

## REQUEST FOR PROPOSAL

### PURPOSE

The purpose of this request is to update and expand upon two previous studies completed by the University of Michigan Transportation Research Institute (UMTRI): "Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan" (UMTRI-2007-26) and its supplement, "Analysis of Driver History Files" (UMTRI-2008-57).

The objectives were to identify issues that contribute to commercial vehicle crashes, fatalities, and injuries through an analysis of available data and then to identify strategies and countermeasures to reduce crashes and consequences. The study on the driver history files sought to identify differences in safety records of drivers who had participated in the training required to hold a commercial driver's license (CDL) and to ascertain if previous vehicle offenses and crashes on a CDL driver's record were an indicator of future offenses and crashes.

Particularly of interest now is to update the previous information with the most current data available and additionally include specific data involving intrastate and interstate drivers and carriers of vehicles weighing between 10,000 lbs and 26,000 lbs as well as vehicles weighing more than 26,001 lbs. Additional desired data includes inspection information, driver qualification information, equipment violations, crashes, and Federal Motor Carrier Safety Administration (FMCSA) Safety Management System (SMS) data.

This proposal is only available to universities and non-profit research agencies.

### BACKGROUND

The mission of the Michigan Truck Safety Commission (MTSC) is "to improve truck safety by providing Michigan's trucking industry and citizens of Michigan with effective educational programs and by addressing significant truck safety issues." In order to accomplish these tasks, the key issues surrounding CMV-involved crashes must be analyzed on a periodic basis with the most current data available in order to determine if the current countermeasures in place are still applicable. The last update to the study was conducted in 2007 and 2008 which was based on 2001-2005 data. New data is available from 2007 to 2011 for analysis and the Michigan Truck Strategic Plan recommends updates to the studies.

Additionally, there are concerns regarding the differences between commercial vehicles 10,000-26,000 lbs and commercial vehicles over 26,001 lbs regarding the deregulation of the smaller trucks. No data has previously been examined to determine if there is a difference in crash statistics between the two commercial vehicle types and if intrastate drivers' and interstate drivers' behaviors, crashes, or patterns make a notable difference in driving issues.

## REQUIRED SCOPE OF WORK

Task #1: Grantee will update the data in the “Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan” (UMTRI-2007-26) and its supplement, “Analysis of Driver History Files” (UMTRI-2008-57) based on the most current data available, 2007-2011, and include data from the FMCSA Safety Management System (SMS). Grantee will also include inspection information, driver qualification information, and equipment violations as well as previously examined data in the analyses. Grantee will document, analyze, and evaluate any changes from the previous studies based on the new data.

Task #2: Grantee will view current strategies and countermeasures recommended by the previous studies and determine what, if any, strategies worked or did not work based on the new data.

Task #3: Grantee will document, analyze, and evaluate the difference between driver history records and inspection information, driver qualification information, equipment violations, crashes, injuries, fatalities, and other data contained in the FMCSA Safety Management System (SMS) to determine if there are any differences between commercial vehicles weighing 10,000-26,000 lbs and commercial vehicles over 26,001 lbs regarding safety and the deregulation of the smaller vehicles.

Task #4: Grantee will recommend any new strategies and countermeasures now applicable, or areas of concern that need to be addressed by the Michigan Center for Truck Safety, the trucking industry, or the Michigan State Police Commercial Motor Vehicle Enforcement Division.

Task #5: Grantee will give updates on the project to the Michigan Truck Safety Commission in Lansing, during the Commission’s regularly scheduled meetings. A schedule will be provided by OHSP.

Task #6: Grantee will provide a draft copy of the combined study to the Michigan Truck Safety Commission Research and Evaluation Committee for review by August 3, 2013. The Michigan Truck Safety Commission Research and Evaluation Committee will review and return comments by August 17, 2013.

Task #7: Grantee will provide a final copy of the study to the Michigan Truck Safety Commission Research and Evaluation Committee by August 31, 2013.

Task #8: Grantee will present the final results and summary of the project to the Michigan Truck Safety Commission during the September 2013 meeting in Lansing.

**ADDITIONAL SPECIFICATIONS**

The organization awarded the grant must agree to abide by the OHSP “Grant Certifications and Assurances,” included as Attachment C. Following the selection of a successful proposal, the grantee must complete the formal grant application and review process through OHSP’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 grantee, the grantee bills OHSP, and then OHSP reimburses the grantee. Quarterly progress and financial reports are required, even for quarters with no activity.

Funding for this project is contingent upon the approval and the availability of funding from the MTSC. OHSP appreciates the difficulty of adjusting plans and appreciates grantees’ flexibility in adapting projects to evolving conditions. The grantee will receive immediate notice of proposed changes and has the right to refuse project expansions beyond their capabilities, in which case supplemental assistance may be sought.

It is the policy of OHSP that the maximum indirect cost rate for universities than can be charged to any grant is 20 percent.

Proposals must include a minimum of two (2) examples demonstrating similar projects completed by the consultant.

**DUE DATE**

All proposals for this project must be received at OHSP by August 17, 2012. Proposals must be submitted electronically in Microsoft Word. Electronic proposals MUST be e-mailed to both [Farnumk@michigan.gov](mailto:Farnumk@michigan.gov) and [KilvingtonC@michigan.gov](mailto:KilvingtonC@michigan.gov).

**CONTACT INFORMATION FOR QUESTIONS**

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