

The Transportation Pooled Fund (TPF) Program has existed for more than 20 years and has enabled public and private entities to combine resources to conduct high-priority research on a wide variety of shared, highway-related problems. By pooling funds and expertise, participants develop innovative solutions at less cost while extending the reach and impact of their research.



## Who Can Partner in a TPF Program?

Studies must be initiated and led by either the Federal Highway Administration (FHWA) or a State department of transportation (DOT). To help find study partners, the lead agency posts its proposed topic on the TPF Program website. State DOTs, FHWA and other Federal agencies, regional and local agencies, academic institutions, associations, and private industry can join the study as partners by pledging funds or other resources to the effort. Past studies have advanced with as

few as 2 participants, while others have attracted more than 40. Once a study is underway, the lead agency contracts for the research, administers the project, and convenes a technical advisory committee of representatives from each project partner. TPF Program studies have a maximum duration of 5 years. If the research needs to continue after the 5-year period, a new solicitation and project on the same topic can be generated.

## Combine Resources and Share the Benefits

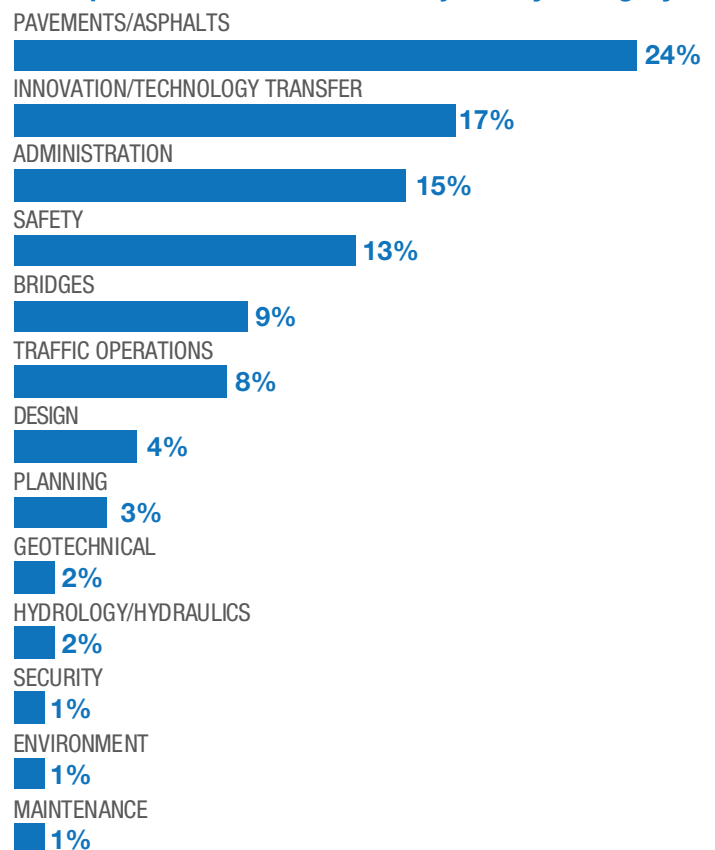
Collaboration between TPF Program participants eliminates duplicative research efforts, allowing for more efficient use of funds. The pooled fund lead agency manages the contract-related and funding issues for the project, allowing other members to focus on the study's content. This leveraging of resources enables some agencies to participate in large-scale research efforts that would otherwise not be feasible.

For State DOTs, TPF Program studies are typically funded with State Planning and Research (SP&R) funds. The SP&R funds are used to carry out transportation research activities throughout the State, and to address the State's unique needs through conducting research, development, and technology (RD&T) transfer activities to improve their highways. SP&R is often a State DOT's only source of funds to conduct RD&T activities to meet the immediate and unique needs of the State.

Beyond its funding and administrative advantages, the variety of expertise and experience brought together for a pooled fund study can have much broader impact. The TPF Program focuses on transportation research, planning, and technology transfer activities of significant regional or national interest in a range of categories, including pavements, bridges, design, safety, administration, environment, security, and maintenance.

The bar chart on the right shows the TPF projects by category.

## Transportation Pooled Fund Projects by Category



Source: FHWA

# TPF STUDY HIGHLIGHTS

## Autonomous Maintenance Technology Pooled Fund

The current climate for autonomous and connected vehicles is rapidly changing. This active TPF study, led by the Colorado Department of Transportation, leverages the partnership with 15 State DOTs to support and promote collaborative research efforts in the field of autonomous technologies in work zone applications. The States are able to leverage the combined \$1 million of project funding towards their research goal of improving the safety, efficiency and quality of work efforts, along with providing better solutions and valuable lessons learned for the integration of new technologies to further these goals. Learn more about this project at <https://pooledfund.org/Details/Study/632>.<sup>1</sup>



Colorado Department of Transportation tests the autonomous truck mounted attenuator in live work zones to evaluate the safety benefits of autonomous impact protection vehicles in road maintenance. © Colorado Department of Transportation

## Fostering Innovation in Pedestrian and Bicycle Transportation

Transportation agencies across the country are seeking ways to improve pedestrian and bicyclist safety and mobility. We have seen a rapid rise in the demand for research on a wide variety of pedestrian and bicycle issues in many different settings and situations. This active TPF Study led by FHWA is a collaboration with 14 State DOTs that intends to fill an important gap by emphasizing short turnaround, practical research on issues immediately relevant to practitioners. The study will leverage the combined \$945,000 in project funding to focus on bicycle and pedestrian network planning, safety, design issues, traffic control devices and other relevant issues as designed by TPF participants. Learn more about this project at <https://pooledfund.org/Details/Study/622>.<sup>2</sup>



This photo demonstrates several bicycle and pedestrian safety solutions. © [www.pedbikeimages.org](http://www.pedbikeimages.org) / Chicago Department of Transportation.

## Make an Impact Through a TPF Study!

The TPF Program is a great resource to leverage limited funds to address important transportation issues. Learn more about initiating a pooled fund study and browse the list of open solicitations on the TPF website at <https://www.pooledfund.org/>.<sup>3</sup>

### For more information, contact:

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<sup>1</sup>Transportation Pooled Fund Program. (2019). "Autonomous Maintenance Technology (AMT)." (Web page) National Cooperative Highway Research Program (NCHRP). Washington, D.C. Available online: <https://pooledfund.org/Details/Study/632>, last accessed January 6, 2021.

<sup>2</sup>Transportation Pooled Fund Program. (2019). "Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study." (Web page)

NCHRP. Washington, D.C. Available online: <https://pooledfund.org/Details/Study/622>, last accessed January 6, 2021.

<sup>3</sup>Transportation Pooled Fund Program. "Welcome to the Transportation Pooled Fund Program Web Site." (Web page) NCHRP. Washington, D.C. Available online: <https://www.pooledfund.org/>, last accessed January 6, 2021.