

**STATE OF MICHIGAN
ENTERPRISE PROCUREMENT**

Michigan Department of State
430 West Allegan Street, Lansing, MI 48918

NOTICE OF CONTRACT

NOTICE OF CONTRACT NO. **231,19000000197**

between

THE STATE OF MICHIGAN

and

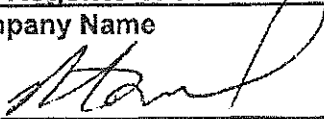
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|-------------------|-------------------------------------------|
| CONTRACTOR | The Regents of the University of Michigan |
| | 3003 S. State Street |
| | Ann Arbor, MI 48109 |
| | Kathryn DeWitt |
| | 734-936-1288 |
| | dewitt@umich.edu |
| CV0048260 | |

| | | | |
|-----------------------|------------------------|--------------|------|
| STATE | Program Manager | Bobby Gwizdz | MDOS |
| | | 517-373-9669 | |
| | gwizdzc@michigan.gov | | |
| | Contract Administrator | Chad Bassett | MDOS |
| 517-241-2646 | | | |
| bassettc@michigan.gov | | | |

| CONTRACT SUMMARY | | | |
|---------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------|---------------------------------------------------------------------|
| DESCRIPTION: Pilot Parental Involvement in GDL/Driver Education Program | | | |
| INITIAL EFFECTIVE DATE | INITIAL EXPIRATION DATE | INITIAL AVAILABLE OPTIONS | EXPIRATION DATE BEFORE CHANGE(S) NOTED BELOW |
| 01/01/2019 | 12/31/2021 | 2, 1 year | |
| PAYMENT TERMS | | DELIVERY TIMEFRAME | |
| Net 45 | | | |
| ALTERNATE PAYMENT OPTIONS | | | EXTENDED PURCHASING |
| <input type="checkbox"/> P-card <input type="checkbox"/> Payment Request (PRC) <input type="checkbox"/> Other | | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| MINIMUM DELIVERY REQUIREMENTS | | | |
| N/A | | | |
| MISCELLANEOUS INFORMATION | | | |
| N/A | | | |
| ESTIMATED CONTRACT VALUE AT TIME OF EXECUTION | | | \$383,177.00 |

FOR THE CONTRACTOR:

The Regents of the University of Michigan
Company Name



Authorized Agent Signature

Peter J. Gerard
Associate Director
Grants and Contracts

Authorized Agent (Print or Type)

1-4-19

Date

FOR THE STATE:



Signature

Hilarie Chambers, Chief of Staff
Name & Title

Michigan Department of State
Agency

1-18-19

Date



STATE OF MICHIGAN

STANDARD CONTRACT TERMS

This STANDARD CONTRACT (“**Contract**”) is agreed to between the State of Michigan (the “**State**”) and the Regents of the University of Michigan (“**Contractor**”), a public university of the State of Michigan. This Contract is effective on January 1, 2019 (“**Effective Date**”), and unless terminated, expires on December 31, 2021.

This Contract may be renewed for up to two additional one-year periods. Renewal is at the sole discretion of the State and will automatically extend the Term of this Contract. The State will document its exercise of renewal options via Contract Change Notice.]

The parties agree as follows:

- 1. Duties of Contractor.** Contractor must perform the services and provide the deliverables described in **Schedule A – Statement of Work** (the “**Contract Activities**”). An obligation to provide delivery of any commodity is considered a service and is a Contract Activity.

Contractor must furnish all labor, equipment, materials, and supplies necessary for the performance of the Contract Activities, and meet operational standards, unless otherwise specified in Schedule A.

Contractor must: (a) perform the Contract Activities in a timely, professional, safe, and workmanlike manner consistent with standards in the trade, profession, or industry; (b) meet or exceed the performance and operational standards, and specifications of the Contract; (c) provide all Contract Activities in good quality, with no material defects; (d) not interfere with the State’s operations; (e) obtain and maintain all necessary licenses, permits or other authorizations necessary for the performance of the Contract; (f) cooperate with the State, including the State’s quality assurance personnel, and any third party to achieve the objectives of the Contract; (g) return to the State any State-furnished equipment or other resources in the same condition as when provided when no longer required for the Contract; (h) not make any media releases without prior written authorization from the State; (i) assign to the State any claims resulting from state or federal antitrust violations to the extent that those violations concern materials or services supplied by third parties toward fulfillment of the Contract; (j) comply with all State physical and IT security policies and standards which will be made available upon request; and (k) provide the State priority in performance of the Contract except as mandated by federal disaster response requirements. Any breach under this paragraph is considered a material breach.

Contractor must also be clearly identifiable while on State property by wearing identification issued by the State, and clearly identify themselves whenever making contact with the State.

- 2. Notices.** All notices and other communications required or permitted under this Contract must be in writing and will be considered given and received: (a) when verified by written receipt if sent by courier; (b) when actually received if sent by mail without verification of receipt; or (c) when verified by automated receipt or electronic logs if sent by facsimile or email.

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| If to State: Chad Bassett- Procurement Manager 430 W. Allegan Lansing, MI 48918 bassettc@michigan.gov 517-241-2646 | If to Contractor: Kathy DeWitt, Managing Project Representative Wolverine Tower First Floor, Room 1050 3003 South State St. Ann Arbor, MI 48109-1274 dewitt@umich.edu (734) 936-1288 |
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3. **Contract Administrator.** The Contract Administrator for each party is the only person authorized to modify any terms of this Contract, and approve and execute any change under this Contract (each a "Contract Administrator"):

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| State: Chad Bassett- Procurement Manager 430 W. Allegan Lansing, MI 48918 bassettc@michigan.gov 517-241-2646 | Contractor: Kathy DeWitt, Managing Project Representative Wolverine Tower First Floor, Room 1050 3003 South State St. Ann Arbor, MI 48109-1274 dewitt@umich.edu (734) 936-1288 |
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4. **Program Manager.** The Program Manager for each party will monitor and coordinate the day-to-day activities of the Contract (each a "Program Manager"):

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|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State: Bobby Gwizdz 430 W. Allegan Lansing, MI 48918 gwizdzt@michigan.gov 517- 373-9669 | Contractor: Kathy DeWitt, Managing Project Representative Wolverine Tower First Floor, Room 1050 3003 South State St. Ann Arbor, MI 48109-1274 dewitt@umich.edu (734) 936-1288 |
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5. **Performance Guarantee.** Contractor must at all times have financial resources sufficient, in the opinion of the State, to ensure performance of the Contract and must provide proof upon request. The State may require a performance bond (as specified in Schedule A) if, in the opinion of the State, it will ensure performance of the Contract.
6. **Insurance Requirements.** The Contractor must maintain the insurances identified below and is responsible for all deductibles. All required insurance must: (a) be primary and non-contributing to any comparable liability insurance (including self-insurance) carried by the State; and (b) be provided by a company with an A.M. Best rating of "A" or better, and a financial size of VII or better.

| Required Limits | Additional Requirements |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| Commercial General Liability Insurance | |
| <u>Minimal Limits:</u> \$1,000,000 Each Occurrence Limit \$1,000,000 Personal Injury Limit \$2,000,000 General Aggregate Limit \$2,000,000 Products/Completed Operations <u>Deductible Maximum:</u> \$50,000 Each Occurrence | |
| Automobile Liability Insurance | |
| <u>Minimal Limits:</u> If a motor vehicle is used in relation to the Contractor's performance, the Contractor must have vehicle liability insurance on the motor vehicle for bodily injury and property damage as required by law. | Contractor must have their policy include Hired and Non-Owned Automobile coverage. |
| Workers' Compensation Insurance | |
| <u>Minimal Limits:</u> | |

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| Coverage according to applicable laws governing work activities. | |
| Employers Liability Insurance | |
| <u>Minimal Limits:</u> \$100,000 Each Accident \$100,000 Each Employee by Disease \$500,000 Aggregate Disease. | |
| Professional Liability (Errors and Omissions) Insurance | |
| <u>Minimal Limits:</u> \$1,000,000 Each Occurrence \$1,000,000 Annual Aggregate <u>Deductible Maximum:</u> \$50,000 Per Loss | |

If any of the required policies provide **claims-made** coverage, the Contractor must: (a) provide coverage with a retroactive date before the effective date of the contract or the beginning of Contract Activities; (b) maintain coverage and provide evidence of coverage for at least three (3) years after completion of the Contract Activities; and (c) if coverage is canceled or not renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective date, Contractor must purchase extended reporting coverage for a minimum of three (3) years after completion of work.

Contractor must: (a) provide insurance certificates to the Contract Administrator, containing the agreement or purchase order number, at Contract formation and within 20 calendar days of the expiration date of the applicable policies; (b) require that subcontractors maintain the required insurances contained in this Section; (c) notify the Contract Administrator within 5 business days if any insurance is cancelled; and (d) waive all rights against the State for damages covered by insurance. Failure to maintain the required insurance does not limit this waiver.

This Section is not intended to and is not be construed in any manner as waiving, restricting or limiting the liability of either party for any obligations under this Contract (including any provisions hereof requiring Contractor to indemnify, defend and hold harmless the State).

7. **Data rights and copyrights.** State may use the research results generated by the Contractor, its employees or its subcontractors, in the performance of the Contract Activities for any and all lawful purposes. Contractor will, and hereby does, or will cause its employees or subcontractors to, assign, transfer and otherwise convey to the State, irrevocably and in perpetuity, throughout the universe, a non-exclusive license to all copyrights in the deliverables identified in Schedule A.
8. **Patent rights.** Contractor will, and hereby does, or will cause its employees or subcontractors to, assign, transfer and otherwise convey to the State, irrevocably and in perpetuity, throughout the universe, a non-exclusive, non-sublicensable, right to use any and all inventions, improvements or discoveries which are conceived or made solely as defined by U.S. Patent law by one or more employees or contractors of the Contractor in performance of the Contract Activities. Contractor also grants the State the first option to negotiate for exclusive rights any and all inventions, improvements or discoveries which are conceived or made solely as defined by U.S. Patent law by one or more employees or contractors of the Contractor in performance of the Contract Activities. This option may be exercised up to 45 days after Contractor discloses potentially patentable technology. Contractor shall promptly notify State of any potentially patentable technology.
9. **Independent Contractor.** Contractor is an independent contractor and assumes all rights, obligations and liabilities set forth in this Contract. Contractor, its employees, and agents will not be considered employees of the State. No partnership or joint venture relationship is created by virtue of this Contract. Contractor, and not the State, is responsible for the payment of wages, benefits and taxes of Contractor's employees and any subcontractors. Prior performance does not modify Contractor's status as an independent contractor.

10. **Subcontracting.** Contractor may not delegate any of its obligations under the Contract without the prior written approval of the State. Contractor must notify the State at least 90 calendar days before the proposed delegation, and provide the State any information it requests to determine whether the delegation is in its best interest. If approved, Contractor must: (a) be the sole point of contact regarding all contractual matters, including payment and charges for all Contract Activities; (b) make all payments to the subcontractor; and (c) incorporate the terms and conditions contained in this Contract in any subcontract with a subcontractor. Contractor remains responsible for the completion of the Contract Activities, compliance with the terms of this Contract, and the acts and omissions of the subcontractor. The State, in its sole discretion, may require the replacement of any subcontractor.
11. **Staffing.** The State's Contract Administrator may require Contractor to remove or reassign personnel by providing a notice to Contractor.
12. **Background Checks.** Upon request, Contractor must perform background checks on all employees and subcontractors and its employees prior to their assignment. The scope is at the discretion of the State and documentation must be provided as requested. Contractor is responsible for all costs associated with the requested background checks. The State, in its sole discretion, may also perform background checks.
13. **Assignment.** Contractor may not assign this Contract to any other party without the prior approval of the State. Upon notice to Contractor, the State, in its sole discretion, may assign in whole or in part, its rights or responsibilities under this Contract to any other party. If the State determines that a novation of the Contract to a third party is necessary, Contractor will agree to the novation and provide all necessary documentation and signatures.
14. **Change of Control.** Contractor will notify, at least 90 calendar days before the effective date, the State of a change in Contractor's organizational structure or ownership. For purposes of this Contract, a change in control means any of the following: (a) a sale of more than 50% of Contractor's stock; (b) a sale of substantially all of Contractor's assets; (c) a change in a majority of Contractor's board members; (d) consummation of a merger or consolidation of Contractor with any other entity; (e) a change in ownership through a transaction or series of transactions; (f) or the board (or the stockholders) approves a plan of complete liquidation. A change of control does not include any consolidation or merger effected exclusively to change the domicile of Contractor, or any transaction or series of transactions principally for bona fide equity financing purposes.

In the event of a change of control, Contractor must require the successor to assume this Contract and all of its obligations under this Contract.

15. **Ordering.** Contractor is not authorized to begin performance until receipt of authorization as identified in Schedule A.
16. **Acceptance.** Contract Activities are subject to inspection and testing by the State within 30 calendar days of the State's receipt of them ("**State Review Period**"), unless otherwise provided in Schedule A. If the Contract Activities are not fully accepted by the State, the State will notify Contractor by the end of the State Review Period that either: (a) the Contract Activities are accepted but noted deficiencies must be corrected; or (b) the Contract Activities are rejected. If the State finds material deficiencies, it may: (i) reject the Contract Activities without performing any further inspections; (ii) demand performance at no additional cost; or (iii) terminate this Contract in accordance with Section 23, Termination for Cause.

Within 10 business days from the date of Contractor's receipt of notification of acceptance with deficiencies or rejection of any Contract Activities, Contractor must cure, at no additional cost, the deficiency and deliver unequivocally acceptable Contract Activities to the State. If acceptance with deficiencies or rejection of the Contract Activities impacts the content or delivery of other non-completed Contract Activities, the parties' respective Program Managers must determine an agreed to number of days for re-submission that minimizes the overall impact to the Contract. However, nothing herein affects, alters, or relieves Contractor of its obligations to correct deficiencies in accordance with the time response standards set forth in this Contract.

If Contractor is unable or refuses to correct the deficiency within the time response standards set forth in this Contract, the State may cancel the order in whole or in part.

17. **Delivery.** Contractor must deliver all Contract Activities F.O.B. destination, within the State premises with transportation and handling charges paid by Contractor, unless otherwise specified in Schedule A. All containers and packaging becomes the State's exclusive property upon acceptance.
18. **Risk of Loss and Title.** Until final acceptance, title and risk of loss or damage to Contract Activities remains with Contractor. Contractor is responsible for filing, processing, and collecting all damage claims. The State will record and report to Contractor any evidence of visible damage. If the State rejects the Contract Activities, Contractor must remove them from the premises within 10 calendar days after notification of rejection. The risk of loss of rejected or non-conforming Contract Activities remains with Contractor. Rejected Contract Activities not removed by Contractor within 10 calendar days will be deemed abandoned by Contractor, and the State will have the right to dispose of it as its own property. Contractor must reimburse the State for costs and expenses incurred in storing or effecting removal or disposition of rejected Contract Activities.
19. **Certification Period.** The certification period, if applicable, for Contract Activities is a fixed period commencing on the date specified in Schedule A. If the Contract Activities do not function as certified during the certification period, the State may return such non-conforming Contract Activities to the Contractor for a full refund.
20. **Terms of Payment.** Invoices must conform to the requirements communicated from time-to-time by the State. All undisputed amounts are payable within 45 days of the State's receipt. Contractor may only charge for Contract Activities performed as specified in Schedule A. Invoices must include an itemized statement of all charges. The State is exempt from State sales tax for direct purchases and may be exempt from federal excise tax, if Services purchased under this Agreement are for the State's exclusive use. Notwithstanding the foregoing, all prices are inclusive of taxes, and Contractor is responsible for all sales, use and excise taxes, and any other similar taxes, duties and charges of any kind imposed by any federal, state, or local governmental entity on any amounts payable by the State under this Contract.

The State has the right to withhold payment of any disputed amounts until the parties agree as to the validity of the disputed amount. The State will notify Contractor of any dispute within a reasonable time. Payment by the State will not constitute a waiver of any rights as to Contractor's continuing obligations, including claims for deficiencies or substandard Contract Activities. Contractor's acceptance of final payment by the State constitutes a waiver of all claims by Contractor against the State for payment under this Contract, other than those claims previously filed in writing on a timely basis and still disputed.

The State will only disburse payments under this Contract through Electronic Funds Transfer (EFT). Contractor must register with the State at <http://www.michigan.gov/SIGMAVSS> to receive electronic fund transfer payments. If Contractor does not register, the State is not liable for failure to provide payment. Without prejudice to any other right or remedy it may have, the State reserves the right to set off at any time any amount then due and owing to it by Contractor against any amount payable by the State to Contractor under this Contract.

21. **RESERVED**
22. **Stop Work Order.** The State may suspend any or all activities under the Contract at any time. The State will provide Contractor a written stop work order detailing the suspension. Contractor must comply with the stop work order upon receipt. Within 90 calendar days, or any longer period agreed to by Contractor, the State will either: (a) issue a notice authorizing Contractor to resume work, or (b) terminate the Contract or purchase order. If the State authorizes the continuation of work, the State shall make an equitable adjustment in the delivery schedule or the estimated cost or a combination thereof, and in any other terms of the contract that may be affected. The State will not pay for Contract Activities, Contractor's lost profits, or any additional compensation during a stop work period,.
23. **Termination for Cause.** The State may terminate this Contract for cause, in whole or in part, if Contractor, as determined by the State: (a) endangers the value, integrity, or security of any location, data, or personnel; (b) becomes insolvent, petitions for bankruptcy court proceedings, or has an involuntary bankruptcy proceeding filed against it by any creditor; (c) engages in any conduct that may expose the State to liability; (d) breaches any of its material duties or obligations; or (e) fails to cure a breach within the time stated in a notice of breach. Any reference to specific breaches being material breaches within this Contract will not be construed to mean that other breaches are not material.

If the State terminates this Contract under this Section, the State will issue a termination notice specifying whether Contractor must: (a) cease performance immediately, or (b) continue to perform for a specified period. If it is later determined that Contractor was not in breach of the Contract, the termination will be deemed to have been a Termination for Convenience, effective as of the same date, and the rights and obligations of the parties will be limited to those provided in Section 24, Termination for Convenience.

The State will only pay for amounts due to Contractor for Contract Activities accepted by the State on or before the date of termination.

- 24. Termination for Convenience.** The State may immediately terminate this Contract in whole or in part without penalty and for any reason, including but not limited to, appropriation or budget shortfalls. The termination notice will specify whether Contractor must: (a) cease performance of the Contract Activities immediately, or (b) continue to perform the Contract Activities in accordance with Section 25, Transition Responsibilities. If the State terminates this Contract for convenience, the State will pay all reasonable costs, as determined by the State, for State approved Transition Responsibilities.
- 25. Transition Responsibilities.** Upon termination or expiration of this Contract for any reason, Contractor must, for a period of time specified by the State (not to exceed 90 calendar days), provide all reasonable transition assistance requested by the State, to allow for the expired or terminated portion of the Contract Activities to continue without interruption or adverse effect, and to facilitate the orderly transfer of such Contract Activities to the State or its designees. Such transition assistance may include, but is not limited to: (a) continuing to perform the Contract Activities at the established Contract rates; (b) taking all reasonable and necessary measures to transition performance of the work, including all applicable Contract Activities, training, equipment, software, leases, reports and other documentation, to the State or the State's designee; (c) taking all necessary and appropriate steps, or such other action as the State may direct, to preserve, maintain, protect, or return to the State all materials, data, property, and confidential information provided directly or indirectly to Contractor by any entity, agent, vendor, or employee of the State; (d) transferring title in and delivering to the State, at the State's discretion, all completed or partially completed deliverables prepared under this Contract as of the Contract termination date; and (e) preparing an accurate accounting from which the State and Contractor may reconcile all outstanding accounts (collectively, "**Transition Responsibilities**"). This Contract will automatically be extended through the end of the transition period.
- 26. General Indemnification.** Each Party is responsible for their own negligence, acts or omissions.
- 27. Infringement Remedies.** If, in either party's opinion, in performing the Contract Activities any piece of equipment, software, commodity, or service supplied by Contractor or its subcontractors, or its operation, use or reproduction, is likely to become the subject of a copyright, patent, trademark, or trade secret infringement claim, Contractor must, at its expense: (a) replace or modify the same so that it becomes non-infringing; or (c) accept its return by the State with appropriate credits to the State against Contractor's charges.
- 28. Limitation of Liability.** Neither the State nor the Contractor is liable for consequential, incidental, indirect, or special damages, regardless of the nature of the action.
- 29. Disclosure of Litigation, or Other Proceeding.** Contractor must notify the State within 14 calendar days of receiving notice of any litigation, investigation, arbitration, or other proceeding (collectively, "**Proceeding**") involving Contractor, a subcontractor, or an officer or director of Contractor or subcontractor, that arises during the term of the Contract, including: (a) a criminal Proceeding; (b) a parole or probation Proceeding; (c) a Proceeding under the Sarbanes-Oxley Act; (d) a civil Proceeding involving: (1) a claim that might reasonably be expected to adversely affect Contractor's viability or financial stability; or (2) a governmental or public entity's claim or written allegation of fraud; or (e) a Proceeding involving any license that Contractor is required to possess in order to perform under this Contract.
- 30. Reserved.**
- 31. State Data.**
 - a. Ownership. The State's data ("**State Data**," which will be treated by Contractor as Confidential Information) includes: (a) the State's data collected, used, processed, stored,

or generated as the result of the Contract Activities; (b) personally identifiable information (“PII”) collected, used, processed, stored, or generated as the result of the Contract Activities, including, without limitation, any information that identifies an individual, such as an individual’s social security number or other government-issued identification number, date of birth, address, telephone number, biometric data, mother’s maiden name, email address, credit card information, or an individual’s name in combination with any other of the elements here listed; and, (c) personal health information (“PHI”) collected, used, processed, stored, or generated as the result of the Contract Activities, which is defined under the Health Insurance Portability and Accountability Act (HIPAA) and its related rules and regulations. State Data is and will remain the sole and exclusive property of the State and all right, title, and interest in the same is reserved by the State. This Section survives the termination of this Contract.

