-month offset-from-planned-case-initiation target. Some 14 cases are currently above the 3-month maximum that was used to develop the study schedule and case completion estimates/targets, which anticipate the cessation of case initiation by the end of October 2014, closing of all cases in January of 2015 and study final report delivery in March, 2015. While the winter season is anticipated to result in lower crash investigation initiations and as warming weather will likely result in larger crash investigation initiation rates, there is some concern with respect to closing sufficient numbers of cases to complete the study and report out by the study end date.    Currently, 14 of the 32 (43%) active cases have been open 3 months or longer; this represents an increase in the percent of cases open longer than three months from the 29% of the 31 cases open longer than 3 months reported at the end of last quarter. The number of cases open is higher than were open at the same time one year ago (32 now vs. 25 in March 2013). The total number of cases open longer than 3 months increased compared to the number (9 cases open longer than 3 months) reported last quarter. 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, this represents a concern regarding the number of open cases and will be monitored relative to potential impact on planned completion dates.  The testing and review of analysis procedures and software and development of preliminary analyses continued in the quarter. A preliminary DRAFT of the project report content was reviewed and improved during the quarter with the plans for the data tables (Top 30 elements) drafted and reviewed in a project group meeting held January 10, 2014 at Westat at their Maryland facility.  The cumulative ratio of cases dropped to cases initiated (94 dropped of 319 initiated) has remained steady at ~ 29% of cases to date compared to the 29% reported at the end of the 4th 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 interactions meeting or exceeding scheduled delivery dates and quality expectations. |
| **Anticipated work next quarter**:   * Continued motorcycle crash investigations and gathering of crash causation factor data. * Pursuit of actions to assure and enlarge the support of law enforcement agencies in the study. Contact with agencies to inform them of the progress of the study. * Monitoring of case initiation rates, completion duration, and rates of dropped cases. * Continued review and improvement of the format and content to be included in report on the completed crash investigations (OSU and Westat); review and incorporation in later and final drafts. Review and assurance of conformance to Section 508 requirements. * Identification and hiring of another graduate assistant to begin employment in June to work with and learn from the current graduate student who will be graduating in December of 2015 and provide assistance to the end of the project. |

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| **Significant Results:**  **Data Collection**  As of March 20, 2014, 319 cases have been initiated. Of these, 94 cases were dropped. 193 cases have been closed with all field work completed, and two controls obtained. In addition, there are currently 32 cases in which data are still being collected. |
| **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 |