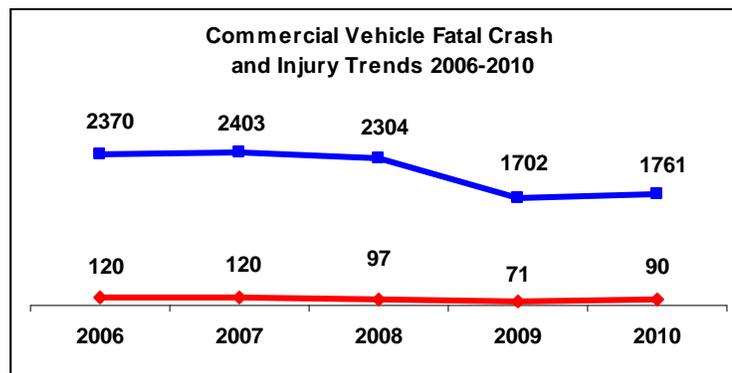


REQUEST FOR PROPOSAL TICKETING AGGRESSIVE CARS AND TRUCKS (TACT) IN MICHIGAN

BACKGROUND

Michigan had seen a reduction in commercial truck-related fatal and injury crashes until the year 2010 when both truck-related fatal and injury crashes increased by 20 percent and 3 percent respectively. In 2010 there were 90 fatal truck-related crashes as compared to 71 fatal truck-related crashes in 2009 and there were 1,761 injury crashes compared to 1,702 injury crashes in 2009. Although it does not seem a huge statistical increase, it represents 19 more fatal crashes and 59 more injury crashes. According to a recent study from the University of Michigan Transportation Research Institute, it is estimated this increase has cost over \$82 million dollars (\$68.6 million for the fatalities and \$13.5 million for the injuries).

From 2006 to 2010 there have been 498 fatal crashes and 10,540 injury crashes related to commercial vehicles in Michigan.



Most crashes involving commercial vehicles in Michigan are related to hazardous behaviors on the part of passenger vehicles when sharing the road. During 2010 when fatal crashes occurred, passenger vehicle drivers were noted as driving too fast around commercial vehicles, failing to yield, and driving left of the centerline. When passenger vehicles were not at fault in fatal crashes, commercial vehicle drivers were noted as driving negligently or carelessly around passenger vehicles or disregarding traffic signals.

During 2010, commercial vehicle drivers were not at fault in fatal crashes 77 percent of the time while passenger vehicle drivers were at fault 60 percent of the time (some truck-related crashes had more than one passenger vehicle involved but no truck-related crashes occurred with more than one commercial vehicle involved).

Detroit represented the largest location with truck-related fatal crashes in 2010. The majority of truck-related fatal crashes on highways occurred on I-75, I-94, I-131, and I-96. Most of the truck-related fatal crashes in 2010 were not at intersections.

Congress instructed the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration to create a program to “educate the drivers of passenger vehicles on how to share the road safely with commercial motor vehicle drivers.”

Ticketing Aggressive Cars and Trucks (TACT) is a project using enforcement, education, media, and evaluation to reduce fatalities and injuries resulting from hazardous actions by passenger vehicles around commercial trucks. *TACT* uses a combination of high visibility messaging coupled with targeted enforcement activities in selected high-risk traffic areas to reduce fatalities and injuries from unsafe driving behaviors by cars and trucks such as tailgating, and speeding. The state of Washington was selected by the federal government to implement a pilot program in 2004. Following the success of the initial project, fifteen additional states have participated in the *TACT* program.

PURPOSE

Michigan is interested in conducting a TACT program in Michigan to address the increase in commercial truck related fatalities and injuries. The purpose for this proposal is to select an independent coordinator to provide assistance with the pre-implementation and planning phase for conducting a TACT program. The coordinator will be responsible for conducting an in-depth analysis and evaluation of commercial truck-involved crashes from 2006-2010, developing a TACT implementation plan, writing a TACT implementation grant proposal for submission to the U.S. Department of Transportation Federal Motor Carrier Safety Administration (FMCSA), and developing an evaluation plan to determine whether the TACT model was effective in Michigan for reducing fatalities and crashes. The coordinator shall have an in-depth working knowledge of data analysis and evaluation, writing grants, successful program planning, and excellent report writing skills. The coordinator shall have knowledge of traffic safety issues and familiarity with Michigan geography.

The coordinator will serve on a project team consisting of members from multi-faceted backgrounds such as project management, law enforcement, federal and state motor carrier stakeholders, statisticians, researchers, public information and education staffers, experts from the trucking industry, and other highway safety experts. The coordinator will have extensive contact with staff members from the Office of Highway Safety Planning (OHSP).