- b. Contractor Use of State Data. Contractor is provided a limited license to State Data for the sole and exclusive purpose of providing the Contract Activities, including a license to collect, process, store, generate, and display State Data only to the extent necessary in the provision of the Contract Activities. Contractor must: (a) keep and maintain State Data in strict confidence, using such degree of care as is appropriate and consistent with its obligations as further described in this Contract and applicable law to avoid unauthorized access, use, disclosure, or loss; (b) use and disclose State Data solely and exclusively for the purpose of providing the Contract Activities, such use and disclosure being in accordance with this Contract, any applicable Statement of Work, and applicable law; and (c) not use, sell, rent, transfer, distribute, or otherwise disclose or make available State Data for Contractor’s own purposes or for the benefit of anyone other than the State without the State’s prior written consent. This Section survives the termination of this Contract.
- c. Extraction of State Data. Contractor must, within five (5) business days of the State’s request, provide the State, without charge and without any conditions or contingencies whatsoever (including but not limited to the payment of any fees due to Contractor), an extract of the State Data in the format specified by the State.
- d. Backup and Recovery of State Data. Unless otherwise specified in Schedule A, Contractor is responsible for maintaining a backup of State Data and for an orderly and timely recovery of such data. Unless otherwise described in Schedule A, Contractor must maintain a contemporaneous backup of State Data that can be recovered within two (2) hours at any point in time.
- e. Loss or Compromise of Data. In the event of any act, error or omission, negligence, misconduct, or breach on the part of Contractor that compromises or is suspected to compromise the security, confidentiality, or integrity of State Data or the physical, technical, administrative, or organizational safeguards put in place by Contractor that relate to the protection of the security, confidentiality, or integrity of State Data, Contractor must, as applicable: (a) notify the State as soon as practicable but no later than twenty-four (24) hours of becoming aware of such occurrence; (b) cooperate with the State in investigating the occurrence, including making available all relevant records, logs, files, data reporting, and other materials required to comply with applicable law or as otherwise required by the State; (c) in the case of PII or PHI, at the State’s sole election, (i) with approval and assistance from the State, notify the affected individuals who comprise the PII or PHI as soon as practicable but no later than is required to comply with applicable law, or, in the absence of any legally required notification period, within five (5) calendar days of the occurrence; or (ii) reimburse the State for any costs in notifying the affected individuals; (d) in the case of PII, provide third-party credit and identity monitoring services to each of the affected individuals who comprise the PII for the period required to comply with applicable law, or, in the absence of any legally required monitoring services, for no less than twenty-four (24) months following the date of notification to such individuals; (e) perform or take any other actions required to comply with applicable law as a result of the occurrence; (f) pay for any costs associated with the occurrence, including but not limited to any costs incurred by the State in investigating and resolving the occurrence, including reasonable attorney’s fees associated with such investigation and resolution; (g) without limiting Contractor’s obligations of indemnification as further described in this Contract, indemnify, defend, and hold harmless the State for any and all claims, including reasonable attorneys’

fees, costs, and incidental expenses, which may be suffered by, accrued against, charged to, or recoverable from the State in connection with the occurrence; (h) be responsible for recreating lost State Data in the manner and on the schedule set by the State without charge to the State; and (i) provide to the State a detailed plan within ten (10) calendar days of the occurrence describing the measures Contractor will undertake to prevent a future occurrence. Notification to affected individuals, as described above, must comply with applicable law, be written in plain language, not be tangentially used for any solicitation purposes, and contain, at a minimum: name and contact information of Contractor's representative; a description of the nature of the loss; a list of the types of data involved; the known or approximate date of the loss; how such loss may affect the affected individual; what steps Contractor has taken to protect the affected individual; what steps the affected individual can take to protect himself or herself; contact information for major credit card reporting agencies; and, information regarding the credit and identity monitoring services to be provided by Contractor. The State will have the option to review and approve any notification sent to affected individuals prior to its delivery. Notification to any other party, including but not limited to public media outlets, must be reviewed and approved by the State in writing prior to its dissemination. This section survives termination or expiration of this Contract.

32. Non-Disclosure of Confidential Information. The parties acknowledge that each party may be exposed to or acquire communication or data of the other party that is confidential, privileged communication not intended to be disclosed to third parties. The provisions of this Section survive the termination of this Contract.

- a. Meaning of Confidential Information. For the purposes of this Contract, the term "**Confidential Information**" means all information and documentation of a party that: (a) has been marked "confidential" or with words of similar meaning, at the time of disclosure by such party; (b) if disclosed orally or not marked "confidential" or with words of similar meaning, was subsequently summarized in writing by the disclosing party and marked "confidential" or with words of similar meaning; and, (c) should reasonably be recognized as confidential information of the disclosing party. The term "Confidential Information" does not include any information or documentation that was: (a) subject to disclosure under the Michigan Freedom of Information Act (FOIA); (b) already in the possession of the receiving party without an obligation of confidentiality; (c) developed independently by the receiving party, as demonstrated by the receiving party, without violating the disclosing party's proprietary rights; (d) obtained from a source other than the disclosing party without an obligation of confidentiality; or, (e) publicly available when received, or thereafter became publicly available (other than through any unauthorized disclosure by, through, or on behalf of, the receiving party). For purposes of this Contract, in all cases and for all matters, State Data is deemed to be Confidential Information.
- b. Obligation of Confidentiality. The parties agree to hold all Confidential Information in strict confidence and not to copy, reproduce, sell, transfer, or otherwise dispose of, give or disclose such Confidential Information to third parties other than employees, agents, or subcontractors of a party who have a need to know in connection with this Contract or to use such Confidential Information for any purposes whatsoever other than the performance of this Contract. The parties agree to advise and require their respective employees, agents, and subcontractors of their obligations to keep all Confidential Information confidential. Disclosure to a subcontractor is permissible where: (a) use of a subcontractor is authorized under this Contract; (b) the disclosure is necessary or otherwise naturally occurs in connection with work that is within the subcontractor's responsibilities; and (c) Contractor obligates the subcontractor in a written contract to maintain the State's Confidential Information in confidence. At the State's request, any employee of Contractor or any subcontractor may be required to execute a separate agreement to be bound by the provisions of this Section.
- c. Cooperation to Prevent Disclosure of Confidential Information. Each party must use its best efforts to identify and prevent any unauthorized use or disclosure of any Confidential Information. Without limiting the foregoing, each party must advise the other party immediately in the event either party learns or has reason to believe that any person who has had access to Confidential Information has violated or intends to violate the terms of

this Contract, thereby making it possible for the other party to seek injunctive or other equitable relief against any such person.

- d. Remedies for Breach of Obligation of Confidentiality. Each party acknowledges that breach of its obligation of confidentiality may give rise to irreparable injury to the other party, which damage may be inadequately compensable in the form of monetary damages. Accordingly, a party may seek and obtain injunctive relief against the breach or threatened breach of the foregoing undertakings, in addition to any other legal remedies which may be available, to include, in the case of the State, at the sole election of the State, the immediate termination, without liability to the State, of this Contract or any Statement of Work corresponding to the breach or threatened breach.
- e. Surrender of Confidential Information upon Termination. Upon termination of this Contract or a Statement of Work, in whole or in part, each party must, within 15 calendar days from the date of termination, return to the other party any and all Confidential Information received from the other party, or created or received by a party on behalf of the other party, which are in such party's possession, custody, or control; provided, however, that Contractor must return State Data to the State following the timeframe and procedure described further in this Contract. Should Contractor or the State determine that the return of any Confidential Information is not feasible, such party must destroy the Confidential Information and must certify the same in writing within 15 calendar days from the date of termination to the other party. However, the State's legal ability to destroy Contractor data may be restricted by its retention and disposal schedule, in which case Contractor's Confidential Information will be destroyed after the retention period expires.

33. Data Privacy and Information Security.

- a. Undertaking by Contractor. Without limiting Contractor's obligation of confidentiality as further described, Contractor is responsible for establishing and maintaining a data privacy and information security program, including physical, technical, administrative, and organizational safeguards, that is designed to: (a) ensure the security and confidentiality of the State Data; (b) protect against any anticipated threats or hazards to the security or integrity of the State Data; (c) protect against unauthorized disclosure, access to, or use of the State Data; (d) ensure the proper disposal of State Data; and (e) ensure that all employees, agents, and subcontractors of Contractor, if any, comply with all of the foregoing. In no case will the safeguards of Contractor's data privacy and information security program be less stringent than the safeguards used by the State, and Contractor must at all times comply with all applicable State IT policies and standards, which are available to Contractor upon request.
- b. RESERVED.
- c. Right of Audit by the State. Without limiting any other audit rights of the State, the State has the right to review Contractor's data privacy and information security program prior to the commencement of Contract Activities and from time to time during the term of this Contract. During the providing of the Contract Activities, on an ongoing basis from time to time and without notice, the State, at its own expense, is entitled to perform, or to have performed, an on-site audit of Contractor's data privacy and information security program. In lieu of an on-site audit, upon request by the State, Contractor agrees to complete, within 45 calendar days of receipt, an audit questionnaire provided by the State regarding Contractor's data privacy and information security program.
- d. Audit Findings. Contractor must implement any required safeguards as identified by the State or by any audit of Contractor's data privacy and information security program.
- e. State's Right to Termination for Deficiencies. The State reserves the right, at its sole election, to immediately terminate this Contract or a Statement of Work without limitation and without liability if the State determines that Contractor fails or has failed to meet its obligations under this Section.

34. Reserved.

Version (2/2017)

35. Reserved.

- 36. Records Maintenance, Inspection, Examination, and Audit.** The State or its designee may audit Contractor to verify compliance with this Contract. Contractor must retain, and provide to the State or its designee and the auditor general upon request, all financial and accounting records related to the Contract through the term of the Contract and for 4 years after the latter of termination, expiration, or final payment under this Contract or any extension ("**Audit Period**"). If an audit, litigation, or other action involving the records is initiated before the end of the Audit Period, Contractor must retain the records until all issues are resolved.

Within 10 calendar days of providing notice, the State and its authorized representatives or designees have the right to enter and inspect Contractor's premises or any other places where Contract Activities are being performed, and examine, copy, and audit all records related to this Contract. Contractor must cooperate and provide reasonable assistance. If any financial errors are revealed, the amount in error must be reflected as a credit or debit on subsequent invoices until the amount is paid or refunded. Any remaining balance at the end of the Contract must be paid or refunded within 45 calendar days.

This Section applies to Contractor, any parent, affiliate, or subsidiary organization of Contractor, and any subcontractor that performs Contract Activities in connection with this Contract.

- 37. Certifications and Representations.** Contractor represents and certifies: (a) Contractor is the owner or licensee of any Contract Activities that it licenses, sells, or develops and Contractor has the rights necessary to convey title, ownership rights, or licensed use; (b) all Contract Activities are delivered free from any security interest, lien, or encumbrance and will continue in that respect; (c) the Contract Activities will not infringe the patent, trademark, copyright, trade secret, or other proprietary rights of any third party; (d) Contractor must assign or otherwise transfer to the State or its designee any manufacturer's warranty for the Contract Activities; (e) the Contract Activities are merchantable and fit for the specific purposes identified in the Contract; (f) the Contract signatory has the authority to enter into this Contract; (g) all information furnished by Contractor in connection with the Contract fairly and accurately represents Contractor's business, properties, finances, and operations as of the dates covered by the information, and Contractor will inform the State of any material adverse changes; (h) all information furnished and representations made in connection with the award of this Contract is true, accurate, and complete, and contains no false statements or omits any fact that would make the information misleading; and that (i) Contractor is neither currently engaged in nor will engage in the boycott of a person based in or doing business with a strategic partner as described in 22 USC 8601 to 8606. A breach of this Section is considered a material breach of this Contract, which entitles the State to terminate this Contract under Section 23, Termination for Cause.
- 38. Conflicts and Ethics.** Contractor will uphold high ethical standards and is prohibited from: (a) holding or acquiring an interest that would conflict with this Contract; (b) doing anything that creates an appearance of impropriety with respect to the award or performance of the Contract; (c) attempting to influence or appearing to influence any State employee by the direct or indirect offer of anything of value; or (d) paying or agreeing to pay any person, other than employees and consultants working for Contractor, any consideration contingent upon the award of the Contract. Contractor must immediately notify the State of any violation or potential violation of these standards. This Section applies to Contractor, any parent, affiliate, or subsidiary organization of Contractor, and any subcontractor that performs Contract Activities in connection with this Contract.
- 39. Compliance with Laws.** Contractor must comply with all federal, state and local laws, rules and regulations.
- 40. Reserved**
- 41. State Printing.** All printing in Michigan must be performed by a business that meets *one* of the following: (a) have authorized use of the Allied Printing Trades Council union label in the locality in which the printing services will be performed; (b) have on file with the Michigan Secretary of State, a sworn statement indicating that employees producing the printing are receiving prevailing wages and are working under conditions prevalent in the locality in which the printing services will be performed; or (c) have a collective bargaining agreement in effect and the employees are represented by an operations that is not influenced or controlled by management.

42. **Nondiscrimination.** Under the Elliott-Larsen Civil Rights Act, 1976 PA 453, MCL 37.2101, *et seq.*, and the Persons with Disabilities Civil Rights Act, 1976 PA 220, MCL 37.1101, *et seq.*, Contractor and its subcontractors agree not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, marital status, or mental or physical disability. Breach of this covenant is a material breach of this Contract.
43. **Unfair Labor Practice.** Under MCL 423.324, the State may void any Contract with a Contractor or subcontractor who appears on the Unfair Labor Practice register compiled under MCL 423.322.
44. **Governing Law.** This Contract is governed, construed, and enforced in accordance with Michigan law, excluding choice-of-law principles, and all claims relating to or arising out of this Contract are governed by Michigan law, excluding choice-of-law principles. Any dispute arising from this Contract must be resolved in Michigan Court of Claims. Contractor consents to venue in Ingham County, and waives any objections, such as lack of personal jurisdiction or *forum non conveniens*. Contractor must appoint agents in Michigan to receive service of process.
45. **Non-Exclusivity.** Nothing contained in this Contract is intended nor will be construed as creating any requirements contract with Contractor. This Contract does not restrict the State or its agencies from acquiring similar, equal, or like Contract Activities from other sources.
46. **Force Majeure.** Neither party will be in breach of this Contract because of any failure arising from any disaster or acts of god that are beyond their control and without their fault or negligence. Each party will use commercially reasonable efforts to resume performance. Contractor will not be relieved of a breach or delay caused by its subcontractors. If immediate performance is necessary to ensure public health and safety, the State may immediately contract with a third party.
47. **Dispute Resolution.** The parties will endeavor to resolve any Contract dispute in accordance with this provision. The dispute will be referred to the parties' respective Contract Administrators or Program Managers. Such referral must include a description of the issues and all supporting documentation. The parties must submit the dispute to a senior executive if unable to resolve the dispute within 15 business days. The parties will continue performing while a dispute is being resolved, unless the dispute precludes performance. A dispute involving payment does not preclude performance.
- Litigation to resolve the dispute will not be instituted until after the dispute has been elevated to the parties' senior executive and either concludes that resolution is unlikely, or fails to respond within 15 business days. The parties are not prohibited from instituting formal proceedings: (a) to avoid the expiration of statute of limitations period; (b) to preserve a superior position with respect to creditors; or (c) where a party makes a determination that a temporary restraining order or other injunctive relief is the only adequate remedy. This Section does not limit the State's right to terminate the Contract.
48. **Media Releases.** News releases (including promotional literature and commercial advertisements) pertaining to the Contract or project to which it relates must not be made without prior written State approval, and then only in accordance with the explicit written instructions of the State.
49. **Website Incorporation.** The State is not bound by any content on Contractor's website unless expressly incorporated directly into this Contract.
50. **Entire Agreement and Order of Precedence.** This Contract, which includes Schedule A – Statement of Work, and expressly incorporated schedules and exhibits, is the entire agreement of the parties related to the Contract Activities. This Contract supersedes and replaces all previous understandings and agreements between the parties for the Contract Activities. If there is a conflict between documents, the order of precedence is: (a) first, this Contract, excluding its schedules, exhibits, and Schedule A – Statement of Work; (b) second, Schedule A – Statement of Work as of the Effective Date; and (c) third, schedules expressly incorporated into this Contract as of the Effective Date. NO TERMS ON CONTRACTOR'S INVOICES, ORDERING DOCUMENTS, WEBSITE, BROWSE-WRAP, SHRINK-WRAP, CLICK-WRAP, CLICK-THROUGH OR OTHER NON-NEGOTIATED TERMS AND CONDITIONS PROVIDED WITH ANY OF THE CONTRACT ACTIVITIES WILL CONSTITUTE A PART OR AMENDMENT OF THIS CONTRACT OR IS BINDING ON THE STATE FOR ANY PURPOSE. ALL SUCH OTHER TERMS AND CONDITIONS HAVE NO FORCE AND EFFECT AND ARE DEEMED

REJECTED BY THE STATE, EVEN IF ACCESS TO OR USE OF THE CONTRACT ACTIVITIES REQUIRES AFFIRMATIVE ACCEPTANCE OF SUCH TERMS AND CONDITIONS.

51. **Severability.** If any part of this Contract is held invalid or unenforceable, by any court of competent jurisdiction, that part will be deemed deleted from this Contract and the severed part will be replaced by agreed upon language that achieves the same or similar objectives. The remaining Contract will continue in full force and effect.
52. **Waiver.** Failure to enforce any provision of this Contract will not constitute a waiver.
53. **Survival.** The provisions of this Contract that impose continuing obligations, including warranties and representations, termination, transition, insurance coverage, indemnification, and confidentiality, will survive the expiration or termination of this Contract.
54. **Contract Modification.** This Contract may not be amended except by signed agreement between the parties (a "**Contract Change Notice**"). Notwithstanding the foregoing, no subsequent Statement of Work or Contract Change Notice executed after the Effective Date will be construed to amend this Contract unless it specifically states its intent to do so and cites the section or sections amended.



**STATE OF MICHIGAN
Department of State**

**Pilot Parental Involvement in GDL/Driver Education Program
Request for Proposal No. 18000000328**

Solicitation Manager Name:
Direct Phone:
Email: HolmesL2@michigan.gov
(517) 335-2754

**This is a Request for Proposal (RFP) for:
Pilot Parental Involvement in GDL/Driver Education Program**

RFP Timeline

| Event | Time | Date |
|------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|
| RFP issue date | N/A | 11/07/17 |
| Deadline for bidders to submit questions about this RFP | 3:00 p.m. EST | 11/13/17 |
| Anticipated date State will post answers to bidder questions on www.michigan.gov/SIGMAVSS | 5:00 p.m. EST | 11/17/17 |
| Proposal deadline* | 3:00 p.m. EST | 11/30/17 |
| Anticipated contract begin date | N/A | 01/01/18 |

***A bidder's proposal received at 3:00:01 p.m. EST is late and subject to disqualification.**

This RFP is subject to change. Check www.michigan.gov/SIGMAVSS for current information.

STATE OF MICHIGAN

PROPOSAL INSTRUCTIONS

- PROPOSAL PREPARATION.** The State recommends reading all RFP materials prior to preparing a proposal, particularly these Proposal Instructions and the Vendor Questions Worksheet. Bidders must follow these Proposal Instructions and provide a complete response to the items indicated in the table below. References and links to websites or external sources may not be used in lieu of providing the information requested in the RFP within the proposal. Include the bidder's company name in the header of all documents submitted with your proposal.

RFP Structure and Documentation

| Document | Description | Bidder Response Instructions |
|--------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Cover Page | Provides RFP title and number, important dates, and contact information for Solicitation Manager | Informational |
| Proposal Instructions | Provides RFP instructions to bidders | Informational |
| Vendor Questions Worksheet | Questions to bidders on background and experience | Bidder to complete and submit by proposal deadline |
| Schedule A – Statement of Work | Statement of work | Bidder to complete and submit by proposal deadline |
| Schedule A, | Complete all bidder response boxes. | Bidder to complete and submit by proposal deadline |
| Schedule B – Pricing | Pricing for goods and services sought by the State through this RFP | Bidder to complete and submit by proposal deadline |
| Contract Terms | Provides legal terms for a contract awarded through this RFP | Deemed accepted by bidder unless information required in Section 8, Evaluation Process is submitted by proposal deadline |

- CONTACT INFORMATION FOR THE STATE.** The sole point of contact for the State concerning this RFP is listed on the Cover Page. Contacting any other State personnel, agent, consultant, or representative about this RFP may result in bidder disqualification.
- QUESTIONS.** Bidder questions about this RFP must be posted on www.michigan.gov/SIGMAVSS no later than the time and date specified on the Cover Page. In the interest of transparency, only written questions are accepted. Answers to questions will be posted on www.michigan.gov/SIGMAVSS. Submit questions using the format below; a Microsoft Excel format or similar is suggested.

| Q # | Document Name | Section # | Page # | Requirement # | Bidder Question |
|-----|---------------|-----------|--------|---------------|-----------------|
| | | | | | |

- MODIFICATIONS.** The State may modify this RFP at any time. Modifications will be posted on www.michigan.gov/SIGMAVSS. This is the only method by which the RFP may be modified.
- DELIVERY OF PROPOSAL.**

Electronic – The bidder must submit its proposal, all attachments, and any modifications or withdrawals electronically through www.michigan.gov/SIGMAVSS. The price proposal should be saved separately from all other proposal documents. The bidder should submit all documents in a modifiable (native) format (examples include, but are not limited to: Microsoft Word or Excel and Google Docs or Sheets). In addition to submitting documents in a modifiable format, the bidder may also submit copies of documents in PDF. Bidder's failure to submit a proposal as required may result in disqualification. The proposal and attachments must be fully uploaded and submitted prior to the proposal deadline. **Do not wait until the last minute to submit a proposal**, as the SIGMA VSS system requires the creation of an account and entry of

certain information, in addition to uploading and submitting the materials. The SIGMA VSS system **will not** allow a proposal to be submitted after the proposal deadline identified in the Cover Page, even if a portion of the proposal has been uploaded.

Questions on how to submit information or how to navigate in the SIGMA VSS system can be answered by calling **(517) 373-4111 or (888) 734-9749**.

6. MANDATORY MINIMUM REQUIREMENTS - Reserved

7. EVALUATION PROCESS. The State will evaluate each proposal based on the following factors:

| | Technical Evaluation Criteria | Weight |
|----|----------------------------------------------------------|---------------|
| 1. | Product/ Service Quality – Schedule A, Statement of Work | 35 |
| 2. | Project Plan – Schedule A, Statement of Work | 35 |
| 3. | Delivery Capabilities – Schedule A, Statement of Work | 15 |
| 4. | Vendor Questions Worksheet | 15 |
| | Total | 100 |

Proposals receiving **80** technical evaluation points will have pricing evaluated and considered for award.

The State may utilize all bidder information, without regard to a proposal's technical score, to determine fair market value for goods or services sought. The State is not obligated to accept the lowest price proposal. If applicable, the State's evaluation will include consideration of a bidder's qualified disabled veteran (QDV) status under [MCL 18.1261\(8\)](#). Additional information on the QDV preference is available at: <http://michigan.gov/micontractconnect/0,4541,7-225-48677-123519--,00.html>.

The State strongly encourages strict adherence to the Contract Terms. The State reserves the right to deem a bid non-responsive for failure to accept the Contract Terms. Nevertheless, the bidder may submit proposed changes to the Contract Terms in track changes (i.e., visible edits) with an explanation of the bidder's need for each proposed change. Failure to include track changes with an explanation of the bidder's need for the proposed change constitutes the bidder's acceptance of the Contract Terms. General statements, such as that the bidder reserves the right to negotiate the terms and conditions, may be considered non-responsive.

The State may conduct an on-site visit to tour and inspect the bidder's facilities; require an oral presentation of the bidder's proposal; conduct interviews, research, reference checks, and background checks; and request additional price concessions at any point during the evaluation process.

8. NOTICE OF DEFICIENCY. The State reserves the right to issue a **Notice of Deficiency** to bidders if the State determines after the proposal deadline that a portion of the RFP was deficient, unclear, or ambiguous. Failure to respond to a **Notice of Deficiency** timely may be cause for disqualification.

9. CLARIFICATION REQUEST. The State reserves the right to issue a **Clarification Request** to a bidder to clarify its proposal if the State determines the proposal is not clear. Failure to respond to a **Clarification Request** timely may be cause for disqualification.

10. RESERVATIONS. The State reserves the right to:

- a. Disqualify a bidder for failure to follow these instructions.
- b. Discontinue the RFP process at any time for any or no reason. The issuance of an RFP, your preparation and submission of a proposal, and the State's subsequent receipt and evaluation of your proposal does not commit the State to award a contract to you or anyone, even if all the requirements in the RFP are met.
- c. Consider late proposals if: (i) no other proposals are received; (ii) no complete proposals are received; (iii) the State received complete proposals, but the proposals did not meet mandatory minimum requirements or technical criteria; or (iv) the award process fails to result in an award.
- d. Consider an otherwise disqualified proposal, if no other proposals are received.
- e. Disqualify a proposal based on: (i) information provided by the bidder in response to this RFP; (2) the bidder's failure to complete registration on www.michigan.gov/SIGMAVSS ; or (3) if it is

determined that a bidder purposely or willfully submitted false or misleading information in response to the RFP.

- f. Consider prior performance with the State in making its award decision.
 - g. Consider overall economic impact to the State when evaluating proposal pricing and in the final award recommendation. This includes but is not limited to: considering principal place of performance, number of Michigan citizens employed or potentially employed, dollars paid to Michigan residents, Michigan capital investments, job creation, tax revenue implications, and economically disadvantaged businesses.
 - h. Consider total-cost-of-ownership factors (e.g., transition and training costs) when evaluating proposal pricing and in the final award recommendation.
 - i. Refuse to award a contract to any bidder that has failed to pay State taxes or has outstanding debt with the State.
 - j. Enter into negotiations with one or more bidders on price, terms, technical requirements, or other deliverables.
 - k. Award multiple, optional-use contracts, or award by Contract Activity.
 - l. Evaluate the proposal outside the scope identified in **Section 8, Evaluation Process**, if the State receives only one proposal.
- 11. AWARD RECOMMENDATION.** The contract will be awarded to the responsive and responsible bidder who offers the best value to the State, as determined by the State. Best value will be determined by the bidder meeting the minimum point threshold and offering the best combination of the factors stated in **Section 8, Evaluation Process**, and price, as demonstrated by the proposal. The State will post a **Notice of Recommendation for Award** on www.michigan.gov/SIGMAVSS.

- 12. DEBRIEF MEETING AND BID PROTEST.** The State will post a **Notice of Recommendation for Award**, which will provide instructions on how to request a debrief meeting

If you wish to initiate a protest of the award, you must submit your written protest to Leigh Holmes, HolmesL2@michigan.gov no later than 3:00 p.m. 3 business days after posting the Notice of Recommendation for Award, or by 3:00 p.m. the next business day if that date falls on a state holiday or weekend. The State reserves the right to adjust this timing and will publish any change on the SIGMA VSS system.

Additional information about the protest process is available at www.michigan.gov/micontractconnect under the "Programs and Policies" link.

- 13. STATE ADMINISTRATIVE BOARD.** Contracts in excess of \$500,000 require approval by the State Administrative Board. The State Administrative Board's decision is final; however, its approval does not constitute a contract. The award process is not complete until the awarded contractor receives a contract fully executed by all parties.
- 14. GENERAL CONDITIONS.** The State will not be liable for any costs, expenses, or damages incurred by a bidder participating in this solicitation. The bidder agrees that its proposal will be considered an offer to do business with the State in accordance with its proposal, including the Contract Terms, and that its proposal will be irrevocable and binding for a period of 180 calendar days from date of submission. If a contract is awarded to the bidder, the State may, at its option, incorporate any part of the bidder's proposal into a contract. This RFP is not an offer to enter into a contract. This RFP may not provide a complete statement of the State's environment, or contain all matters upon which agreement must be reached. Other than verified trade secrets, proposals submitted via www.michigan.gov/SIGMAVSS are the State's property.
- 15. FREEDOM OF INFORMATION ACT.**
- a. Under [MCL 18.1261\(13\)\(b\)](#), records containing "a trade secret as defined under section 2 of the uniform trade secrets act, 1998 PA 448, [MCL 445.1902](#), or financial or proprietary information" are exempt from disclosure under FOIA. And under [MCL 18.1470\(3\)](#), "proprietary financial and accounting" information is also exempt from disclosure under FOIA.
 - b. If information within a bidder's proposal falls under the aforementioned exemptions, and the bidder seeks to have it withheld from disclosure under FOIA, then by the proposal deadline, the bidder must: (1) save exempt information in a separate file (i.e., document); (2) name the file/document "FOIA-EXEMPT"; (3) label the header of each page of the file/document "Confidential–Trade Secret," "Confidential–Financial," or "Confidential–Proprietary" as applicable; (4) clearly reference within the file/document the RFP schedule, section, and page number to which the exempt

information applies; and (5) verify within the FOIA-EXEMPT file/document that the information meets the FOIA exemption criteria.

- c. The State reserves the right to determine whether information designated as exempt by a bidder falls under the FOIA exemptions.
- d. Resumes, pricing, and marketing materials are not trade secrets or financial or proprietary information.
- e. **Do not** identify your entire proposal as "FOIA-EXEMPT," and **do not** label each page of your proposal "Confidential." If a bidder does so, the State may require the bidder to resubmit the proposal to comply with subsection (b) above.
- f. If the State requires a bidder to resubmit a proposal for failure to follow these instructions, the State reserves the right to disqualify the bidder if the proposal is materially changed upon resubmission. In other words, amendments to the proposal should be restricted to that which is necessary to separate confidential from non-confidential information.

STATE OF MICHIGAN

VENDOR QUESTIONS WORKSHEET

Provide a detailed response to each question. "You" and "company" refers to the bidder.

| Information Sought | Bidder Response |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contact Information | |
| Bidder's sole contact person during the RFP process. Include name, title, address, email, and phone number. | Dr. Lisa Molnar Associate Research Scientist 125 UMTRI 2901 Baxter Rd., Ann Arbor MI 48105 ljmolnar@umich.edu ; 734-764-5307 |
| Person authorized to receive and sign a resulting contract. Include name, title, address, email, and phone number. | Ms. Therese Maxwell Senior Project Representative 1040 Wolverine Tower 3003 S. State St., Ann Arbor MI 48109 tmax@umich.edu ; 734-936-1282 |
| Company Background Information | |
| Legal business name and address. Include business entity designation, e.g., sole proprietor, Inc., LLC, or LLP. | Regents of the University of Michigan 3003 S. State St., Ann Arbor, MI 48109 Non-profit, educational institute |
| What state was the company formed in? | Michigan |
| Phone number | 734-764-5500 |
| Website address | www.umich.edu |
| Number of years in business and number of employees | 200, 48,061 |
| Legal business name and address of parent company, if any | N/A |
| Has there been a recent change in organizational structure (e.g., management team) or control (e.g., merger or acquisition) of your company? If the answer is yes: (a) explain why the change occurred and (b) how this change has affected your company. | No |
| Discuss your company's history. Has growth been organic, through mergers and acquisitions, or both? | N/A |
| Has bidder ever been debarred, suspended, or disqualified from bidding or contracting with any entity, including the State of Michigan? If yes, provide the date, the entity, and details about the situation. | No |
| Has your company been a party to litigation against the State of Michigan? If the answer is yes, then state the date of initial filing, case name and court number, and jurisdiction. | No |
| Within the last 5 years, has your company or any of its related business entities defaulted on a contract or had a contract terminated for cause? If yes, provide the date, contracting entity, type of contract, and details about the termination or default. | No |
| State your gross annual sales for the last 5 years. If receiving a contract under this RFP will increase your gross revenue by more than 25% from last year's sales, explain how the company will scale-up to manage this increase. | N/A |
| Describe partnerships and strategic relationships you think will bring significant value to the State. | The UMTRI project team has had a close working relationship with the Michigan Department of State and the Michigan Department of Transportation. Two members of the team currently serve on Secretary Johnson's Safe Drivers Smart Options operating committee, so we already have developed relationships |

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| | with key State officials. In addition, as part of four previous studies involving parents and teens in Michigan GDL, UMTRI has successfully partnered with over 20 driver education schools (including four of the five largest providers in MI) and the Michigan Driver and Traffic Safety Education Association (MDTSEA). |
| State the physical address of the place of business that would have primary responsibility for this account if bidder is awarded a contract under this RFP. | The University of Michigan Transportation Research Center 2901 Baxter Rd, Ann Arbor, MI 48109-2150 |
| Qualified Disabled Veteran | |
| Under MCL 18.1261 , a “qualified disabled veteran” means a business entity that is 51% or more owned by 1 or more veterans with a service-connected disability. A “service-connected disability” means a disability incurred or aggravated in the line of duty in the active military, naval, or air service as described in 38 USC 101(16). Are you a qualified disabled veteran? | No |
| To demonstrate qualification as a qualified disabled veteran, you must provide: (a) Proof of service and conditions of discharge (DD214 or equivalent); (b) Proof of service-connected disability (DD214 if the disability was documented at discharge or Veterans Administration Rating Decision Letter or equivalent if the disability was documented after discharge); and (c) Legal documents setting forth the ownership of the business entity. In lieu of the documentation identified above, you may provide proof of certification by the National Veterans Business Development Council. | N/A |
| Participation in RFP Development or Evaluation | |
| Did your company, or an employee, agent, or representative of your company, participate in developing any component of this RFP? | No |
| Will your company, or an employee, agent, or representative of your company, participate in the evaluation of the proposals received in response to this RFP? | No |
| Experience | |
| Does your company have experience working with the State of Michigan? If so, please provide a list (including the contract number) of the contracts you hold or have held with the State for the last 10 years. | Yes <i>Older Driver Education and Safe Mobility Planning Strategy (SDSO: Keys to Lifelong Mobility)</i> . Michigan Department of Transportation. \$616,331. 05/15/2013 – 09/30/2016. Eby (PI), Molnar, Kostyniuk. (Contract #2013-0243) <i>Targeting Aggressive Cars and Trucks (TACT) in Michigan: An Evaluation</i> . Federal Highway Administration/Michigan Office of Highway Safety Planning. \$175,000. 09/01/2012—08/31/2014. Kostyniuk (PI), Blower, Eby, Molnar. (Contract # TS-14-06). <i>Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan: 2013 Update</i> . Michigan Office of Highway Safety Planning/Michigan Truck Commission. \$133,095. 09/01/2012—08/31/2013. Kostyniuk (PI), Blower, Eby, Molnar. (Contract #TS-13-04). |

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| | <p><i>Evaluation of the Michigan Center for Truck Safety: Effectiveness of Training Programs.</i> Michigan Office of Highway Safety Planning/Michigan Truck Commission. \$106,623. 09/01/2012—08/31/2013. Kostyniuk (PI), Blower, Eby, Molnar. (Contract #TS-13-03).</p> <p><i>Ticketing Aggressive Cars and Trucks (TACT) in Michigan.</i> Michigan Office of Highway Safety Planning. \$74,988. 01/06/2012 - 9/30/2012. Kostyniuk (PI), Blower, Eby, Molnar. (Contract #TS-12-03).</p> <p><i>Data Driven Approaches to Crime and Traffic Safety Teen Seat Belt Use (DDACTS).</i> Michigan Office of Highway Safety Planning. \$122,000. 11/28/2011 - 09/30/2013. Eby (PI), Molnar, Kostyniuk. (Contract #TR-12-13).</p> <p><i>Transportation Patterns of Older Drivers in Rural Michigan.</i> Michigan Department of Transportation. \$227,903. 09/01/2011 – 08/31/2012. Eby (PI), Molnar, Kostyniuk. (Contract #2010-0296).</p> <p><i>Societal Costs of Traffic Crashes and Crime in Michigan: 2011 Update.</i> Michigan Office of Highway Safety Planning. \$63,103. 12/01/2010 – 10/31/2011. Kostyniuk (PI), Molnar, Miller (PIRE), Eby. (Contract #TR-11-01)</p> <p><i>Low-Cost, High Impact Measures to Meet the Transportation Needs of Michigan’s Aging Population.</i> Michigan Department of Transportation. \$207,500. 09/01/2010 – 08/31/2011. Eby (PI), Molnar, Kostyniuk. (Contract #2010-0296)</p> |
| Describe at least [3] relevant experiences from the last [5] years supporting your ability to successfully manage a contract of similar size and scope for the work described in this RFP | |
| Experience 1 | |
| Company name Contact name Contact role at time of project Contact phone Contact email | Michigan Department of Transportation (MDOT) Stuart Lindsay, Kimberly Lariviere Project managers (both are retired) |
| City State Zip | Lansing MI |
| 1. Project name and description of the scope of the project 2. What role did your company play? 3. How is this project experience relevant to the subject of this RFP? | 1. The project name was: Research, program design, and test implementation of a comprehensive statewide older driver education and safe mobility planning strategy (Driver ESMP strategy). The objective of this project was to construct an optimal statewide strategy to support the safe mobility needs of an aging population. The end product was an education and intervention strategy that combined three components: public education, direct intervention, and administration/collaboration. The target audience was comprised of aging adults and their family members, as well as the professionals who work with aging adults. |

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| | <p>2. David W. Eby served as PI for this project; Lisa J. Molnar served as Co-PI.</p> <p>3. The three components – public education, direct intervention, and administration/collaboration - have direct relevance to the proposed project in that we will need to carry out activities in all of these areas to be successful. Our demonstrated expertise in carrying out the Driver ESPM Strategy project will have direct application to the proposed project. In addition, the strategies developed for and lessons learned from working with multiple stakeholder groups are directly relevant to working with teens, their parents, and driving school instructors.</p> |
| Dollar value | \$616,331 |
| Start and end date (mm/yy – mm/yy) | 05/15/2013 – 09/30/2016 |
| Status (completed, live, other – specify phase) | Completed |
| Results obtained | <p>Results of the project included: development/design of the statewide strategy; selected implementation and testing of that strategy through focus groups, interviews, surveys, a process evaluation; and development of a set of recommendations for widespread long-term implementation. The strategy, branded as Safe Drivers Smart options (SDSO), went from a concept to reality in a 3-year joint effort led by MDOT with the assistance of UMTRI, the Michigan Department of State (MDOS), and several other organizations. The development effort involved evaluation among stakeholders and target audiences of each component, an analysis of the scientific evidence of effectiveness of each Strategy resource, and careful consideration of how to manage the Strategy for both initial implementation and sustained support. A critical component of this success is that SDSO is now being managed by MDOS with dedicated personnel and support.</p> |
| Experience 2 | |
| <p>Company name</p> <p>Contact name</p> <p>Contact role at time of project</p> <p>Contact phone</p> <p>Contact email</p> | <p>AAA Foundation for Traffic Safety</p> <p>Tara Kelley-Baker</p> <p>Project Manager</p> <p>202-639-3412</p> <p>tkelleybaker@aaafoundation.org</p> |
| <p>City</p> <p>State</p> <p>Zip</p> | <p>Washington</p> <p>DC</p> <p>20005-2000</p> |
| <p>1. Project name and description of the scope of the project</p> <p>2. What role did your company play?</p> <p>3. How is this project experience relevant to the subject of this RFP?</p> | <p>1. The project name is: Senior Driver Cohort (Longitudinal Research on Aging Drivers, LongROAD). LongROAD is a multisite prospective cohort study designed to generate empirical data for understanding the role of medical, behavioral, environmental, and technological factors in driving safety during the process of aging.</p> <p>2. David W. Eby serves as Co-PI for the overall study; Lisa J. Molnar serves as the PI for the Michigan site.</p> <p>3. LongROAD has five sites (in five different states) with close to 3,000 participants overall. The Michigan site enrolled 600 participants in less than 15 months, demonstrating considerable competency in identifying and overcoming recruiting challenges. We will apply these strategies and experiences to recruitment challenges for the proposed project. Coordination and management (of a large project team and sample of</p> |

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| | participants) are also central to the success of LongROAD. This is directly relevant to the success of the proposed project as well. Finally, we are collecting a comprehensive set of data from LongROAD participants including considerable survey data from questionnaires that we developed. Our expertise in survey development will be important for the evaluation component of the proposed project. |
| Dollar value | \$3,647,730 |
| Start and end date (mm/yy – mm/yy) | 08/15/3014 – 12/31/2018 |
| Status (completed, live, other – specify phase) | Ongoing |
| Results obtained | Close to 3,000 participants have been recruited and a comprehensive set of data are being collected including GPS-derived driving data, survey data, and secondary data from medical records, crash records, and driving history. Several reports and papers have been published and are available on the LongROAD website (http://www.longroadstudy.org/). |
| Experience 3 | |
| Company name Contact name Contact role at time of project Contact phone Contact email | United States Department of Transportation Dawn Tucker-Thomas Project Manager 202-366-1300 Dawn.Tucker-Thomas@dot.gov |
| City State Zip | Washington DC 20590 |
| 1. Project name and description of the scope of the project 2. What role did your company play? 3. How is this project experience relevant to the subject of this RFP? | 1. The project name is: Center for Advancing Transportation Leadership and Safety (ATLAS Center). The ATLAS Center is a University Transportation Centers Tier 1 Program focused on transportation safety. The center's theme, Integrated Solutions for Transportation Safety, is carried out through research, education and workforce development, and technology transfer. 2. David W. Eby is the director and Lisa J. Molnar is the Associate Director of the ATLAS Center. 3. This project has direct relevance to the proposed project in that we support and focus our research and education efforts on all segments of the population, with special attention to high risk groups including teens and young novice drivers. Central to our success has been our outreach efforts to transportation safety related professionals and practitioners and other key stakeholders, as well as our efforts to facilitate, support, and directly carry out research to develop and test effective countermeasures for improving traffic safety. These activities all have direct applicability to the proposed project. All members of the project team for the proposed project participate in the ATLAS Center and will bring their experience and expertise developed from their involvement to the proposed project. |
| Dollar value | \$3,755,048 |
| Start and end date (mm/yy – mm/yy) | 10/01/13-10/01/18 |
| Status (completed, live, other – specify phase) | Live |
| Results obtained | The ATLAS Center has supported and participated in a variety of projects intended to improve the driving safety of different segments of the population. Examples of projects focusing on young drivers include: Risk-taking behaviors and pre-frontal cortex |

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| | <p>activity of male adolescents in the presence of peer passengers during simulated driving: A functional near-infrared spectroscopy (fNIRS) Study (Pradhan, Buckley, and Hu); and Circadian timing, drowsy driving, and health risk behavior in novice adolescent drivers (Arendt, Huntly, Simons-Morton). ATLAS also supported several presentations on the social influences of teen passengers and on young drivers' safety.</p> |
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STATE OF MICHIGAN

Request for Proposal No.
Pilot Parental Involvement in GDL/Driver Education Program

SCHEDULE A STATEMENT OF WORK CONTRACT ACTIVITIES

BACKGROUND

Motor vehicle crash rates are higher for teen drivers than for other age groups, with novice teen drivers being twice as likely as adult drivers to be in a fatal crash (NHTSA, 2017). The crash risk for teens is highest during the first two years of driving with an intermediate/provisional license (Mayhew et al., 2003). Driving is a complex and dynamic task and learning to drive safely is a significant challenge for teens and their parents.

Graduated Driver Licensing (GDL) is the most widely available prevention approach for novice drivers under the age of 18 in the United States (US). GDL typically includes three phases: 1) prolonged, supervised practice driving; 2) an intermediate/provisional/restricted license with limits on unsupervised driving (e.g., at night or with teen passengers); and, 3) a full license. GDL programs vary by state, but all US states have a three-stage GDL program (IIHS, 2017). GDL provides longer practice periods, limits driving under high risk conditions, and requires greater parental involvement in teens' driving education. It has been shown to be effective in increasing novice teen drivers' safety while they begin driving independently (Shope et al., 2001) and has reduced teen crashes 10-30% on average (IIHS, 2017). Despite this success, teen crashes remain unacceptably high and innovative approaches to enhance the effectiveness of GDL are needed.

Enhancing parental involvement in GDL is one such opportunity. Parental involvement is implicit in GDL, most obviously during the learner phase where parents are typically tasked with providing a majority of the supervision to complete teens' supervised practice driving requirement. Less obvious to parents may be that their involvement is also implicit in the later GDL stages. Parental involvement is vital to helping teens transition safely from supervised practice driving to independent/unsupervised driving and in enforcing compliance with GDL restrictions or going beyond the minimal GDL provisions with additions of their own. Research has shown that increased parent involvement reduces teens' motor vehicle crash risk (Simons-Morton & Ouimet, 2006), but parents vary in their involvement, engagement, coaching and supervision approaches during practice driving, and supervision and monitoring during unsupervised driving (Goodwin et al., 2010; Goodwin et al., 2014; Simons-Morton et al., 2008).

Despite the potential impact of parents on developing teens' safe driving, there are few evidence-based programs available to help parents be effectively involved in their teens learning to drive process throughout GDL (Curry et al., 2015). The University of Michigan Transportation Research Institute (UMTRI) has conducted three randomized controlled trials in which evidence-based parent-directed interventions were developed/adapted and tested with parents and teens from Michigan Segment 1 and Segment 2 classes. In the most recent study, UMTRI developed the evidence-based "Parent Guide for Coaching Teen Drivers" and evaluated it with parents and teens recruited from Michigan Segment 1 classes (Buckley et al., under review). In two previous studies, UMTRI adapted the NIH-developed Checkpoints™ program for delivery via a parent-teen meeting during Michigan Segment 2 classes (Zakrajsek et al., 2009; Zakrajsek et al., 2013). Checkpoints™ utilizes persuasive communication and a Parent-Teen Driving Agreement to encourage parents to continue supervising and monitoring their teen's driving during the intermediate/restricted/provisional license phase of GDL. More information is provided about all three studies and their relevance to the proposed program in our response to this RFP below.