The coordinator will have familiarity with the University of Michigan Transportation Institute's (UMTRI) Michigan Traffic Crash Facts Data Query Tool located at <http://michigantrafficcrashfacts.org> and the Michigan Crash Report (UD-10) used by law enforcement officials.

DELIVERABLES

Task #1:

The coordinator will be required to attend all project team meetings. The project team will be established by March 31, 2012 and will include representation from law enforcement at the State, county and local level, MSP Commercial Vehicle Enforcement, Federal Motor Carrier Safety Administration, Michigan Truck Safety Commission, Michigan Center for Truck Safety, and OHSP creative services contractor.

Task #2:

The coordinator will conduct a pre-analysis and pre-evaluation to determine the commercial truck-involved crash trends from 2006-2010 and shall identify high-crash corridors in the state. It shall include but is not limited to the time and location of the crashes, age and gender of the drivers, weather and environmental considerations, hazardous actions of the drivers, driver behaviors such as alcohol, drug, and restraint use, fatality and injury information, etc. The report will also include a description of any current truck safety related media used before implementation, and a description of any current truck safety related enforcement initiatives such as high visibility corridor patrols before implementation and any other recommended documentation as specified by the FMCSA for data analysis and evaluation. The coordinator will research TACT programs in other states and special attention shall be given to the "Lessons Learned" section from other TACT states' reports in order to avoid replication of issues. The "Ticketing Aggressive Cars and Trucks in Washington State: High Visibility Enforcement Applied to Share the Road Safely: DOT HS 810 603" (May 2006) will be at least one of the states examined by the coordinator. A minimum of ten other states must be researched by the coordinator. A draft of the pre-analysis and pre-evaluation report is due to OHSP no later than March 1, 2012.

Task #3:

The coordinator will write a draft implementation plan based on the pre-analysis and pre-evaluation report to present to the project team. The draft implementation plan is due to OHSP on or before May 1, 2012. The draft report will be presented to the project team who will work with the coordinator to evaluate the draft implementation plan in order to determine effectiveness, completeness, and strategies. The final implementation plan will be revised by the coordinator based on input from the project team and is due no later than May 31, 2012 and will be included in the grant for presentation to the Department of Transportation Federal Motor Carrier Safety Administration.

Task #4:

The coordinator shall write the *TACT* implementation grant for submission to the Department of Transportation Federal Motor Carrier Safety Administration. The grant will include a project description, the pre-analysis and pre-evaluation report, project goals and deliverables, a grant timeline based on project goals for implementation and deliverables, an enforcement plan, a media plan, participating agencies, post data analysis and evaluation plan as a result of the media and high visibility enforcement campaigns at high risk crash corridors and any other required documentation required by the FMCSA grant application process. The draft grant application is due to OHSP for review no later than July 1, 2012. The final grant application is due to OHSP by July 31, 2012.

ADDITIONAL SPECIFICATIONS

Only universities and not-for-profit agencies are eligible for this project.

Proposals must include a minimum of two (2) examples demonstrating their report writing ability.

The applicant must provide resumes of all persons on the project team.

All proposals must include a detail budget.

TACT guidelines, action planning, research, forums, check-lists, and resources are available on the US Department of Transportation Federal Motor Carrier Safety Administration Website at:

<http://www.fmcsa.dot.gov/safety-security/tact/index.htm>.

The coordinator shall refer to: The Art of Appropriate Evaluation: A Guide for Highway Safety Program Managers DOT: HS 811 061 and to the "Comprehensive Timeline" for this project for additional requirements located at: <http://www.ghsa.org/html/publications/countermeasures/index.html>.

The individual or organization awarded the grant must agree to abide by the OHSP "Grant Management Requirements," as posted on the OHSP web site. Following the selection of a successful proposal, the coordinator must complete a formal grant application and review process through Michigan's web-based grant application to finalize grant details. All OHSP grants are administered on a reimbursement basis. All grant-related costs incurred are first paid by the coordinator, the coordinator bills OHSP, and then OHSP reimburses the coordinator. Quarterly progress and financial reports are required, even for quarters with no activity or expenditures.

DUE DATE

To be considered for this project, six (6) copies of your proposal must be sent to the attention of the OHSP Director, at the address listed below, no later than Friday, October 7, 2011.

CONTACT INFORMATION

Please direct proposals and any questions about this grant opportunity to:

Kathy Farnum

Office of Highway Safety Planning

333 South Grand Avenue, P.O. Box 30634

Lansing, MI 48913-0634

(517) 241-2528

Farnumk@michigan.gov