Several states or jurisdictions are now requiring parent involvement in driver education, usually in the form of a mandatory parent orientation meeting (IIHS, 2017). While no studies have yet been published that show that these meetings reduce young driver crashes or fatalities, the approach is promising. Currently, Michigan does not require parents of teen drivers to attend a parental involvement program either as part of GDL or driver education. However, there are some driver education providers that require parents to attend parent meetings and some that hold voluntarily attended meetings. The content of these meetings is not consistent between providers.

The Michigan Department of State (MDOS) currently makes a number of resources available to parents of teen drivers through www.Michigan.gov/teendrivers, distribution at Secretary of State branch offices, driver education providers, news releases, Motor Vehicle Network messaging via monitors in branch offices, Twitter and other social media outlets, and at public events. These resources provide information on the parent's role, teen driving risks, understanding GDL and Driver Education Segments 1 and 2, supervising practice driving, being a good role model, enforcing GDL at home, and developing a parent/teen driving agreement. However, MDOS noted in this RFP that

there is a great opportunity and need for a quality Michigan parent program that is well-evaluated. Among the components they identified for a “good” program were:

- Mandatory attendance
- Delivered by trained, educated facilitators
- Ongoing evaluation
- Encouragement for parental involvement throughout the GDL process
- Support for GDL and facilitate achieving its primary goal of ensuring teens receive much needed driving experience under conditions of low exposure to risk
- Positive influences the quantity and quality of supervised driving practice and driving experience

UMTRI is uniquely qualified to complete this work having previously conducted two randomized controlled intervention trials that included development and delivery of a parent-teen meeting in Michigan Segment 2 driver education classrooms (Zakrajsek et al., 2009; Zakrajsek et al., 2013). Across the two studies, trained UMTRI staff and UMTRI-trained driver education instructors delivered 86 parent-teen meetings. Additionally, UMTRI recently completed a randomized controlled that included the development and evaluation of an evidence-based supervised practice driving guidebook for parents (“*Parent Guide for Coaching Teen Drivers*”) that was tested by parents and teens recruited from Michigan Segment 1 driver education classes (Buckley et al., under review). The PI for the proposed study, Dr. Lisa J. Molnar, was a key member of the team that conducted the original evaluations of Michigan’s GDL program (see Shope & Molnar, 2004; Shope, Molnar, Elliot & Waller, 2001), as well a broader evaluation of early GDL programs in the US (see Shope & Molnar, 2003). The Behavioral Sciences Group (BSG) at UMTRI, led by Co-PI Dr. David W. Eby, has conducted evaluations of traffic safety related programs targeted at drivers of all ages including young drivers for over two decades, and also has extensive experience and expertise in the development, administration, and analysis of surveys. The project manager for the proposed project, Jennifer Zakrajsek (also a member of BSG), had a central role in all of the randomized controlled intervention trials previously mentioned. Thus, our team brings together all of the requisite experience and capabilities to successfully conduct this proposed study. The curriculum vita for key personnel for this proposed study can be found in Attachment A.

SCOPE

The research team from UMTRI will develop, implement, and evaluate (via a well-designed and carefully controlled evaluation study) a Pilot Parental Involvement in Graduated Driver Licensing/Driver Education Program for possible long-term implementation. The overarching goal of this program is to reduce teen traffic crashes in Michigan.

Unlike other states that provide all available information up-front, Michigan offers two segments of driver education in its GDL program, which provides an opportunity to reach parents at different times when it is deemed to be more effective. According to data provided by the State of Michigan (SOM) in this RFP, on average, there are about 91,332 teens who complete Segment 1 each year in Michigan and about 79,599 teens who complete Segment 2. The recommended program includes two components: 1) Driver Education Segment 1 Parent Only Meeting, and 2) an Evaluation Study.

Component 1 - Driver Education Segment 1 Parent Only Meeting (Segment 1 parent meeting)

UMTRI will design and deliver a Segment 1 parent meeting that meets the following objectives specified by the SOM in this RFP:

1. Positively influence the quantity and quality of supervised driving practice and driving experience - teens acquire more appropriate parent supervised driving practice while they have their Level 1 Learner’s License
2. Motivate parental involvement throughout the GDL process
3. Support GDL and facilitate achieving its primary goal of ensuring teens receive much needed driving experience under conditions of low exposure to risk
4. Encourage driver education instructors to work cooperatively with parents to engage them further in the learning process and to structure the practice driving sessions with their teens systematically from simple to more complex

Component 2 - Evaluation Study

For the second component of this work, UMTRI will complete an evaluation study of the Pilot Parental Involvement in Graduated Driver Licensing/Driver Education Program (Pilot Parent Program). UMTRI’s evaluation will include multiple survey waves for parents and teens (two for parents and one for teens) and analysis of teens’ state driving and crash records. The surveys will include measures that will allow UMTRI to evaluate the objectives listed above (for example knowledge [teen driving risks, GDL, parents’ role in GDL], perceived risk, parental involvement, supervised practice driving behavior [practice amount, type, complexity, planning, progression, communication], Level 2 driving rules and privileges, Level 2 parental supervision, Level 2 teen driving exposure [amount and frequency], and self-reported Level 2 teen driving outcomes [risky driving, moving violations/offenses, crashes, license actions] along with possible outcome covariates such as demographics and parent’s driving history) and process items about the meeting content and materials that will help identify areas in which the program may be improved. The analysis of

state driving records will provide an objective measure of teen driving outcomes to complement the self-reported measures in the survey. It is important to survey parents separately and record individual perceptions of the parents' implementation of the program content and recommendations. Where possible, UMTRI will utilize validated measures from our own previous evaluations or colleagues elsewhere. UMTRI has completed randomized controlled trials evaluating a Segment 1 guidebook for parents and Segment 2 parent-teen meetings and will draw on the expertise gained from those studies in designing and implementing this evaluation.

An overall project timeline can be found in the Appendix.

REQUIREMENTS

1. Component 1 - Driver Education Segment 1 Parent Only Meeting

Requirements:

- 1.1. Utilize available evidence-based or "best practice" resources already developed
- 1.2. Delivered by trained, educated facilitators
- 1.3. Attended by parents only
- 1.4. Voluntary attendance
- 1.5. No cost to participants above any cost of the driver education program selected
- 1.6. Parents will attend this meeting prior to their teen receiving a Level 1 Learner's License and before they begin the required supervised practice driving sessions with their teen
- 1.7. Held at volunteer high schools, driver education locations or other sites provided at no cost in the interest of public and traffic safety
- 1.8. The meeting's main focus will be on the importance of the required parent supervised practice driving sessions with their teens through participatory exercises and clear, concise, and succinct information. Minimally, the topics below will be included:
 - 1.8.1. Teen risk factors for crashing
 - 1.8.2. How GDL works to reduce risk
 - 1.8.3. Driver education is just one element in learning safe driving skills
 - 1.8.4. Parents can do a great deal to ensure their teens' safety as they are learning to drive:
 - Being good role models
 - Feel calm while supervising a drive (Teens are at low crash risk when driving with their parents)
 - Training teens so they learn safe driving skills, have appropriate attitudes, and observe roadway etiquette
 - Lots of driving experience is critical (50 hours is a minimum)
 - 1.8.5. Encourage use of a resource that provides lesson plans that parents may use to help their teen learn how to drive
 - 1.8.6. Basic coaching skills
 - 1.8.7. Parents are in control

UMTRI's Response to Component 1 - Driver Education Segment 1 Parent Only Meeting Requirements:

UMTRI will develop a Segment 1 parent meeting that meets all objectives and requirements specified in this RFP. UMTRI's response to each Segment 1 parent meeting requirement is provided below:

1.1 Utilize available evidence-based or "best practice" resources already developed

UMTRI will include the following materials specified by the SOM as materials they anticipate will be included: Michigan's GDL: A Guide for Parents, The Parent's Supervised Driving Guide, MI GDL Parent Checklist, and Your Probationary License brochure.

Additionally, UMTRI will utilize material developed as part of a recently completed Centers for Disease Control and Prevention (CDC) funded study to create the evidence-based 'Parent Guide for Coaching Teen Drivers.' The guide was developed via a multi-stage process that included a Delphi-study of an expert panel of young driver researchers and traffic safety experts, focus groups of Michigan parents of teens at different GDL phases, and individual interviews with parents and experts. The guide was evaluated via a Randomized Controlled Trial of parent-teen dyads recruited from Michigan Segment 1 classes. A manuscript about the development of the booklet and reporting results from the evaluation is currently under review at the *Journal of Safety Research* (Buckley et al., under review). The guide was designed around three Practice Principles: 1) Start with the simplest, safest conditions; 2) Progress slowly from easier to more challenging driving conditions; and, 3) Practice the same driving skills repeatedly and with focus. The following topics were included in the guide: communicating with your teen; coaching a teen driver;

practicing in different conditions; Practice Principles (with charts of recommended skill progression); skills in different settings; a practice log; and sample practice drives.

Finally, UMTRI will conduct a thorough review of the literature and young driver programs that meet “best practice” standards to identify additional resources that may be considered for inclusion (for example the NETS Novice Driver Road Map).

UMTRI will utilize the feedback obtained from parents and teens during the development and evaluation of Segment 1-directed and Segment 2-directed interventions to incorporate effective persuasive communication into the meeting curriculum and script and into the communication efforts designed to recruit parents to attend the meetings and participate in the study. The UMTRI team has obtained substantial direct feedback from parents regarding beliefs, obstacles, and logistical challenges that the team will need to overcome to convince parents to join the study and to “buy in” to the content presented during the meetings and to use the materials/information with their teens.

1.2 Delivered by trained, educated facilitators

The UMTRI team has developed training materials and a training protocol used in a CDC-funded evaluation of a Segment 2 parent-teen meeting delivered by driver education instructors (Zakrajsek et al., 2013). All can be adapted for this study’s Segment 1 meeting. The training materials included a video showing a sample meeting and a facilitator guide. Each facilitator completed a two-hour training session in which they viewed the video and participated in role-playing exercises to practice facilitating a meeting. Facilitators were given a copy of the video and the facilitator guide. Quality control was maintained by asking facilitators to complete a brief evaluation/checklist after each meeting and the study coordinator observed at least one meeting for each facilitator.

UMTRI will develop a comparable training protocol and materials for the Segment 1 parent meeting and will use it to train all meeting facilitators. UMTRI anticipates that meetings will be facilitated by staff from UMTRI and the SOM. In addition to preparing facilitators for this study, this work will yield a training protocol and materials that can be used after the study for broader implementation of the program.

1.3 Attended by parents only

The Segment 1 meeting will be for parents only

1.4 Voluntary attendance

The UMTRI team will utilize assistance from driving schools and driver education instructors to recruit participants and promote the study, but will clearly state in all promotion efforts and recruitment materials that attendance at the meetings and participation in the study is voluntary and will not impact their teen’s standing in driving education or GDL.

Making attendance voluntary will make it more challenging to recruit an adequate sample size within the required time frame (parents with teens in Segment 1 from December 1, 2019 through March 31, 2020 but the UMTRI team has experience recruiting parents and teens to participate in voluntary programs via driver education and will leverage the strategies and lessons learned during those studies to optimize our recruitment efforts here. Participation rates ranged from 30-35% in those studies which also included voluntary parent attendance.

1.5 No cost to participants above any cost of the driver education program selected

There will be no cost for parents to attend the Segment 1 meeting. Parents will be paid \$10 each for completing the baseline survey administered before the meeting as part of the evaluation described in Component 2 of this response.

1.6 Parents will attend this meeting prior to their teen receiving a Level 1 Learner’s License and before they begin the required supervised practice driving sessions with their teen.

The Segment 1 meeting will be designed for parents whose teens are currently taking Segment 1 and have not yet obtained a Level 1 license/have not yet started completing the parent supervised practice driving. Parents will be eligible to attend a Segment 1 meeting if their teen is enrolled in and/or is about to begin Segment 1 or if their teen is currently taking Segment 1. To be eligible to participate in the study, parents must attend a Segment 1 meeting before their teen obtains a Level 1 license.

1.7 Held at volunteer high schools, driver education locations or other sites provided at no cost in the interest of public and traffic safety.

UMTRI has considerable experience conducting meetings, focus groups, and other gatherings of parents and teens at locations throughout Michigan and surrounding states (including a CDC-funded study in which UMTRI conducted a total of 67 focus groups with parents and teens in Michigan, Ohio, and Indiana with meeting sites obtained at no cost). UMTRI has a strong record of establishing partnerships with schools, driver education providers, and other community groups in the interest of public and traffic safety. Several partners have provided assistance ranging from recruitment/promotional assistance to the provision of meeting spaces at no cost. UMTRI will ensure that the meeting spaces used for the Segment 1 parent meetings are located centrally for a majority of the attendees, have ample parking available, are large enough to accommodate all attendees, and are equipped adequately to meet the needs of the facilitators and attendees and accomplish the goals of each meeting.

1.8 The meeting's main focus will be on the importance of the required parent supervised practice driving sessions with their teens through participatory exercises and clear, concise, and succinct information.

UMTRI will develop a structured, streamlined, and interactive meeting program that presents information clearly and encourages parent participation. The meeting content and recommendations will be reinforced through participatory exercises completed during the meeting and materials given to parents to take home.

At a minimum, the meeting will include the following topics/messages:

- 1.8.1 Teen risk factors for crashing
- 1.8.2 How GDL works to reduce risk
- 1.8.3 Driver education is just one element in learning safe driving skills
- 1.8.4 Parents can do a great deal to ensure their teens' safety as they are learning to drive: being good role models, feel calm while supervising a drive, training teens so they learn safe driving skills, lots of driving experience is critical [50 hours is a minimum]
- 1.8.5 Encourage use of a resource that provides lesson plans that parents may use to help their teen learn how to drive (the Segment 1 meeting materials will be provided to parents as examples).
- 1.8.6 Basic coaching skills
- 1.8.7 Parents are in control

Additionally, UMTRI will conduct a thorough review of the literature and young driver programs that meet "best practice" standards to identify additional topics that may be considered for inclusion.

Deliverables:

- 1.9. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting content, materials, and other items recommended by contractor (e.g., facilitator guide, PowerPoint, instructional video, handouts, supplies, etc.). Materials already produced by the MDOS are anticipated to be included such as Michigan's GDL: A Guide for Parents, The Parent's Supervised Driving Guide, MI GDL Parent Checklist, and Your Probationary License brochure.
- 1.10. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting implementation plan including how meetings will be coordinated and facilitated, number and duration of meetings, plan to ensure effective program delivery and consistency, etc. Include other contractor recommended plan components.
- 1.11. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting recruitment plan for all aspects of the program (e.g. driver education providers, study evaluation population, delivery locations, etc.) Include details of incentives that may be used and their cost. Include other contractor recommended plan components.
- 1.12. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting communication plan.
- 1.13. By November 30, 2019, secure Segment 1 Parent Only Meeting materials, supplies, incentives, etc.
- 1.14. October 1 through December 31, 2019, implement the MDOS approved Segment 1 Parent Only Meeting communication and recruitment plans.
- 1.15. December 1, 2019 through March 31, 2020, deliver the MDOS approved Driver Education Segment 1 Parent Only Meetings to participants.

A detailed breakdown of the estimated costs are presented in Schedule B for each of the above program deliverables including all expenses, equipment, supplies, etcetera.

To defer costs, UMTRI will ask SOM staff to deliver Segment 1 parent meetings that are located in a geographic area that is more feasible and economic for SOM staff to attend compared to UMTRI staff. UMTRI estimates that approximately 60% of meetings will be facilitated by UMTRI staff and 40% by SOM staff and this assumption is reflected in the estimated costs presented in Schedule B.

UMTRI Response to Component 1 - Driver Education Segment 1 Parent Only Meeting Deliverables:

Upon the start of the contract in December 2018, UMTRI will work with MDOS to create a project work plan that specifies dates and a timeline for UMTRI to provide preliminary drafts of deliverables to MDOS for review, for MDOS to provide feedback to UMTRI, for UMTRI to revise drafts accordingly, and for UMTRI to deliver the following final, approved deliverables to MDOS by the dates listed below:

- 1.9 By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting content, materials, and other items recommended by contractor (e.g., facilitator guide, PowerPoint, instructional video, handouts, supplies, etc.). Materials already produced by the MDOS are anticipated to be included such as Michigan's GDL: A Guide for Parents, The Parent's Supervised Driving Guide, MI GDL Parent Checklist, and Your Probationary License brochure.
- 1.10. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting implementation plan including how meetings will be coordinated and facilitated, number and duration of meetings, plan to ensure effective program delivery and consistency, etc.
- 1.11. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting recruitment plan for all aspects of the program (e.g. driver education providers, study evaluation population, delivery locations, etc.) Include details of incentives that may be used and their cost. Include other contractor recommended plan components.
- 1.12. By August 31, 2019, deliver MDOS approved Segment 1 Parent Only Meeting communication plan.
- 1.13. By November 30, 2019, secure Segment 1 Parent Only Meeting materials, supplies, incentives, etc.
- 1.14. October 1 through December 31, 2019, implement the MDOS approved Segment 1 Parent Only Meeting communication and recruitment plans.
- 1.15. December 1, 2019 through March 31, 2020, deliver the MDOS approved Driver Education Segment 1 Parent Only Meetings to participants.

UMTRI will begin developing the Segment 1 parent meeting content, facilitator guide, materials, and all other items that will be utilized or distributed in the meeting upon the start of the contract in December 2018. During the planning process, UMTRI will determine how much time is needed to produce and/or obtain all components to provide them in a reviewable form to MDOS and will work with MDOS to develop a review schedule that will allow adequate time for MDOS to review the meeting components and for UMTRI to revise the components as needed. The final, approved components will be delivered to MDOS by August 31, 2019. Please see UMTRI's response to item 1.1 above for more information about UMTRI's intention to utilize available evidence-based resources.

The implementation, recruitment, and communication plans for the Segment 1 parent meeting are highly dependent on the requirements and deliverable dates specified by MDOS in this RFP for the Segment 1 parent meeting, and the evaluation study. Several key requirements in this RFP will influence all the deliverables in this section and 2. (evaluation study):

- * the Segment 1 parent meeting must be delivered from December 1, 2019 through March 31, 2020.
- * the evaluation must include at least 200 parent-teen dyads that are in the intervention group and attend the meetings and at least 200 parent-teen dyads that are in the control/comparison group. Therefore, at least 400 parent-teen dyads must be recruited to participate in the evaluation within the Segment 1 timeframe specified above.

The number of Segment 1 parent meetings that will be conducted will be highly dependent on the required Segment 1 timeframes and sample size. Based on UMTRI's experience conducting randomized controlled intervention trials within Michigan driver education/GDL and with similar time constraints as required here, the considerations below are expected to be included in the implementation, recruitment, and communication plans and have been incorporated into the cost estimates provided in Schedule B.

A total of 400 parents will be recruited from Segment 1 classes conducted in Michigan from December 1, 2019 through March 31, 2020. Of those parents, 200 will be assigned to the intervention group and will attend a Segment 1 parent meeting. Two-hundred of the parents will be assigned to the control group and will receive the standard Segment 1 information provided by their driving schools' curriculum. All 400 parents will complete an online baseline survey (Survey 1; before the Segment 1 parent meeting for the intervention group and before the teen obtains a Level 1 license for the control group). Each parent will receive \$10 for completing the survey.

UMTRI staff will maintain contact with the participants for the next several months via regular check-in emails with the parents. From January 1, 2021 through April 30, 2021 all 400 parents and their 400 teens will complete online surveys (Survey 2; separate surveys for parents and teens). The survey will be a post-test for the Segment 1 parent meeting. Each parent and each teen will receive \$10 for completing the survey.

Driver education (DE) instructors and driving schools will be engaged as important partners in this research. DE providers will be recruited to promote the study to parents with teens enrolled in upcoming or ongoing Segment 1 classes according to the recruitment and communication plans that will be developed by UMTRI during the first months of the study. Participating instructors will each be given a recruitment goal that will be determined based on

the study's enrollment needs and the size of the driving school. Each instructor will receive \$60 for participating in the study and a \$40 bonus if he/she meets the recruitment goal for a possible payment of \$100/instructor. This strategy was used by UMTRI previously to recruit parent-teen dyads from Segment 2 classes in 10 driving schools for a CDC-funded study. The UMTRI team found that the strategy adequately compensated instructors for their time devoted to the study and provided them incentive to meet the study goals.

One of the biggest challenges in this study will be to recruit an adequate sample size within the required time frame. The UMTRI team has experience recruiting parents and teens to participate in voluntary programs via driver education and will leverage the strategies and lessons learned during those studies to optimize our recruitment efforts here. When developing the recruitment strategy, the UMTRI team will utilize analysis of recent GDL licensing data in Michigan to determine the sampling area and sampling size needed to recruit 400 parent-teen dyads that will be eligible for Segment 1 meetings during the calendar periods required for this RFP. UMTRI reviewed the most recent snapshot of state driving records and found that 22,000 teens had obtained a Level 1 license from December 1, 2016 through March 31, 2017 (the most recent period that matches when the Segment 1 meeting will be administered for this study). The UMTRI team estimates that the sampling frame will include Segment 1 classes in Ingham County, Washtenaw County and the 9 counties sharing borders with them (Clinton, Eaton, Jackson, Livingston, Shiawassee, Lenawee, Monroe, Oakland, and Wayne). This area was selected to allow UMTRI and SOM staff to deliver the Segment 1 meetings without overnight travel and to minimize mileage costs. A total of 10,327 teens from this 11-county area obtained Level 1 licenses from December 1, 2016 through March 31, 2017. Given the elimination of the Segment 2 parent-teen meeting, UMTRI is no longer restricted to recruiting only those parent-teen dyads that expect to attend Segment 2 during the four-month period UMTRI would have delivered Segment 2 meetings (originally estimated to be 27% of the Level 1 sample). UMTRI will be conducting a follow-up survey approximately 11 months after the Segment 1 meeting and will be checking driving/crash records from the Segment 1 meeting until the end of the Component 2 Evaluation Study. Based on the most recent state driving records, 58% (n=6,042) of teens, from the 11-county study area, that obtained a Level 1 license from December through March went on to obtain a Level 2 license by April 30th of the following year (a period that matches our evaluation study). This should provide a sufficient sampling pool and will allow UMTRI to examine independent driving outcomes of the Segment 1 meeting for as many study teens as possible.

As part of the recruitment and communication plans developed in this study, UMTRI will create letters, flyers, scripts and other materials for DE instructors to distribute to their Segment 1 parents and for UMTRI to distribute throughout the study area.

Meetings will be delivered by trained UMTRI staff and trained SOM staff (to address the RFP requirement that we utilize SOM staff where possible to reduce costs). UMTRI will train SOM staff utilizing the training protocol and materials developed as part of the implementation plan. Meeting assignment will be determined based on proximity to the meeting location and UMTRI/SOM staff availability.

If multiple driver education providers are holding classes within the same area during the same time period, UMTRI will offer combined meetings at central locations that will be open to parents from any of those classes. For example, there are December Segment 1 classes in Ann Arbor, Chelsea, and Dexter from December 3 – January 5 so UMTRI could hold a Segment 1 parent meeting, open to all of those classes, in the UMTRI library on December 15th.

2. Evaluation Study Requirements:

- 2.1. Evaluation study design with a random and representative sample size such as 200 dyads (200 parents and 200 teens) for the intervention participants and 200 dyads (200 parents and 200 teens) for the comparison participants
- 2.2. Report to the MDOS the effectiveness and/or efficacy of implementing the Driver Education Segment 1 Parent Only Meeting statewide, either voluntarily or possibly a mandated requirement

Note that it is understood that to effectively evaluate crash outcomes a 3,000 to 4,000 participant sample size would be required, and funds are not presently available for that size of study. A recommended alternative study design may be suggested.

UMTRI Response to Evaluation Study Requirements:

UMTRI will design an evaluation study that meets all objectives and requirements specified in this RFP. UMTRI's response to each requirement is provided below:

- 2.1. **Evaluation study design with a random and representative sample size such as 200 dyads (200 parents and 200 teens) for the intervention participants and 200 dyads (200 parents and 200 teens) for the comparison participants**

A total of 400 parents will be recruited from Segment 1 classes conducted in Michigan from December 1, 2019 through March 31, 2020. Of those parents, 200 will be randomly assigned to the intervention group and will attend a Segment 1 parent meeting. Two-hundred of the parents will be randomly assigned to the control group and will receive the standard Segment 1 information provided by their driving schools' curriculum. Group assignment will be done in blocks by calendar months to facilitate the scheduling of Segment 1 meetings and ensure that parents are able to attend a meeting before their teens obtain a Level 1 license. All 400 parents will complete an online baseline survey (Survey 1; before the Segment 1 meeting for the intervention group and before the teen obtains a Level 1 license for the control group). Each parent will receive \$10 for completing the survey.

UMTRI staff will maintain contact with the participants for the next several months through regular check-in emails with the parents. From January 1, 2021 through April 30, 2021 all 400 parents and their 400 teens will complete online surveys (Survey 2; separate surveys for parents and teens). The survey will be a post-test for the Segment 1 parent meeting. Each parent and each teen will receive \$10 for completing the survey.

State driving and crash records will also be examined for each teen to create objective driving outcome measures. Information about teen's license history (including licenses obtained, suspended, revoked, etc.) and offenses/moving violations will be obtained from the MDOS Driver History Database. MDOS provides snapshots of this to UMTRI bi-annually for use by University of Michigan researchers and it is maintained by UMTRI's CMISST group. Information about crashes will be obtained from the MSP Crash Database that is prepared annually, maintained and made available to researchers by UMTRI's CMISST group.

The surveys will include measures that will allow UMTRI to evaluate the objectives listed earlier for this program (for example knowledge [teen driving risks, GDL, parents' role in GDL], perceived risk, parental involvement, supervised practice driving behavior [practice amount, type, complexity, planning, progression, communication], Level 2 driving rules and privileges, Level 2 parental supervision, Level 2 teen driving exposure [amount and frequency], and self-reported Level 2 teen driving outcomes [risky driving, moving violations/offenses, crashes, license actions] along with possible outcome covariates such as demographics and parent's driving history) and process items about the meeting content and materials that will help identify areas where the program may be improved. The analysis of state driving records will provide an objective measure of teen driving outcomes to complement the self-reported measures included in Survey 2. It is important to survey parents separately to record individual perceptions of the parents' implementation of the program content and recommendations. Where possible, UMTRI will utilize validated measures from our own previous evaluations or colleagues elsewhere. UMTRI has completed randomized controlled trials evaluating a Segment 1 guidebook for parents and Segment 2 parent-teen meetings and will draw on the expertise gained from those studies in designing and implementing this evaluation.

While a larger sample size and longer follow-up of driving records (e.g., 12 or more months post Level 2 license) would be ideal to effectively evaluate driving outcomes, as noted in the RFP, it is cost prohibitive for this pilot evaluation. The proposed sample size of 400 dyads will provide sufficient power to examine changes in the survey measures and should provide valuable pilot data and insights that could be used to carry out a larger scale evaluation in the future. In addition, we believe that this proposed sample size is feasible to recruit within the required time frame.

An overview of the evaluation study design is presented in the table below this box.

2.2. Report to the MDOS the effectiveness and/or efficacy of implementing the Driver Education Segment 1 Parent Only Meeting and the Driver Education Segment 2 Parent and Teen Meeting statewide, either voluntarily or possibly a mandated requirement

UMTRI will prepare interim reports after Survey 1 to provide MDOS with a description of the sample participating in the evaluation study and the parents' baseline attitudes, knowledge, and perceptions about teen driving and GDL. UMTRI will prepare a report after Survey 2 to provide results from the Segment 1 parent meeting process items, changes from Survey 1 to Survey 2 on parents' attitudes, knowledge, and perceptions about teen driving and GDL, and usage and implementation of Segment 1 meeting recommendations and resources. Comparisons will be made within the intervention group and between the intervention and control groups. UMTRI will prepare a final report after the analysis of state driving and crash records that will provide results related to changes in survey measures across waves and teen driving outcomes from the self-reported survey measures and driving/crash records.

Overview of the Evaluation Study Design

| Evaluation component | Survey 1: Baseline | Segment 1 Parent Only meeting | Survey 2: | Driving and crash record follow-up |
|----------------------|--------------------|-------------------------------|-----------|------------------------------------|
|----------------------|--------------------|-------------------------------|-----------|------------------------------------|

| | | | | |
|---------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------|--------------------------------------------------------------------------|
| | | | Segment 1 post-test | |
| Participants | All parents (400) | Intervention parents (200) | All parents and teens (800) | All teens (400) |
| Timing within GDL | Before the start of or during Segment 1 (before Segment 1 meeting for intervention parents) | After start of Segment 1 and before teen obtains Level 1 license | 12-months after completing Segment 1 | From Segment 1 meeting until the end of the Component 2 Evaluation Study |
| Timing on calendar | December 1, 2019 – March 31, 2020 | December 1, 2019 – March 31, 2020 | January 1, 2021 – April 30, 2021 | April 1, 2020 – June 30, 2021 |
| How administered | Written consent mailed to UMTRI; online survey | | Online | |
| Incentive payments | \$10/parent and \$60-\$100/DE instructor for recruitment help | | \$10/parent and \$10/teen | |

Deliverables:

- 2.3. By August 31, 2019, deliver final MDOS approved evaluation study design and implementation plan
 - 2.3.1. Detailed evaluation study phases including timelines, costs, rationale, etc. for each phase (e.g. recruitment of participants, development and delivery of program, follow-up period, evaluation, validation, etc.)
 - 2.3.2. Details with regard to the geographic location of the study evaluation
 - 2.3.3. Details about the study population
 - 2.3.4. What expectations of the SOM would there be?
 - 2.3.5. How data will be gathered, evaluated, and presented
 - 2.3.6. How results will be validated?
 - 2.3.7. Other contracted vendor identified evaluation components
- 2.4. January 1, 2021 through April 30, 2021, collect Segment 1 Parent Only Meeting data from study participants.
- 2.5. April 1, 2020 through June 30, 2021 analyze Segment 1 Parent Only Meeting data and deliver report.
- 2.6. By July 31, 2021, deliver final draft report analyzing effectiveness of the Driver Education Segment 1 Parent Only Meeting that was delivered to the study evaluation population.
- 2.7. By August 31, 2021, deliver in-person presentation of findings and final report to MDOS participants and others selected by MDOS.

A detailed breakdown of the estimated costs are presented in Schedule B for each of the above program deliverables including all expenses, equipment, supplies, etcetera.

UMTRI Response to Component 2 – Evaluation Study Deliverables:

Upon the start of the contract in December 2018, UMTRI will work with MDOS to create an evaluation study plan that specifies dates and a timeline for UMTRI to provide preliminary drafts of deliverables to MDOS for review, for MDOS to provide feedback to UMTRI, for UMTRI to revise drafts accordingly, and for UMTRI to deliver the following final, approved deliverables to MDOS by the dates listed below:

- 2.3 By August 31, 2019, deliver final MDOS approved evaluation study design and implementation plan
 - 2.3.1 Detailed evaluation study phases including timelines, costs, rationale, etc. for each phase (e.g. recruitment of participants, development and delivery of program, follow-up period, evaluation, validation, etc.)
 - 2.3.2. Details with regard to the geographic location of the study evaluation
 - 2.3.3. Details about the study population
 - 2.3.4. What expectations of the SOM would there be?
 - 2.3.5. How data will be gathered, evaluated, and presented
 - 2.3.6. How results will be validated?
 - 2.3.7. Other contracted vendor identified evaluation components
- 2.4. January 1, 2021 through April 30, 2021, collect Segment 1 Parent Only Meeting data from study participants
- 2.5. April 1, 2020 – June 30, 2021 analyze Segment 1 Parent Only Meeting data
- 2.6. By July 31, 2021 deliver draft final report
- 2.7. By August 31, 2021 deliver in-person presentation of findings and final report to MDOS participants and others selected by MDOS

As mentioned earlier, one of the biggest challenges in this study will be to recruit an adequate sample size within the required time frame. When developing the recruitment strategy, the UMTRI team will utilize analysis of recent GDL

licensing data in Michigan to determine the sampling area and sampling size needed to recruit 400 parent-teen dyads who will be eligible for Segment 1 meeting during the calendar periods required for this RFP. UMTRI reviewed the most recent snapshot of state driving records and found that 22,000 teens had obtained a Level 1 license from December 1, 2016 through March 31, 2017 (the most recent period that matches when the Segment 1 meeting will be administered for this study). The UMTRI team estimates that the sampling frame will include Segment 1 classes in Ingham County, Washtenaw County and the 9 counties sharing borders with them (Clinton, Eaton, Jackson, Livingston, Shiawassee, Lenawee, Monroe, Oakland, and Wayne). This area was selected to allow UMTRI and SOM staff to deliver the Segment 1 meetings without overnight travel and to minimize mileage costs. A total of 10,327 teens from this 11-county area obtained Level 1 licenses from December 1, 2016 through March 31, 2017. Given the elimination of the Segment 2 parent-teen meeting, UMTRI is no longer restricted to recruiting only those parent-teen dyads that expect to attend Segment 2 during the four-month period UMTRI would have delivered Segment 2 meetings (originally estimated to be 27% of the Level 1 sample). UMTRI will be conducting a follow-up survey approximately 11 months after the Segment 1 meeting and will be checking driving/crash records from the Segment 1 meeting until the end of the Component 2 Evaluation Study. Based on the most recent state driving records, 58% (n=6,042) of teens, from the 11-county study area, that obtained a Level 1 license from December through March went on to obtain a Level 2 license by April 30th of the following year (a period that matches our evaluation study). This should provide a sufficient sampling pool and will allow UMTRI to examine independent driving outcomes of the Segment 1 meeting for as many study teens as possible.

The study design details presented here represent potential options that may be included in the final evaluation study design and implementation plan that will be developed beginning in January 2019 and that will be delivered to MDOS for approval by August 31, 2019. Final survey instruments will also be developed as part of that process. The options presented here (including geographic location, recruitment procedures and costs, data sources, data collection timing, etc.) were utilized in preparing the cost estimates presented in Schedule B.

In addition to the deliverables discussed in this proposal for Components 1 and 2, UMTRI will carry out the following Project Management activities, as specified below, if the project is awarded:

-Within 30 calendar days of the award date, submit a complete and detailed project plan to the Program Manager for final approval. The plan will include: (a) the UMTRI team's organizational chart with names and title of personnel assigned to the project, which will align with the staffing stated in our accepted proposal; and (b) the project breakdown showing sub-projects, tasks, and resources required, expected frequency and mechanisms for updates/progress reviews; process for addressing issues/changes; and individuals responsible for receiving/reacting to the requested information.

-Attend the following meetings:

- Kickoff meeting
- Project update/planning meetings
- Final report meeting

-Submit to the Program Manager

- Issues report (bi-weekly)
- Updated project plan (monthly)
- Segment 1 Meeting Draft and Final Reports
- Final Project Report

An overall project timeline can be found in the Appendix.

3. Other Requirements:

- 3.1. Throughout the duration of the contract, minimum monthly reports and meetings with the MDOS on progress, problem solving, and to assure that program delivery and evaluation remain in line with objectives.

UMTRI's response to Other Requirements is provided below:

- 3.1. UMTRI will complete reports and participate in meetings with the MDOS on progress, problem solving, and to assure that program delivery and evaluation remain in line with objectives.

1. General Requirements

1.1. Transition

If the State terminates the Contract, for convenience or cause, or if the Contract is otherwise dissolved, voided rescinded, nullified, expires or rendered unenforceable, the Contractor agrees to comply with direction provided by

the State to assist in the orderly transition of equipment, services, deliverables, software, leases, etc. to the State or a third party designated by the State, if applicable. If the Contract expires or terminates, the Contractor agrees to make all reasonable efforts to affect an orderly transition of services and deliverables within a reasonable period of time that in no event will exceed 90 days. These efforts must include, but are not limited to, those listed in Section 25 of the Contract Terms.

1.2. Training

The Contractor must provide the following training

Upon the completion of the delivery of the programs to study evaluation participants, UMTRI will provide training to SOM staff or other organization identified by the SOM that will deliver the program going forward. Training will include, at a minimum, the program materials and a training facilitator guide.

2. Acceptance

2.1. Acceptance, Inspection and Testing

The State will use the criteria as outlined in in Section 16, Acceptance, of the Standard Contract Terms to determine acceptance of the Contract Activities:

2.2. Final Acceptance - Reserved

3. Staffing

3.1. Contractor Representative

The Contractor must appoint a Contract Manager/Project Manager, specifically assigned to State of Michigan accounts, that will respond to State inquiries regarding the Contract Activities, answering questions related to ordering and delivery, etc.

The Contractor must notify the Contract Administrator at least 30 calendar days before removing or assigning a new Contractor Representative.

3.2. Customer Service Toll-Free Number - Reserved

3.3. Technical Support, Repairs and Maintenance - Reserved

3.4. Work Hours

The Contractor must provide Contract Activities during the State's normal working hours Monday – Friday, 8:00 a.m. to 5:00 p.m. EST, and possible night and weekend hours depending on the requirements of the project.

3.5. Key Personnel

The Contractor must appoint a Contract Manager/Project Manager individuals who will be directly responsible for the day-to-day operations of the Contract ("Key Personnel"). Key Personnel must be specifically assigned to the State account, be knowledgeable on the contractual requirements, and respond to State inquires within 4 hours.

Contractor must provide resumes and capacity of all individuals they are proposing to perform primary work on this project. Including:

Meeting Facilitators
Study Evaluators
Subject Matter Experts

This would not include technician, payments or accounts receivables, schedulers, secretarial or general office worker positions.

The State has the right to recommend and approve in writing the initial assignment, as well as any proposed reassignment or replacement, of any Key Personnel. Before assigning an individual to any Key Personnel position, Contractor will notify the State of the proposed assignment, introduce the individual to the State's Project Manager, and provide the State with a resume and any other information about the individual reasonably requested by the State. The State reserves the right to interview the individual before granting written approval. In the event the State finds a proposed individual unacceptable, the State will provide a written explanation including reasonable detail outlining the reasons for the rejection. The State may require a 30-calendar day training period for replacement personnel.

Contractor will not remove any Key Personnel from their assigned roles on this Contract without the prior written consent of the State. The Contractor's removal of Key Personnel without the prior written consent of the State is an unauthorized removal ("Unauthorized Removal"). An Unauthorized Removal does not include replacing Key Personnel for reasons beyond the reasonable control of Contractor, including illness, disability, leave of absence,

personal emergency circumstances, resignation, or for cause termination of the Key Personnel's employment. Any Unauthorized Removal may be considered by the State to be a material breach of this Contract, in respect of which the State may elect to terminate this Contract for cause under Termination for Cause in the Standard Terms. It is further acknowledged that an Unauthorized Removal will interfere with the timely and proper completion of this Contract, to the loss and damage of the State, and that it would be impracticable and extremely difficult to fix the actual damage sustained by the State as a result of any Unauthorized Removal. Therefore, Contractor and the State agree that in the case of any Unauthorized Removal in respect of which the State does not elect to exercise its rights under Termination for Cause, Contractor will issue to the State the corresponding credits set forth below (each, an "Unauthorized Removal Credit"):

(i) For the Unauthorized Removal of any Key Personnel designated in the applicable Statement of Work, the credit amount will be \$25,000.00 per individual if Contractor identifies a replacement approved by the State and assigns the replacement to shadow the Key Personnel who is leaving for a period of at least 30 calendar days before the Key Personnel's removal.

(ii) If Contractor fails to assign a replacement to shadow the removed Key Personnel for at least 30 calendar days, in addition to the \$5,000.00 credit specified above, Contractor will credit the State \$833.33 per calendar day for each day of the 30 calendar-day shadow period that the replacement Key Personnel does not shadow the removed Key Personnel, up to \$5,000.00 maximum per individual. The total Unauthorized Removal Credits that may be assessed per Unauthorized Removal and failure to provide 30 calendar days of shadowing will not exceed \$50,000.00 per individual.

Contractor acknowledges and agrees that each of the Unauthorized Removal Credits assessed above: (i) is a reasonable estimate of and compensation for the anticipated or actual harm to the State that may arise from the Unauthorized Removal, which would be impossible or very difficult to accurately estimate; and (ii) may, at the State's option, be credited or set off against any fees or other charges payable to Contractor under this Contract.

The Contractor must identify the Key Personnel, indicate where they will be physically located, describe the functions they will perform, and provide current chronological résumés.

3.6. Organizational Chart

The Contractor must provide an overall organizational chart that details staff members, by name and title, and subcontractors.

3.7. Disclosure of Subcontractors

If the Contractor intends to utilize subcontractors, the Contractor must disclose the following:

The legal business name; address; telephone number; a description of subcontractor's organization and the services it will provide; and information concerning subcontractor's ability to provide the Contract Activities.

The relationship of the subcontractor to the Contractor.

Whether the Contractor has a previous working experience with the subcontractor. If yes, provide the details of that previous relationship.

A complete description of the Contract Activities that will be performed or provided by the subcontractor.

3.8. Security

The Contractor will be subject the following security procedures

- As necessary the MDOS privacy agreement for driving records.

The Contractor must explain any additional security measures in place to ensure the security of State facilities. The bidder's staff may be required to make deliveries to or enter State facilities. The bidder must: (a) explain how it intends to ensure the security of State facilities, (b) whether it uses uniforms and ID badges, etc., (c) identify the company that will perform background checks, and (d) the scope of the background checks. The State may require the Contractor's personnel to wear State issued identification badges.

4. Project Management

4.1. Project Plan

The Contractor will carry out this project under the direction and control of the Program Manager.

Contractor must provide a high-level project plan for review with their response including the resources that will be assigned to this work. This project plan should identify Milestones/Deliverables, and estimated time frames based

upon the requirements listed in this statement of work. The pricing matrix in Schedule B should match this plan and include costs.

Within 30 calendar days of the Effective Date, the Contractor must submit a complete and detailed project plan to the Program Manager for final approval. The plan must include: (a) the Contractor's organizational chart with names and title of personnel assigned to the project, which must align with the staffing stated in accepted proposals; and (b) the project breakdown showing sub-projects, tasks, and resources required, expected frequency and mechanisms for updates/progress reviews; process for addressing issues/changes; and individuals responsible for receiving/reacting to the requested information.

4.2. Meetings

The Contractor must attend the following meetings:

- Kick-off meeting
- Project update/planning meetings
- Final Report Meeting

The State may request other meetings, as it deems appropriate.

4.3. Reporting

The Contractor must submit to the Program Manager the following written reports:

- Issues report (bi-weekly)
- Updated project plan (monthly)
- Progress reports (quarterly)
- Segment 1 Meeting Draft and Final Reports
- Final Project Report

4.4 Electronic Catalog -Reserved

5. Ordering

5.1. Authorizing Document

The appropriate authorizing document for the Contract will be a Purchase Order.

6. Invoice and Payment

6.1. Invoice Requirements

All invoices submitted to the State must include: (a) date; (b) purchase order; (c) quantity; (d) description of the Contract Activities; (e) unit price; (f) shipping cost (if any); and (g) total price. Overtime, holiday pay, and travel expenses will not be paid.

Private sponsor funded deliverables are to be invoiced direct to private sponsor with copy to SOM.

6.2. Payment Methods

The State will make payment for Contract Activities via electronic funds transfer (EFT)

6.3. Procedure - Reserved

7. Liquidated Damages -Reserved.

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STATE OF MICHIGAN

Request For Proposal No.
Pilot Parental Involvement in GDL/Driver Education Program

SCHEDULE B PRICING MATRIX

- The Contractor must provide a pricing schedule for the proposed Contract Activities broken down by Milestones/Deliverables, Estimated Time and Cost as outlined in this Schedule B Pricing Matrix. The pricing schedule should be submitted in a modifiable format (e.g., Microsoft Word or Excel); however, you may also submit an additional pricing schedule in a non-modifiable format (e.g., PDF). Failure to complete the pricing schedule as requested may result in disqualification of your proposal.
- Price proposals must include all costs, including but not limited to, any one-time or set-up charges, fees, and potential costs that Contractor may charge the State (e.g., shipping and handling, per piece pricing, and palletizing).
- The Contractor is encouraged to offer quick payment terms. The number of days must not include processing time for payment to be received by the Contractor's financial institution.

Quick payment terms: _____ % discount off invoice if paid within _____ days after receipt of invoice.
- By submitting its proposal, the Contractor certifies that the prices were arrived at independently, and without consultation, communication, or agreement with any other Contractor.

Pricing Matrix

| 1 Component 1 - Driver Education Segment 1 Parent Only Meeting | | | |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------|-----------|
| | Milestones/Deliverables | Estimated Time | Cost |
| 1.9 | Segment 1 content, materials, and other items recommended by contractor | January 1, 2019 – August 31, 2019 | \$34,595 |
| 1.10 | Segment 1 Implementation plan | January 1, 2019 – August 31, 2019 | \$27,220 |
| 1.11 | Segment 1 Recruitment plan | January 1, 2019 – August 31, 2019 | \$27,220 |
| 1.12 | Segment 1 Communication plan | January 1, 2019 – August 31, 2019 | \$27,220 |
| 1.13 | Secure Segment 1 Parent Only Meeting materials, supplies, incentives | October 1, 2019 – November 30, 2019 | \$27,325 |
| 1.14 | Implement Segment 1 Parent Only Meeting communication and recruitment plans | October 1 – December 31, 2019 | \$51,275 |
| 1.15 | Deliver Segment 1 Parent Only Meetings to participants | December 1, 2019 – March 31, 2020 | \$28,715 |
| | | Component Cost: | \$223,570 |
| 2 Component 2 - Evaluation Study | | | |
| | Milestones/Deliverables | Estimated Time | Cost |
| 2.3 | Evaluation study design and implementation plan | January 1 – August 31, 2019 | \$39,704 |
| 2.4 | Collect Segment 1 meeting data from study participants | January 1 – April 30, 2021 | \$48,761 |

| | | | |
|-----|-----------------------------------------------------|----------------------------------|-----------|
| 2.5 | Analyze Segment 1 meeting data and deliver report | April 1, 2020 – June 20, 2021 | \$30,214 |
| 2.6 | Final draft report | July 31, 2021 | \$21,224 |
| 2.7 | In person presentation of findings and final report | August 31, 2021 | \$19,704 |
| | | Component Cost: | \$159,607 |
| | | Total Cost: | \$383,177 |

| | FY19 | FY20 | FY21 | Total |
|-------------------------------------------------------------|-----------|-----------|-----------|-----------|
| Budget by SOM Fiscal Year (October 1 – September 30) | \$155,959 | \$119,401 | \$107,817 | \$383,177 |

Attachment A



UNIVERSITY OF MICHIGAN
TRANSPORTATION RESEARCH INSTITUTE

2901 BAXTER ROAD
ANN ARBOR, MICHIGAN 48109-2150
(734) 764-6504 ■ FAX: (734) 936-1081
www.umtri.umich.edu

NAME Lisa J. Molnar

TITLE Associate Director, UMTRI
Associate Research Scientist, UMTRI, Behavioral Sciences Group;
Associate Director, Center for Advancing Transportation Leadership and Safety

RESEARCH AREAS Older driver safety and mobility; adolescent/young adult driving behavior; development and evaluation of traffic safety programs and policies; social and behavioral factors associated with Intelligent Transportation Systems; primary prevention of alcohol-impaired driving; occupant protection

EMPLOYMENT/APPOINTMENT HISTORY

2016-Present: Associate Director
UMTRI

2014-Present: Associate Research Scientist
Behavioral Sciences Group, UMTRI

2006-2014: Research Area Specialist Lead
Behavioral Sciences Group, UMTRI

1998-2006: Senior Research Associate
Social and Behavioral Analysis Division, UMTRI

1986-1998: Research Associate
Social and Behavioral Analysis Division, UMTRI

1983-1986: Health Care Planning Consultant
Chi Systems, Inc., Ann Arbor, MI

1980-1981: Children and Youth Services Caseworker
Jackson County Dept. of Social Services, Jackson, MI

1979-1980: Adult Services Caseworker
Macomb County Dept. of Social Services, Mt. Clemens, MI

EDUCATION

Ph.D., Monash University Accident Research Centre, Monash Injury Research Institute, December 2013; Thesis title: Self-Regulatory Driving Practices among Older Adults

M.H.S.A., Department of Public Health Policy and Administration, University of Michigan School of Public Health, 1983

B.A., Department of Sociology, Michigan State University, 1978

AWARDS/ HONORS

- 2016 Designated as Fellow of the Gerontological Society of America
- 2012 Special Recognition Award from the Transportation and Aging Interest Group of the Gerontological Society of America
- 2012 Sweet Sixteen High Value Research Award for project *Recommendations for Meeting the Transportation Needs of Michigan's Aging Population* from the AASHTO Standing Committee on Research
- 2012 Outstanding Traffic Safety Achievement Award for M-CASTL from Michigan Governors' Traffic Safety Advisory Commission
- 2007 Monash University, Australia Visiting Academic Award
- 2004 UMTRI Research Excellence Award
- 2002 UMTRI Best Publication Award
- 2001 UMTRI Research Excellence Award

MEMBERSHIP IN SOCIETIES

- Phi Beta Kappa
- Phi Beta Phi
- 2000-present: The Gerontological Society of America

PUBLICATIONS

Peer-Reviewed Journal Papers (Total = 59)

- Molnar, L.J., Ryan, L.H., Pradhan, A.K., Eby, D.W., St. Louis, R.M. & Zakrajsek, J. (under review). *Understanding trust and acceptance of automated vehicles: A simulator study of transfer of control between automated and manual driving.*
- Newnam, S., Molnar, L.J., Blower, D., Eby, D.W., & Koppel, S. (under review). *Risk factors that contribute to crashes among older truck drivers: Identifying trends in heavy vehicle crash data in the US.*
- Dickerson, A.E., Molnar, L.J., Bédard, M., Eby, D.W., Classen, S. & Polgar, J.M. (in press). *Transportation and aging: An updated research agenda for advancing safe mobility. Journal of Applied Gerontology.*
- Molnar, L.J., Eby, D.W., Kostyniuk, L.P., St. Louis, R.M., & Zanier, N. (in press). *Stakeholder perceptions of lowering the BAC standard in the US. Annals of Epidemiology.*

- Molnar, L.J., Eby, D.W., Bogard, S.E., LeBlanc, D.J., & Zakrajsek, J.S. (in press). Using naturalistic driving data to better understand the driving exposure and patterns of older drivers. *Traffic Injury Prevention*.
- Eby, D.W., Molnar, L.J., Kostyniuk, L.P., St. Louis, R.M., Zanier, N., Lepkowski, J., & Bergen, G. (2017). Perceptions of alcohol-impaired driving and the blood alcohol concentration standard in the United States. *Journal of Safety Research*, 63, 73-81.
- Eby, D.W., Molnar, L.J., Kostyniuk, L.P., St. Louis, R.M., & Zanier, N. (2017). Characteristics of informal caregivers who provide transportation assistance to older adults. *PLoS ONE*, 12(9), e0184085. <https://doi.org/10.1371/>.
- Dickerson, A.E., Molnar, L.J., Bédard, M., Eby, D.W., Berg-Weger, M., Choi, M., Grigg, J., Horowitzk, A., Meuser, T., Myers, A., O'Connor, M., & Silverstein, N.M. (2017). Transportation and aging: An updated research agenda for advancing safe mobility among older adults transitioning from driving to non-driving. *The Gerontologist*. DOI 10.1093/geront/gnx120.
- Li, G., Eby, D.W., Santos, R., Mielenz, T.J., Molnar, L.J., Strogatz, D., Betz, M., DiGuseppi, C., Ryan, L.H., Jones, V., Pitts, S.I., Hill, L.L., DiMaggio, C., LeBlanc, D., & Andrews, H.F. for the LongROAD Research Team. (2017). Longitudinal Research on Aging Drivers (LongROAD): Study design and methods. *Injury Epidemiology*, 4, 22.
- Molnar, L.J. & Eby, D.W. (2017). Implications of advanced vehicle technologies for older drivers. *Accident Analysis & Prevention*. DOI 10.1016/j.aap.2017.06.017.
- Eby, D.W., Molnar, L.J., & Horikawa, E. (2017). Older drivers in the United States: Crash trends, licensing, and medical advisory boards. *Modern Physician*, 7, 195-197. (Japanese).
- Molnar, L.J., Eby, D.W., & Horikawa, E. (2017). Driving cessation and mobility support among older adults in the United States. *Modern Physician*, 7, 198-202 (Japanese).
- Eby, D.W., Molnar, L.J., Zhang, L., St. Louis, R.M., Zanier, N., Kostyniuk, L.P., & Stanciu, S. (2016). Use, perceptions, and benefits of automotive technologies among aging drivers. *Injury Epidemiology*, 3, 1-20. DOI 10.1186/s40621-016-0093-4.
- Alattar, L., Yates, J.F., Eby, D.W., LeBlanc, D.J., & Molnar, L.J. (2016). Understanding and reducing inconsistency in seatbelt-use decisions: Findings from a cardinal decision issue perspective. *Risk Analysis*, 36, 83-97.
- Eby, D.W. & Molnar, L.J. (2014). Has the time come for an older driver vehicle? *Journal of Ergonomics*. S3: 002. doi:10.4172/2165-7556.S3-002.
- Molnar, L.J., Charlton, J.L., Eby, D.W., Langford, J., Koppel, S., Kolenic, G.E., Marshall, S. (2014). Factors Affecting Self-Regulatory Driving Practices among Older Adults. *Traffic Injury Prevention*, 15, 262-272, DOI: 10.1080/ 15389588.2013.808742.
- Ball, K., Ross, L.A., Eby, D.W., Molnar, L.J. & Meuser, T.M. (2013). Emerging issues in safe and sustainable mobility for older persons. *Accident Analysis and Prevention*, 61, 138-140.

- Marshall, S., Man-Son-Hing, M., Charlton, J., Molnar, L.J., Koppel, S., Eby, D.W. (2013). The Candrive/Ozdrive prospective older driver study: Methodology and early study findings, *Accident Analysis and Prevention*, <http://dx.doi.org/10.1016/j.aap.2013.07.007>.
- Molnar, L.J., Charlton, J.L., Eby, D.W., Bogard, S.E., Langford, J., Koppel, S., Kolenic, G.E., Marshall, S. & Man-Son-Hing, M. (2013). Self-Regulation of Driving by Older Adults: Comparison of Self-Report and Objective Driving Data. *Transportation Research Part F*, 20, 29-38.
- Molnar, L.J., Eby, D.W., Langford, J., Charlton, J.L., St. Louis, R. & Roberts, J.S. (2013). Tactical, Strategic, and Life-Goal Self-Regulation of Driving by Older Adults: Development and Testing of a Questionnaire. *Journal of Safety Research*, 46, 107-117.
- Molnar, L.J., Eby, D.W., Charlton, J.L., Langford, J., Koppel, S., Marshall, S. & Man-Son-Hing, M. (2013). Driving Avoidance by Older Adults: Is It Always Self-Regulation? *Accident Analysis and Prevention*, 57, 96-104.
- Eby, D.W. & Molnar, L.J. (2012). Cognitive impairment and driving safety. *Accident Analysis and Prevention*. 49, 255-256.
- Eby, D.W., Silverstein, N.M., Molnar, L.J., LeBlanc, D., & Adler, G. (2012). Driving behaviors in early stage dementia: A study using in-vehicle technology. *Accident Analysis and Prevention*, 49, 324-331.
- Molnar, J.L, Eby, D.W., Dasgupta, K., Yang, Y., Nair, V.N., & Pollock, S. (2012). Explaining state-to-state differences in seat belt use: A multivariate analysis of cultural variables. *Accident Analysis and Prevention*, 47, 78-86.
- Silverstein, N.M., Gottlieb, A.G., Eby, D.W., Molnar, L.J., Kwan, N., Materdey, T., Adler, G., & Van Ranst, E. (2011). Do memory-impaired drivers and their family members agree on driving ability and behaviors? *Transportation Research Record*, 2265, 200-206. DOI: 10.3141/2265-23.
- Classen, S., Eby, D.W., Molnar, L.J., Dobbs, B., & Winter, S. (2011). Transportation and aging: Evaluating stakeholders perspective on advancing safe mobility. *South African Journal of Occupational Therapy*, 41(3), 18-24.
- Molnar, L.J., Eby, D.W., Kartje, P.S., & St. Louis, R. (2010). Increasing self awareness among older drivers: Preliminary results on the role of self-screening. *Journal of Safety Research*, 41(4), 367-373.
- Eby, D.W. & Molnar, L.J. (2010). Driving fitness and cognitive impairment: Issues for physicians. *Journal of the American Medical Association*, 303, 1642-1643.
- Eby, D.W. & Molnar, L.J. (2009). Older adult safety and mobility: Issues and research needs. *Public Works Management Policy*, 13(4), 288-300.
- Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (2009). Safe Mobility of Older Drivers: Concerns Expressed by Adult Children. *Topics in Geriatric Rehabilitation*, 25(1), 25-33.

- Molnar, L.J. & Eby, D.W. (2008). The relationship between self regulation and driving-related abilities in older drivers: An exploratory study, *Traffic Injury Prevention*, 9(4), 314-319.
- Kostyniuk, L.P. & Molnar, L.J. (2008). Self-regulatory driving practices among older adults: Health, age and sex effects, *Accident Analysis and Prevention*, 40, 1576-1580.
- Dickerson, A.E., Molnar, L.J., Eby, D.W., et al. (2007). Transportation and aging: A research agenda for advancing safe mobility. *The Gerontologist*, 47(5), 578-590.
- Eby, D.W., Molnar, L.J., Shope, J.T., & Dellinger, A.M. (2007). Development and pilot testing of an assessment battery for older drivers. *Journal of Safety Research*, 38(5), 535-543.
- Eberhard, J.W., Stutts, J., Burkhardt, J., Finn, J., Hunt, L., Staplin, L., Molnar, L.J., Peters-Beumer, L., Dinh-Zarr, T.B., Carr, D.B., Trilling, D.R., & McCarthy, D.P. (2006). Strategies and tools to enable safe mobility for older adults. *Topics in Geriatric Rehabilitation*, 22(1), 3-17.
- Molnar, L.J. & Eby, D.W. (2005). A brief look at driver license renewal policies in the United States. *Public Policy and Aging Report*, 15(2), 12-17.
- Eby, D.W. & Molnar, L.J. (2005). Self-screening by older drivers. *Public Policy and Aging Report*, 15(2), 18-20.
- Molnar, L.J., Eby, D.W., & Dobbs, B.M. (2005). Policy Recommendations to the White House Conference on Aging Solutions Forum. *Public Policy and Aging Report*, 15(2), 24-27.
- Kostyniuk, L.P., Eby, D.W., Molnar, L.J., & Miller, L.L. (2004). Effects of standard enforcement on safety belt citations in Michigan. *Transportation Research Record*, 1865, 14-19.
- Shope, J.T. & Molnar, L.J. (2004). Michigan's graduated driver licensing program: Evaluation of the first four years. *Journal of Safety Research* 35; 337-344.
- Eby, D.W., Kostyniuk, L.P., Molnar, L.J., Vivoda, J.M., & Miller, L.L. (2004). The effect of changing from secondary to primary safety belt enforcement on police harassment. *Accident Analysis and Prevention* 35; 819-828.
- Eby, D.W., Molnar, L.J., Shope, J.T., Vivoda, J.M., & Fordyce, T.A. (2003). Improving older driver knowledge and awareness through self- assessment: The driving decisions workbook. *Journal of Safety Research* 34; 371-381.
- Shope, J.T. & Molnar, L.J. (2003). Graduated driver licensing in the United States: Evaluation from the early programs. *Journal of Safety Research* 34: 63-69.
- Eby, D.W. & Molnar, L.J. (2002). Importance of scenic byways in route choice: A nationwide survey of driving tourists in the United States. *Transportation Research Part A: Planning and Policy*, 36, 95-106.
- Shope, J.T., Molnar, L.J., Elliott, M.R., & Waller, P.F. (2001). Graduated driver licensing in Michigan: Early impact on motor vehicle crashes among 16-year-old drivers. *Journal of the American Medical Association* 286:1593-1598.

- Eby, D.W. & Molnar, L.J. (2001). Age-related decision factors in destination choice for United States tourists taking overnight automobile trips. *Journal of Hospitality and Leisure Marketing*, 9, 97-111.
- Eby, D.W. & Molnar, L.J. (2001). In-vehicle route guidance preferences of driving tourists. *Intelligent Transportation Systems Journal: Computing, Communication, and Transportation*, 6, 261-279.
- Kostyniuk, L.P., Shope, J.T., & Molnar, L.J. (2001). Driving reduction/cessation among older drivers: Toward a behavioral framework. In *Travel Behaviour Research: The Leading Edge* (Hensher, D, Ed.), 783-795.
- Eby, D.W., Molnar, L.J., & Olk, M.L. (2000). Trends in driver and front-right passenger safety belt use in Michigan: 1984 to 1998. *Accident Analysis and Prevention*, 32, 837-843.
- Eby, D.W., Molnar, L.J., & Cai, L. A. (1999). Content preferences for in-vehicle tourist information systems: An emerging tourist information source. *Journal of Hospitality and Leisure Marketing*, 6, 41-58.
- Streff, F.M. & Molnar, L.J. (1995). Developing Policies for Automated Speed Enforcement: A Survey of Michigan Opinions. *Accident Analysis and Prevention*, 27(4), 611-616.
- Streff, F.M., MacAdam, C.C., & Molnar, L.J. (1994). Effects of 4.27-Meter (14-Foot) Wide and 4.88-Meter (16-Foot) Wide Units on Traffic. *Transportation Research Record*, 1445, 198-204.
- Streff, F.M., Molnar, L.J., & Christoff, C. (1994). Automatic Safety Belt Use in Michigan: A Two Year Follow-up. *Journal of Safety Research*, 25(4), 215-219.
- Streff, F.M., Molnar, L.J., Cohen, M.A., Miller, T.R., & Rossman, S.B. (1992). Measuring Costs of Traffic Crashes and Index Crimes: Tools for Improved Decision-Making. *Journal of Public Health Policy*, 13(4), 451-471.
- Streff, F.M., Molnar, L.J., & Christoff, C. (1992). Increasing Safety Belt Use in a Secondary Enforcement State: Evaluation of a Three-county Special Enforcement Program. *Accident Analysis and Prevention*, 24(4), 369-383.
- Margolis, L.H., Wagenaar, A.C., & Molnar, L.J. (1992). Use and Misuse of Automobile Child Restraint Devices. *American Journal of Disabilities of Children*, 146, 361-366.
- Streff, F.M. & Molnar, L.J. (1991). Use of Automatic Safety Belts in Michigan. *Journal of Safety Research*, 22, 141-146.
- Margolis, L.H., Wagenaar, A.C., & Molnar, L.J. (1988). Recognizing the Common Problem of Child Automobile Restraint Misuse. *Pediatrics*, 21(5), 717-719.
- Wagenaar, A.C., Molnar, L.J., & Margolis, L.H. (1988). Characteristics of Child Safety Seat Users. *Accident Analysis and Prevention*, 20(4), 311-322.

Peer-Reviewed Conference Papers (Total = 10)

- Molnar, L.J., Charlton, J.L., Eby, D.W., Langford, J., Koppel, S., Marshall, S., & Man-Son-Hing, M. (2012). Findings from the Ozcandrive study: Self-regulatory driving practices among older adults. *Australasian Road Safety Research, Policing, and Education Conference 2012*. Wellington, New Zealand.
- Eby, D.W., Molnar, L.J., Kostyniuk, L.P., & Shope, T.T. (2005) Developing an effective and acceptable safety belt reminder system. In *Proceedings of the 19th Annual Enhanced Safety of Vehicles Conference*. (DOT-HS-809-825). Washington, DC: US Department of Transportation.
- Eby, D.W. & Molnar, L.J. (2000). Feature preferences for advanced traveler information systems by United States tourists. In *Proceedings ISATA 2000, Automotive & Transportation Technology: Intelligent Transportation Systems, In-Car Navigation, Intelligent Highways and Highway Safety*. (pp 93-100). Croyden, England: ISATA Düsseldorf Trade Fair.
- Streff, F.M. & Molnar, L.J. (2000). Estimating Blood Alcohol Content from a National Telephone Survey. In *44th Annual Proceedings Association for the Advancement of Automotive Medicine*.
- Kostyniuk, L.P., Shope, J.T., & Molnar, L.J. (2000). Driving reduction/cessation among older drivers: A behavioral framework. *International Association for Travel Behaviour Research 2000 Conference*, Gold Coast, Australia, July. CD-ROM.
- Molnar, L.J. & Eby, D.W. (1999). Preferences for in-vehicle guided tours for the driving tourist. In D. Roller (Ed.) *Advances in Automotive and Transportation Technology and Practice for the 21st Century: Surface Transportation Advances and Intelligent Transportation Systems*. (pp. 429-436). Croyden, England: ISATA Düsseldorf Trade Fair.
- Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (1998). Are Women Taking More Risks While Driving? A Look at Michigan Drivers. In *Proceedings of Second National Conference on Women's Travel Issues*. S. Rosenbloom, Ed.
- Eby, D.W. & Molnar, L.J. (1998). Preliminary Guidelines for Development of Advanced Traveler Information Systems for the Driving Tourist: Information Content. In D. Roller (Ed.), *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics Proceedings*. (pp. 359-366). Croydon, UK: ISATA.
- Eby, D.W. & Molnar, L.J. (1998). Content preferences for in-vehicle tourist information systems: Sex and education differences. *Proceedings of the 6th Annual Tourism Association of New Mexico Research and Marketing Conference*. (pp. 1-15). Albuquerque, NM: TANM
- Molnar, L.J. & Eby, D.W. (1997). Preliminary Guidelines for Development of Advanced Traveler Information Systems for the Driving Tourist: Route Guidance Features. In *ATT/ITS Advances for Enhancing Passenger, Freight, and Intermodal Transportation Systems: 30th International Symposium on Automotive Technology and Automation*, pages 279-286. Croydon, England: Automotive Automation Limited.

Peer-Reviewed Abstracts (Total = 41)

- Molnar, L.J., Pradhan, A.K., Eby, D.W., Ryan, L. & Bingham, R. (2017). Behavioral differences between older and younger drivers associated with automated vehicles and the transfer of control between automated/manual control. Presented at the 21st IAGG World Congress of Gerontology and Geriatrics. July 22-27. San Francisco, CA.
- Eby, D.W., Molnar, L.J., LeBlanc, D., Gilbert, M., Bogard, S, St. Louis, R.M., Zanier, N., & Stanciu, S. (2017). The objective measurement of driving among older adults. *IAGG World Congress of Gerontology and Geriatrics*. July 22-27. San Francisco, CA.
- Bedard, M., Charlton, J., Molnar, L. & Oxley, J. (2016). Ten facts about older drivers you can bank on. *Symposium on Meeting the Challenges of Safe Transportation in an Aging Society*. September 13-15, Ann Arbor, MI.
- Pradhan, A.K., Molnar, L.J., Ryan, L., Eby, D. & Bingham, R. (2016). A driving simulator examination of age-related differences in driver behaviors in automated vehicles. *Symposium on Meeting the Challenges of Safe Transportation in an Aging Society*. September 13-15, Ann Arbor, MI.
- Molnar, L.J., Eby, D.W. & Burkhardt, J. (2015). Travel training for older adults: Promoting a healthy transition from driving. Part of symposium on services and programs for older drivers in their transition to non-driving. *68th Annual Meeting of the Gerontological Society of America*. November 18-22. Orlando, FL.
- Molnar, L. J. Eby, D.W., Charlton, J.L., Koppel, S. & Marshall, S. (2015). Self-regulation of driving among older adults: improving the knowledge base for driver safety programs. Part of symposium on the spectrum of drover services: Multiple opportunities to support older drivers. *68th Annual Meeting of the Gerontological Society of America*. November 18-22. Orlando, FL.
- Molnar, L.J., Charlton, J.L., Eby, D.W., Langford, J., Koppel, S., Kolenic, G. & Marshall, S. (2013). Transitioning to driving cessation: Self-regulation of driving among older adults. Part of symposium: Driving Cessation in Later Life: Current Research and Future Challenges. *66th Annual Meeting of the Gerontological Society of America*. November 22. New Orleans, LA.
- Vivoda, J.M., Eby, D.W., Molnar, L.J, & Kostyniuk, L.P. (2012). Informal caregivers of older adults: Predictors of changes in life, health, and finances. *The Gerontologist*, 52 S1, 314.
- Molnar, L.J., Eby, D.W., Kostyniuk, L.P., St. Louis, R., & Zanier, N. (2012). Maintaining mobility among older adults in Michigan: Results of a telephone survey to identify travel patterns, needs, and preferences. *The Gerontologist*, 52 S1, 367.
- Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., & Roberts, S. (2011). A study of gender in self-regulation of driving among older adults. Part of symposium: Examining the Sources of Social Disparities in Mobility in Later Life. *64th Annual Meeting of the Gerontological Society of America*. November 23. Boston, MA.
- Silverstein, N.M., Gottlieb, A.S., Eby, D.W., Molnar, L.J., Kwan, N., & Masterdey, T. (2011). Do memory-impaired drivers and their family members agree on driving ability and behaviors? *Transportation Research Board (TRB) 90th Annual Meeting*. January 23-27. Washington DC.
- Molnar, L.J, Eby, D.E., Roberts, S., Langford, J., & Charlton, J. (2010). Self-regulation of driving: Facilitating the transition from driving. *63nd Annual Scientific Meeting of the Gerontological Society of America*. November 19-23. New Orleans, LA.

- Silverstein, N., Gottlieb, A., Kwan, N., Molnar, L.J., Eby, D.W., Materdey, T., & Van Ranst, E. (2010). Cognitively impaired drivers and their family members: Perceptions of driving ability and behaviors. *63rd Annual Scientific Meeting of the Gerontological Society of America*. November 19-23. New Orleans, LA.
- Molnar, L.J. (2009). Comparing objective performance of early stage dementia drivers to multiple forms of assessment and cognitively intact drivers. (as part of Driving and Early Stage Dementia: Improving Safety with Naturalistic Driving symposium). *62nd Annual Scientific Meeting of the Gerontological Society of America*. November 18-22. Atlanta, GA.
- Molnar, L.J. (2009). Driving mobility and safety among older adults. (part of Presidential Symposium: Transportation & Mobility as a Creative Approach to Healthy Aging). *62nd Annual Scientific Meeting of the Gerontological Society of America*. November 18-22. Atlanta, GA.
- Molnar, L.J. (2009). Managing senior mobility across the western continents: Using instrumented vehicle technology to monitor the driving performance of older adults. *XIX IAGG World Congress*. July 4-9, 2009, Paris, France.
- Classen, S., Molnar, L.J., & Dobbs, B. (2008). Transportation and aging: Stakeholders' perspectives on advancing safe mobility. *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (2008). Concerns raised about older drivers by their children: Do they reflect real declines in driving-related ability? *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Silverstein, N.M., Molnar, L.J., Adler, G., Stroupe, J., Leblanc, D., Eby, D.W., & Splaine, M. (2008). Using naturalistic driving to monitor fitness to drive in early stage dementia: Charting new territory. *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Molnar, L.J. (2008). The relationship between self regulation and driving-related abilities in older drivers: An exploratory study. (part of Managing Older Driver Safety course). *52nd Annual Scientific Conference of the Association for the Advancement of Automotive Medicine*, October 5-8, San Diego, CA.
- Carroll, F. & Molnar, L.J. (2008). Promoting Lifelong Community Mobility: Development and Dissemination of a Promising Approaches Guide. *International Conference on Aging, Disability, and Independence*, February 20-23, St. Petersburg, FL.
- Dobbs, B. Eby, D.W., & Molnar, L.J. (2007). Transportation and aging: A cultural comparison. *The Gerontologist, Special Issue*, 47, 679.
- Eby, D.W., Molnar, L.J., & Kartje, P. (2007). SAFER Driving: Self-screening based on health concerns. *The Gerontologist, Special Issue*, 47, 86.

- Kostyniuk, L.P. & Molnar, L.J. (2007). Self-regulation of driving of older adults. *The Gerontologist, Special Issue*, 47, 78.
- Molnar, L.J. (2007). Identifying critical driving skills associated with early-stage dementia: Findings from an expert panel. *The Gerontologist, Special Issue*, 47, 741.
- Molnar, L., Dobbs, B., Marottoli, R., Adler, G., Page, O., & Hodder, R. (2006). The aging of the baby boom cohort: Changing the face of transportation and aging? *The Gerontologist, Special Issue*, 46, 120.
- Molnar, L., Eby, D., Nation, A., & Shope, J. (2006). Development and testing of a battery of health and driving assessments for use in a cohort study of older drivers. *The Gerontologist, Special Issue*, 46, 431.
- Kostyniuk, L. & Molnar, L. (2006). Driving cessation among older adults: A stress and coping approach. *The Gerontologist, Special Issue*, 46, 432.
- Molnar, L.J. (2006). UMTRI Older Driver Research Program. In Invest in Aging: Strengthening Families, Communities, and Ourselves. *2006 Joint Conference of the National Council on the Aging and the American Society on Aging Conference Program*.
- Eby, D.W. & Molnar, L.J. (2006). Promising approaches to enhancing elderly mobility. *International Conference on Aging, Disability, and Independence Conference Proceedings*. (pp. 394-395). Gainesville, FL: The University of Florida.
- Eby, D.W., Molnar, L., & Blatt, J. (2005). Common health concerns and symptoms associated with aging: A basis for self-screening by older drivers. *The Gerontologist, Special Issue*, 45, 466.
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- Eby, D.W. (2010). Key Issues in transportation and aging: Ensuring safe mobility for older adults. *GeriNotes*, 17(1), 7-10.
- Eby, D.W., Molnar, L.J., Vivoda, J.M., & Dallaire, A. (2009). *M-CASTL 2009 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.
- Eby, D.W., Molnar, L.J., Vivoda, J.M., & Dallaire, A. (2008). *M-CASTL 2008 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.
- Eby, D.W. & Molnar, L.J. (2003). Gerontological Research at the Transportation Research Institute. *Gerontology at Michigan: Newsletter of Campus-Wide Aging Research*. Fall 2003. Ann Arbor, MI: Institute of Gerontology.
- Eby, D.W., Molnar, L.J., Shope, J.T., & Waller, P.F. (1998). *Preliminary Guidelines for Appropriate Traffic-Safety Messages and Programs for Youth*. United States Department of Transportation, National Highway Traffic Safety Administration. Project Deliverable.

PEER-REVIEWED PRESENTATIONS (Total = 58)

- Eby, D.W., Molnar, L.J., LeBlanc, D., Gilbert, M., Bogard, S, St. Louis, R.M., Zanier, N., & Stanciu, S. (2017). The objective measurement of driving among older adults. *IAGG World Congress of Gerontology and Geriatrics*. July 22-27. San Francisco, CA.
- Molnar, L.J., Pradhan, A.K., Eby, D.W., Ryan, L. & Nriagu, E. (2017). Behavioral differences between older and younger drivers associated with automated vehicles and the transfer of control between automated/manual control. Presented at the 21st IAGG World Congress of Gerontology and Geriatrics. July 22-27. San Francisco, CA.
- Molnar, L.J., Pradhan, A.K., Eby, D.W., Bingham, C.R. & Ryan, L. (2016) Age-related differences in driver behavior associated with automatic vehicles and the transfer of control between automated and manual control: A simulator study. Part of Panel on Advanced Vehicle Technologies: The

- Role of Driver Experience, Perceptions, and Behavior. 2nd International Conference on Human Aspects of IT for the Aged Population. July 20, Toronto, CA.
- Bedard, M., Charlton, J., Molnar, L. & Oxley, J. (2016). Ten facts about older drivers you can bank on. *Symposium on Meeting the Challenges of Safe Transportation in an Aging Society*. September 13-15, Ann Arbor, MI.
- Pradhan, A.K., Molnar, L.J., Ryan, L., Eby, D. & Bingham, R. (2016). A driving simulator examination of age-related differences in driver behaviors in automated vehicles. *Symposium on Meeting the Challenges of Safe Transportation in an Aging Society*. September 13-15, Ann Arbor, MI.
- Molnar, L.J. (2015). Self-regulation of Driving among Older Adults: Improving the Knowledge Base for Driver Safety Programs. In *Symposium on the Spectrum of Driver Services: Multiple Opportunities to Support Older Drivers, GSA 68th Annual Meeting*. Orlando, FL.
- Molnar, L.J. (2015). Travel Training for Older Adults: Promoting a Healthy Transition from Driving. In *Symposium on Services and Programs for Older Drivers in the Transition to Non-Driving, GSA 68th Annual Meeting*. Orlando, FL.
- Molnar, L.J. & Eby, D.W. (2015). The Progression to Automated Vehicles: Implications for Older Drivers. In session: Emerging IT for Aging Drivers: Boon or Bane. Los Angeles, CA: *1st International Conference on Human Aspects of IT for the Aged Population*. August 2-7.
- Molnar, L.J., Charlton, J.L., Eby, D.W., Langford, J., Koppel, S., Kolenic, G. & Marshall, S. (2013). Transitioning to driving cessation: Self-regulation of driving among older adults. New Orleans, LA: *The Gerontological Society of America Annual Meeting*.
- Eby, D.W., Kostyniuk, L.P., Molnar, L.J., St. Louis, R. & Zanier, N. (2013). Low-Cost, High Impact Measures to Meet the Transportation Needs of Michigan's Aging Population. Chicago, IL: *American Society on Aging Annual Meeting*.
- Molnar, L.J., Eby, D.W., Kostyniuk, L.P., St. Louis, R. & Zanier, N. (2012). Maintaining Mobility among Older Adults in Michigan: Results of a telephone Survey to Identify Travel Patterns, Needs, and Preferences. San Diego, CA: *The Gerontological Society of America Annual Meeting*.
- Vivoda, J.M., Eby, D.W., Molnar, L.J., & Kostyniuk, L.P. (2012). Informal Caregivers of Older Adults: Predictors of Changes in Life, Health, and Finances. San Diego, CA: *The Gerontological Society of America Annual Meeting*.
- Eby, D.W., Silverstein, N.M, Molnar, L.J., LeBlanc, D., & Adler, G. (2012). Driving Behaviors in Early Stage Dementia: A Study Using In-Vehicle Technology. Ann Arbor, MI: *International Conference of Aging, Mobility, and Quality of Life*.
- St. Louis, R.M., Eby, D.W., Molnar, L.J., Kostyniuk, L.J., & Zanier, N. (2012). Caregiving and Transportation in Michigan. Ann Arbor, MI: *International Conference of Aging, Mobility, and Quality of Life*.
- Zanier, N., Eby, D.W., Molnar, L.J., Kostyniuk, L.P., & St. Louis, R. (2012). Ann Arbor, MI: *International Conference of Aging, Mobility, and Quality of Life*.

- Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., & St. Louis, R.S. (2012). Avoidance of driving situations by older adults: Is it always self-regulation? Ann Arbor, MI: *International Conference of Aging, Mobility, and Quality of Life*.
- Alattar, L., Yates, J. F., Eby, D. W., LeBlanc, D. J., & Molnar, L.J. (2012). *Explaining Seat Belt Use Decision Making Among Part-Time Users: New Perspectives on Personal Policy Decisions and Personal Risk Management*. Washington, DC: Transportation Research Board.
- Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., & Roberts, S. (2011). A study of gender in self-regulation of driving among older adults. Part of symposium: Examining the Sources of Social Disparities in Mobility in Later Life. *64th Annual Meeting of the Gerontological Society of America*. November 23. Boston, MA.
- Molnar, L.J., Eby, D.E., Roberts, S., Langford, J., & Charlton, J. (2010). Self-regulation of driving: Facilitating the transition from driving. *63rd Annual Scientific Meeting of the Gerontological Society of America*. November 19-23. New Orleans, LA.
- Silverstein, N.M., Gottlieb, A., Kwan, N., Molnar, L.J., Eby, D.W., Materdey, T., & Van Ranst, E. (2010). Cognitively Impaired Drivers and their Family members: Perceptions of Driving Ability and Behaviors. New Orleans, LA: The Gerontological Society of America Annual Meeting.
- Molnar, L.J. (2009). Comparing objective performance of early stage dementia drivers to multiple forms of assessment and cognitively intact drivers. (as part of Driving and Early Stage Dementia: Improving Safety with Naturalistic Driving symposium). *62nd Annual Scientific Meeting of the Gerontological Society of America*. November 18-22. Atlanta, GA.
- Molnar, L.J. (2009). Driving mobility and safety among older adults. (part of Presidential Symposium: Transportation & Mobility as a Creative Approach to Healthy Aging). *62nd Annual Scientific Meeting of the Gerontological Society of America*. November 18-22. Atlanta, GA.
- Molnar, L.J. (2009). Managing senior mobility across the western continents: Using instrumented vehicle technology to monitor the driving performance of older adults. *XIX IAGG World Congress*. July 4-9, 2009, Paris, France.
- Molnar, L.J. (2009). Older driver safety and mobility: Research interests and initiatives. University Approach to Maintaining Safe Senior Mobility. *14th Annual Michigan Traffic Safety Summit*. East Lansing, MI, March 25, 2009.
- Classen, S., Molnar, L.J., & Dobbs, B. (2008). Transportation and aging: Stakeholders' perspectives on advancing safe mobility. *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (2008). Concerns raised about older drivers by their children: Do they reflect real declines in driving-related ability? *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Silverstein, N.M., Molnar, L.J., Adler, G, Stroupe, J., Leblanc, D., Eby, D.W., & Splaine, M. (2008). Using naturalistic driving to monitor fitness to drive in early stage dementia: Charting new

- territory. *61st Annual Scientific Meeting of the Gerontological Society of America. Resilience in an Aging Society: Risks and Opportunities*, November 21-25, National Harbor, MD.
- Molnar, L.J. (2008). The relationship between self regulation and driving-related abilities in older drivers: An exploratory study. (part of Managing Older Driver Safety course). *52nd Annual Scientific Conference of the Association for the Advancement of Automotive Medicine*, October 5-8, San Diego, CA.
- Carroll, F.& Molnar, L.J. (2008). Promoting Lifelong Community Mobility: Development and Dissemination of a Promising Approaches Guide. *International Conference on Aging, Disability, and Independence*, February 20-23, St. Petersburg, FL.
- Molnar, L.J. (2008). Promising Approaches for Promoting Lifelong Community Mobility. *International Conference on Aging, Disability, and Independence*, February 20-23, St. Petersburg, FL.
- Eby, D.W., LeBlanc, D, Molnar, L.J., Silverstein, N.M., & Adler, G. (2008). Fitness to driving in early stage dementia: Two instrumented vehicle studies. *Transportation Research Board*. Washington, DC.
- Eby, D.W. & Molnar L.J. (2008). Self-screening based on health concerns. *International Conference on Applied Psychology*. Washington, DC.
- Eby, D.W. (2008). Driving and dementia: Behaviors, decision, and assessment. *Conference of the National Council on Aging and the American Society on Aging*. Washington, DC.
- Dobbs, B., Eby, D.E., & Molnar, L.J. (2007). Transportation and Aging: A Cultural Comparison. *Annual Conference of Gerontological Society of America*. San Francisco, CA.
- Kostyniuk, L.P. & Molnar, L.J. (2007). Self-Regulation of Driving of Older Adults. *Annual Conference of Gerontological Society of America*. San Francisco, CA.
- Molnar, L.J. (2007). Identifying Critical Driving Skills Associated with Early-Stage Dementia: Findings from an Expert Panel. *Annual Conference of Gerontological Society of America*. San Francisco, CA.
- Adler, G.L., Eby, D.W., Molnar, L.J., Silverstein, N.M. (2007). Am I safe to drive? What persons with early stage dementia, their families, and driving rehabilitation specialists think. *15th Annual Alzheimer's Association Dementia Care Conference*. Chicago, Ill.
- Molnar, L.J., Eby, D.W., Nation, A., & Shope, J. (2006). Development and Testing of a Battery of Health and Driving Assessments for Use in a Cohort Study of Older Drivers. *Annual Conference of the Gerontological Society of America*. Dallas, TX.
- Molnar, L., Dobbs, B., Marottoli, R., Adler, G., Page, O., & Hodder, R. (2006). The aging of the baby boom cohort: Changing the face of transportation and aging? *Annual Conference of the Gerontological Society of America*. Dallas, TX.
- Kostyniuk, L. & Molnar, L. (2006). Driving cessation among older adults: A stress and coping approach. *Annual Conference of the Gerontological Society of America*. Dallas, TX.

- Molnar, L.J. (2006). UMTRI Older Driver Research Program. In Research Update: Transportation and Community Mobility. *2006 Joint Conference of the National Council on the Aging and the American Society on Aging*. Anaheim, CA, March 16-19.
- Eby, D.W. & Molnar, L.J. (2006). Promising approaches to enhancing elderly mobility. *International Conference on Aging, Disability, and Independence*. St. Petersburg, FL.
- Molnar, L.J. (2006). Self-screening of older drivers: Evaluation challenges and issues. In 2006 Transportation Research Board Human Factors Workshop How do I Prove My Program Works? Understanding the Science of Evaluating Older Driver and Mobility Programs. *Transportation Research Board Annual Meeting*. Washington D.C., January 21-25.
- Molnar, L.J. (2005). Policy recommendations from the Transportation and Aging Interest Group of the Gerontological Society of America. In Transportation policy for an aging society: Before and after the White House Conference on Aging. *Gerontological Society of America's 58th Annual Scientific Meeting*. Orlando, FL. November 18-22.
- Shope, J.T., Molnar, L.J. & Bingham, C.R. (2004). Adolescent injury prevention effect of Michigan's graduated driver licensing program. *American Public Health Association Annual Meeting*. Washington DC, November 6-10.
- Kostyniuk, L.P., Eby, D.W., Molnar, L.J., & Miller, L.L. (2004). Effect of standard enforcement on safety belt citations in Michigan. *Transportation Research Board Annual Meeting*. Washington, DC.
- Shope, J.T. & Molnar, L.J. (2003). Graduated driver licensing evaluation results from the early programs in the United States. *Association for the Advancement of Automotive Medicine 47th Annual Meeting*. Lisbon, Portugal, September 22-24.
- Eby DW, Molnar LJ, Shope JT, Vivoda JM. (2003). Improving Older Driver Safety through Self-Evaluation. *Hawaii International Conference on Social Sciences*. Honolulu, HI, June 12-15.
- Molnar, L.J., Eby, D.W., & Miller, L.L. (2003). Promoting independence and well being: Successful approaches to enhancing the driving mobility of older adults. *International Conference on Aging, Disability and Independence*. Washington, DC.
- Molnar, L.J., Eby, D.W., & Shope, J.T. (2002). Maintaining safe driving among older adults: Focus group Findings. In *55th Annual Scientific Meeting of the Gerontological Society of America*. Boston, MA.
- Eby, D.W., Molnar, L.J., Shope, J.T. & Vivoda, J.M. (2002). Older driver self evaluation. In *18th World Congress of the International Traffic Medicine Association*. Cairo, Egypt.
- Eby, D.W. & Molnar, L.J. (2001). Older drivers: Validating a self-assessment instrument with clinical measures and actual driving. In *54th Annual Scientific Meeting of the Gerontological Society of America*. Chicago, IL.
- Eby, D.W. & Molnar, J.L. (2001). Older drivers: A comparison of self-reported driving-related decisions with observed driving problems. In *45th Annual Meeting of the Association for the Advancement of Automotive Medicine*. San Antonio, TX.

- Eby, D.W. & Molnar, L.J. (2000). Feature preferences for advanced traveler information systems by United States tourists. *ISATA 2000: International Symposium on Automotive Technology and Automation*. Dublin, Ireland.
- Eby, D.W., Molnar, J.L., Kostyniuk, L.P., & Shope, J.T. (1999). The perceived role of the family in older driver reduction and cessation of driving. In *43rd Annual Meeting of the Association for the Advancement of Automotive Medicine*. Sitges, Spain.
- Molnar, L.J. & Eby, D.W. (1999). Preferences for in-vehicle guided tours for the driving tourist. *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics*. Vienna, Austria.
- Eby, D.W. & Molnar, L.J. (1998). Preliminary Guidelines for Development of Advanced Traveler Information Systems for the Driving Tourist: Information Content. *1998 ISATA Annual Meeting*. Dusseldorf, Germany.
- Eby, D.W. & Molnar, L.J. (1998). Content preferences for in-vehicle tourist information systems: Sex and education differences. *6th Annual Tourism Association of New Mexico Research and Marketing Conference*. Albuquerque, NM.
- Molnar, L.J. & Eby, D.W. (1997). Preliminary Guidelines for Development of Advanced Traveler Information Systems for the Driving Tourist: Route Guidance Features. *1997 ISATA Annual Meeting*. Florence, Italy.
- Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (1996). Are women taking more risks while driving? A look at Michigan drivers. *Second National Conference on Women's Travel Issues*. Baltimore, MD.

INVITED LECTURES AND PRESENTATIONS (Total = 51)

- Murphy, A., Molnar, L., Van Hentenryck, P. (2017). Transportation insecurity: Assessing prevalence and the effectiveness of interventions. Ann Arbor, MI: *Mcubed Symposium*.
- Molnar, L.J., Pradhan, A.K., Eby, D.W., Bingham, C.R. & Ryan, L. (2016). Age-Related Differences in Driver Behavior Associated with Automated Vehicles and the Transfer of Control between Automated and Manual Control: A Simulator Evaluation. Ann Arbor, MI: *Mobility Transformation Center Research Review*. Mobility Transformation Center.
- Molnar, L.J. (2015). The progression to automated vehicles: Implications for older drivers. Part of UMTRI Transportation Safety Research Symposium, Panel III - Decision Making: Improving decisions to maintain safe transportation among older adults. Ann Arbor, MI: *UMTRI Transportation Safety Research Symposium*.
- Molnar, L.J. (2015). Implications of Automated Vehicles for Older Drivers. Part of symposium on Vulnerable Road Users: How Can Automated Vehicle Systems Help Keep Them Safe and Mobile? Ann Arbor, MI: *Automated Vehicle Symposium 2015*.
- Molnar, L.J. & Eby, D.W. (2015). Longitudinal Research on Older Drivers (LongROAD). Ann Arbor, MI: *Clinical Epidemiology and Aging Conference*. University of Michigan Division of Geriatric and Palliative Medicine.

- Molnar, L.J. (2015). Research Initiatives on Connected/Automated Vehicle Technology. Woods Hole, MA: *Mid-Year Meeting of TRB Committee on Safe Mobility of Older Persons (ANB60)*.
- Molnar, L.J. (2015). A Statewide Strategy for Supporting the Safe Mobility of an Aging Population. Corpus Christi, TX: *2015 Traffic Safety Conference*.
- Molnar, L.J. (2015). Components of Successful Travel Training Programs: Research Findings. Corpus Christi, TX: *2015 Traffic Safety Conference*.
- Molnar, L.J. (2015). Self-Regulation of Driving by Older Adults: What Do We Know? Lansing, MI: *2015 Michigan Safety Conference*.
- Eby, D.W. & Molnar, L.J. (2015). Transportation Needs and Preferences of Older Drivers in Michigan: Implications for Practitioners. Ypsilanti, MI: *2015 ADED Midwest Chapter Meeting*.
- Eby, D.W., Molnar, L.J. & Kostyniuk, L.P. (2014). Feasibility, Health Impacts, and Perceptions of Lowering the BAC Standard in the US. *Closeout Meeting*. Atlanta, GA: Motor Vehicle Injury Prevention Team, Division of Unintentional Injury Prevention, Centers for Disease Control and Prevention.
- Molnar, L.J. (2014). Center for Advancing Transportation Leadership and Safety (ATLAS Center). Ann Arbor, MI: *Visit from U-M Vice President for Research*.
- Molnar, L.J. (2014). Center for Advancing Transportation Leadership and Safety (ATLAS Center). Port Huron, MI: *MTPA Conference*.
- Molnar, L.J. (2014). Behavioral Aspects of Self-Regulation among Older Drivers. San Antonio, TX: *Texas A&M Transportation Institute Traffic Safety Conference*.
- Molnar, L.J. (2014). Behavioral Research on Self-Regulation of Driving among Older Adults. Ann Arbor, MI: *UMTRI External Advisory Board Meeting*.
- Eby, D.W. & Molnar, L.J. (2014). Has the Time Come for an Older Driver Vehicle? Dearborn, MI: *Ford-UM Alliance Meeting*.
- Eby, D.W. & Molnar, L.J. (2013). Has the Time Come for an Older Driver Vehicle? Ann Arbor, MI: *Ford-UM Alliance Meeting*.
- Molnar, L.J. (2012). International Collaborations in Research, Education, and Technology Transfer. *TRB Human Factors Workshop Older Drivers: An International Perspective*. January 22, 2012. Washington, DC.
- Molnar, L.J. (2011). Older Driver Safety and Mobility: Research Interests and Initiatives. *Jewish Senior Life Networking Panel on Senior Driver Issues*. November 29, 2011. West Bloomfield, MI.
- Molnar, L.J. (2011). Recommendations for Meeting the Transportation Needs of Michigan's Aging Population. *Michigan Senior Mobility Work Group*. September 21, 2011. Lansing, MI.
- Charlton, J. and Molnar, L.J. (2011). Self-regulation, self-screening, and safe driving practices. In *Managing and Improving Safe Mobility of Seniors: Identifying Interventions that Work*; TRB

- Human Factors Workshop. *Transportation Research Board (TRB) 90th Annual Meeting*. January 23-27. Washington DC.
- Molnar, L.J. (2010). Mobility patterns, preferences, and trade-offs. *M-CASTL Transportation Research and Education Conference*. University of Michigan, Ann Arbor, MI, April 7, 2010.
- Molnar, L.J. and Eby, D.W. (2010). Use of a comprehensive driving self-regulation survey in Ozcandrive and comparison with GIS measures. *Candrive Common Cohort International Collaboration Planning Meeting*. Ottawa, CA, June 17, 2010.
- Molnar, L.J. (2009). PhD Confirmation of Candidature Presentation. *Monash University Accident Research Centre*. Melbourne, Victoria, AU, November 9, 2009.
- Molnar, L.J. (2009). Using instrumented vehicles to examine the driving of adults with early stage dementia: Charting new territory. *Institute for Road Safety Research (SWOV)*. Den Haag, Netherlands, June 30, 2009.
- Molnar, L.J. (2009). Screening and Assessment of Older Drivers. *Michigan Trauma Symposium*. East Lansing, MI, April 20, 2009.
- Molnar, L.J. (2009). Licensing Policy, Practice, and Research: Recommendations from the North American Licensing Policies Workshop. *M-CASTL Transportation Research and Education Conference*. University of Michigan, Ann Arbor, MI, April 7, 2009.
- Molnar, L.J. (2008). Licensing Policy, Practice, and Research: Recommendations from the 2008 North American Licensing Policies Workshop. *Global Approaches to Licensing and Older Driver Safety and Mobility*. UMass Boston, Boston, MA, September 26, 2008.
- Molnar, L.J. & Eby, D.W. (2008). University of Michigan Transportation Research Institute Research Interests and Initiatives. *CanDRIVE Planning Meeting*. Ottawa, CA, October 16-17, 2008.
- Molnar, L.J. (2008). Promising Approaches for Promoting Lifelong Community Mobility. *Michigan Commission on Services to the Aging*. Lansing, MI, July 18.
- Molnar, L.J. (2008). M-CASTL Overview. *Monash University Accident Research Center*, Melbourne, Victoria, Australia, May 19.
- Molnar, L.J. (2007). Latest Older Driver Research and Development Activities at UMTRI. *Monash University Accident Research Center Seminar*, Melbourne, Victoria, Australia, March 12, 2007.
- Molnar, L.J. (2007). Safer Road Users: Self-Screening, Self-Regulation, and Training. *Australasian College of Road Safety Older Driver Forum*, Melbourne, Victoria, Australia, March 13, 2007.
- Molnar, L.J. (2007). Assessing Older Drivers. *VMPT Country Education Program*, Warnabol, Victoria, Australia, March 15, 2007.
- Molnar, L.J. (2006). Self-screening of older drivers: Evaluation challenges and issues. In 2006 Transportation Research Board Human Factors Workshop How do I Prove My Program Works?

- Understanding the Science of Evaluating Older Driver and Mobility Programs. *Transportation Research Board Annual Meeting*. Washington D.C., January 21-25.
- Molnar, L.J. and Shope, J.T. (2005). Graduated driver licensing in Michigan: The first four years. *Region 2 Planning Commission Rural Transportation Safety Forum*, Onstead, MI, September 22.
- Molnar, L.J. and Shope, J.T. (2005). Graduated driver licensing in Michigan: The first four years. *Southwest Rural Traffic Safety Commission Safety Forum*, St. Joseph, MI, September 9.
- Molnar, L.J., Eby, D.W., & Dobbs, B.M. (2005). Policy recommendations to the White House Conference on Aging. In Safe and sustainable transportation for America's aging population. *White House Conference on Aging, American Society on Aging Event. ASA/NCOA Annual Meeting*. Philadelphia, PA, March 10.
- Eby, D.W. & Molnar, L.J. (2004). Promising approaches to enhance the driving mobility of older adults. *Lifesavers 2004: National Conference on Highway Safety Priorities*, San Diego, CA, March 28.
- Molnar, L.J. and Shope, J.T. (2004). Graduated driver licensing in Michigan: The first four years. *Institute of Transportation Engineers*, Lansing, MI, March 18.
- Molnar, L.J. (2003). Promising approaches for enhancing elderly mobility. *Southeastern Michigan Traffic Safety Forum*. Detroit, MI, October 2.
- Molnar, L.J., Kostyniuk, L.P., & Eby, D.W. (2003). Automobility for older drivers. *Tri-County Regional Planning Commission Transportation Safety Forum*, East Lansing, MI, September 18.
- Molnar, L.J. and Shope, J.T. (2003). Graduated driver licensing in Michigan: The first 4 years. *Genesee County Metropolitan Planning Commission Transportation Safety Forum*, Flint, MI, September 17.
- Shope, J.T. & Molnar, L.J. (2002). Graduated driver licensing in the United States: Evaluation results from the early programs. *Symposium on Graduated Driver Licensing*, Chatham, MA, November 5-7.
- Shope, J.T. & Molnar, L.J. (2002). Michigan graduated driver licensing update. Presented by Patricia F. Waller at the *American Driver and Traffic Safety Education Association Annual Meeting*, Kansas City, Kansas, August 4.
- Molnar, L.J. & Shope, J.T. (2002). Michigan graduated driver licensing update. *Michigan Traffic Safety Summit*, April 30 - May 1.
- Shope, J.T. & Molnar, L.J. (2002). Michigan graduated driver licensing update. *Michigan Driver and Traffic Safety Education Association Annual Meeting*, April 25.
- Molnar, L.J. and Eby, D.W. (1996). Overview of Social and Behavioral Analysis projects and research. *Huron Valley Traffic Safety Committee*. Ann Arbor, MI.
- Molnar, L.J. (1986). Factors associated with child restraint use and misuse. *1986 National Lifesavers Conference*. San Diego, CA.

Molnar, L.J. (1993). Use and misuse of child safety seats. *1993 Child Passenger Safety Conference*. Lansing, MI.

Molnar, L.J. (1988). Public views about traffic safety. *1988 Michigan Lifesavers Conference*. Bellaire, MI.

Molnar, L.J. (1987). Report on child restraint use in Michigan. *Child Passenger Safety Week Ceremony, St. Joseph Mercy Hospital*. Pontiac, MI.

RESEARCH FUNDING

(Co-Investigator or Sponsor Principle-Investigator [Sponsor PI] as noted; otherwise, lead responsibility for significant portions of project)

Review of Risk Communication Strategies and Existing Impaired and Distracted Driving Safety Messages. US Department of Transportation/Volpe Center. \$345,375. 10/1/2015-1/31/2019. (With Eby[PI], Buckley [PI through 2016]).

Review of Risk Communication Strategies and Existing Occupant Protection Safety Messages. National Highway Traffic Safety Administration. \$118,553. 10/15/2016-8/1/2019. (With Eby).

Developing a Personalized Guardian System to Assist Aging Drivers through Machine Learning, Sensor Fusion, and Data Mining. Toyota Research Institute. \$981,207. 01/01/2017 – 12/31/2018. (Co-PI; With Murphy [PI, U-M Dearborn], Eby, Giordani [U-M medical School], and Liu [U-M Dearborn]).

Identifying Potential Workzone Countermeasures using Connected-Vehicle and Driving Data. Michigan Department of Transportation. \$176,999. 11/1/2016 – 4/30/2018. (Co-I with Flannagan [PI]).

Societal Cost of Michigan Crash and Crimes 2016 Update. Michigan Office of Highway Safety Planning. \$73,828. 10/1/2016 – 9/30/2017. (Co-PI with Kostyniuk [PI]).

Pedestrian and Bike Scaleable Risk Assessment Methodology. Federal Highway Administration. Texas Transportation Institute (Prime). \$90,238. 5/20/2016 – 5/19/2020. (Co-I with Hampshire [UMTRI PI]).

Developing Michigan Pedestrian and Bicycle Safety Models. Michigan Department of Transportation. \$249,999. 3/1/2016 – 2/28/2018. (Co-I with Hampshire [PI]).

Technical Support for Highway Safety (IDIQ). Federal Highway Administration. Texas Transportation Institute (Prime). Total of all task orders issued from minimum of \$150,000 to maximum of \$19,000,000. 11/18/2015 – 11/17/ 2020. (UMTRI PI).

Understanding Belt Use Beyond Demographic Factors: Psychological Constructs and Factors Related to Belt Use. National Highway Traffic Safety Administration. Fors Marsh Group (Prime). \$133,850. 09/01/2015 – 08/31/2019. (Co-I with Eby, Kostyniuk, Walton [Fors Marsh], and Griepentrog [Fors Marsh]).

Improving the Safety of Older Heavy-Vehicle Drivers: Developing a Framework for Moving Forward. ATLAS Center Research Excellence Program. \$35,000. 8/01/15 – 05/01/16. (PI, with Eby [Co-PI], Blower, Newnam [Monash], Koppel [Monash]).

Enhancing Safe Mobility among Older Drivers with and without Dementia. Alzheimer's Association. \$100,000. 10/1/2015—9/30/2017. (PI with Eby [Co-PI] and Kostyniuk).

Age-related differences in driver behavior associated with automated vehicles and the transfer of control between automated and manual control: A simulator evaluation. Michigan Mobility Transformation Center. \$199,522. 5/1/15 - 10/31/16. (PI with, Pradhan, Eby, Bingham, Ryan [ISR]).

Senior Driver Cohort (LongROAD) Study. AAA Foundation for Traffic Safety. \$1,945,525. 08/15/2014 – 12/31/2015. (PI for Michigan contract and site PI; with Eby (overall Co-PI), Kostyniuk, LeBlanc, Ryan [ISR], Smith [ISR], Jung [Geriatrics Institute], and faculty from Columbia University and the Urban Institute).

University Transportation Centers Tier 1 Program. United States Department of Transportation, Office of the Assistant Secretary for Research and Technology. \$3,755,048. 10/01/13-10/01/18. Center Associate Director. (In collaboration with several U-M faculty and the Texas A&M Transportation Institute).

Planning for a Long-Term Multi-Site Prospective Cohort Study to Better Understand Senior Drivers. AAA Foundation for Traffic Safety. \$113,000. 09/01/2013 – 12/31/2013. (Co-Investigator with Eby [PI], Kostyniuk, Smith [ISR], Ryan [ISR]; co-wrote the proposal).

Pre-Planning for Developing a Long-Term Multi-Site Prospective Cohort Study to Better Understand Senior Drivers. AAA Foundation for Traffic Safety. \$40,000. 06/01/2013 – 05/31/2013. (Co-Investigator with Eby [PI], Kostyniuk, J. Smith [ISR], Ryan [ISR]; wrote proposal).

Older Driver Education and Safe Mobility Planning Strategy (Driver ESMP Strategy). Michigan Department of Transportation. \$616,331. 05/15/2013 – 05/14/2016. (Co-Investigator with Eby [PI], Kostyniuk; wrote proposal).

Targeting Aggressive Cars and Trucks (TACT) in Michigan: An Evaluation. Federal Highway Administration/Michigan Office of Highway Safety Planning. \$175,000. (Co-Investigator with Eby, Kostyniuk [PI], Blower).

Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan: 2013 Update. Michigan Office of Highway Safety Planning/Michigan Truck Commission. \$133,095. 09/01/2012—08/31/2013. (Co-Investigator with Kostyniuk [PI], Blower, Eby).

Evaluation of the Michigan Center for Truck Safety: Effectiveness of Training Programs. Michigan Office of Highway Safety Planning/Michigan Truck Commission. \$106,623. 09/01/2012—08/31/2013. (Co-Investigator with Kostyniuk [PI], Blower, Eby).

Feasibility, Benefits, and Acceptability of Lowering the BAC Standard in the US. Centers for Disease Control and Prevention. \$400,000. 09/01/2012 – 08/31/2014. (Co-Investigator with Kostyniuk, Eby, Lepkowski [ISR]; co-wrote proposal).

Targeting Aggressive Cars and Trucks (TACT) in Michigan. Michigan Office of Highway Safety Planning. \$74,988. 01/06/2012 - 9/30/2012. (Co-Investigator with Kostyniuk [PI], Eby).

Data Driven Approaches to Crime and Traffic Safety Teen Seat Belt Use (DDACTS). Michigan Office of Highway Safety Planning. \$122,000. 11/28/2011 - 09/30/2012. (Co-Investigator with Eby [PI], Kostyniuk; wrote proposal).

How to Create, Implement, Sustain, and Evaluate Travel Training for Older Adults: A Handbook. Transportation Research Board. Westat (Prime). \$60,000. 10/1/2011-3/30/2013. (Co-Investigator with Burkhardt [Westat, PI], Eby, Nelson [Nelson Development]).

Child Safety in Cars: An International Collaboration. Australian Research Council. Monash Accident Research Centre (Prime). In-kind collaboration. 2011-2014. (Co-Investigator with Eby [PI]).

Transportation Patterns of Older Drivers in Rural Michigan. Michigan Department of Transportation. \$227,903. 09/01/2011 – 08/31/2012. (Co-Investigator with Eby [PI], Kostyniuk).

Doctoral Student Research Fund. Monash University Accident Research Centre. \$16,067. 08/1/2011 – 12/31/2012. (Sponsor PI with Eby [PI]; wrote proposal).

Societal Cost of Traffic Crashes and Crime in Michigan: 2011 Update. Michigan Office of Highway Safety Planning. \$63,103. 12/01/2010 – 10/31/2011. (Co-Investigator with Eby, Kostyniuk [PI], Miller [Pacific Institute for Research and Evaluation]).

Drowsy Driving Among Older Adults. Michigan Center for Advancing Safe Mobility throughout the Lifespan. \$74,998. 09/01/2010 – 08/31/2011. (Sponsor PI with Eby [PI], Jackson [ISR], Arnedt [Neurology], Antonucci [ISR], Smith [ISR], Shelgikar [Neurology], & Nelson [AAA]; co-wrote proposal).

Evaluating Tween/Parent Seat Belt Demonstration Program. National Highway Traffic Safety Administration. \$368,460. 09/01/09 – 8/31/11. (Co-Investigator with Eby [PI] and Zakjarsek).

Using Vehicle Instrumentation to Better Understand the Transitioning Process: An Exploratory Study. Michigan Center for Advancing Safe Mobility throughout the Lifespan. \$103,515. 09/01/2009 – 08/31/2010. (Sponsor PI with Eby [PI], Rothman [CSCAR], Gwinn [CSCAR], Marshall [U Ottawa], & Porter [U Manitoba]; wrote proposal).

Review of Young Western Australian Driver Risk Taking and Other Health Risk Behavior. Monash University and M-CASTL. \$60,000. 09/05/2009 – 10/30/2010. (Sponsor PI with Eby [PI]; co-wrote proposal).

Low-Cost, High Impact Measures to Meet the Transportation Needs of Michigan's Aging Population. Michigan Department of Transportation. \$207,500. 09/01/2010 – 08/31/2011. (Co-Investigator with Eby [PI], Kostyniuk; co-wrote proposal).

A New Approach to Assessing Self-Regulation by Older Drivers: Development and Testing of a Questionnaire Instrument. Michigan Center for Advancing Safe Transportation throughout the Lifespan (M-CASTL). \$147,706. 04/15/08 – 04/14/09. (Sponsor PI with Eby [PI], Roberts [Public Health], Bubar [AAA Michigan], Langford [Monash U], & Marshall [U of Ottawa]; wrote proposal).

Fitness to Drive in Early Stage Alzheimer's Disease: Phase II. National Highway Traffic Safety Administration. \$126,129. 08/31/07 – 04/30/09 (Co-Investigator with Eby [PI], LeBlanc, Silverstein [U Mass Boston], & Adler, [U Houston]).

Evaluation of NHTSA's 2007 Alcohol-Impaired Driving Crackdowns. \$208,697. 6/01/07 – 01/31/09 (Co-Investigator with Kostyniuk [PI], Eby, Zakrajsek).

Maintain Older Drivers' Mobility: Evaluating and Rehabilitating Driving Skills and Smoothing the Transition from Driving. National Highway Traffic Safety Administration/Preusser Research Group (Prime) \$63,032. 09/01/07 – 8/31/08. (Co-Investigator with Eby [PI]).

University Transportation Centers Tier 1 Program. United States Department of Transportation, Research and Innovative Technology Administration. \$6,000,000. Summer, 2007 – Summer, 2010. (Assistant Director with Eby [Director], and several U-M faculty; co-wrote proposal).

Fitness to Drive in Early Stage Alzheimer's Disease. National Highway Traffic Safety Administration. \$200,000. 09/15/06 – 12/31/08 (Co-Investigator with Eby [PI], LeBlanc, Silverstein [U Mass Boston]; & Adler, [U Houston]).

Promising Approaches to Lifelong Community Mobility for Seniors. AARP. \$57,681. 08/03/06 – 08/03/07. (Sponsor PI with Eby [PI]; wrote proposal).

An Evaluation of the Prosecuting Attorney's Association of Michigan (PAAM) Training. Michigan Office of Highway Safety Planning. \$85,000. 10/01/06-09/30/07 (Co-Investigator with Eby, Kostyniuk [PI]).

Discretionary Cooperative Agreement to Study Risk Mechanisms. National Highway Traffic Safety Administration. \$945,420. 09/01/06 – 08/31/11 (Co-Investigator with Eby [PI], P.A. Green, Yates [psychology], L. Green [family medicine], Pollock [industrial and operations engineering], & Franzblau [public health]; co-wrote proposal).

Fitness to Drive in Early Stage Dementia: An Instrumented Vehicle Study. Alzheimer's Association. \$339,811. 09/01/06 – 08/31/09 (Co-Investigator with Eby [PI], LeBlanc; Silverstein [U Mass Boston]; & Adler, [U Houston]; co-wrote proposal).

Societal Costs of Traffic Crashes and Crime in Michigan: 2006 Update. Michigan Office of Highway Safety Planning. \$49,957. 10/01/05-9/30/06. (Co-Investigator with Kostyniuk [PI]).

Developing a Self Assessment Guide for Older Drivers Based on Aging Symptoms. National Highway Traffic Safety Administration. \$351,353. 10/01/04 - 9/30/06. (Co-Investigator with Eby [PI]; co-wrote proposal).

Enforcement of Underage Drinking Laws Process Evaluation. Michigan Office of Highway Safety Planning. \$49,957. 10/01/04-9/30/05. (with Kostyniuk [PI]).

Older Driver Assessment. Centers for Disease Control and Prevention. \$100,000. 10/1/04-9/30/05. (Co-Investigator with Shope [PI], Eby, Kostyniuk).

Safe Communities Review. Michigan Office of Highway Safety Planning. \$40,000. 10/01/03 - 09/30/04. (Sponsor PI with Eby [PI]; wrote proposal).

Behavioral Research for Traffic Safety. Indefinite Quantity Contract. US Department of Transportation, National Highway Traffic Safety Administration. \$11,984,447. 10/01/02 - 9/30/07. (with Eby [PI], Shope, Kostyniuk, Streff, Putcha, Joksch, Zakrajsek, Bingham, & Little [Biostatistics]).

An Evaluation of the Assessing Community Traffic Safety (ACTS) Tool. Michigan Office of Highway Safety Planning. \$49,625. 10/01/02 - 09/30/03. (with Eby [PI]).

Elderly Mobility Update. Michigan Office of Highway Safety Planning. \$50,000. 10/01/02 - 09/30/03. (Sponsor PI with Eby [PI], Kostyniuk; wrote proposal).

Vehicle-Based Countermeasures for Promoting Safety Belt Use. Toyota Motor North America, Inc. \$238,843. 08/01/02 - 08/31/03. (with Eby [PI], Kostyniuk, Shope).

The Effects of Standard Safety Belt Enforcement on Police Harassment. Michigan Department of State. \$794,929. 01/03/01 - 09/30/03. (with Eby [PI], Joksch, Kostyniuk).

Special Projects in Support of OHSP. Office of Highway Safety Planning, Michigan Department of State Police. \$23,000. 10/01/00 – 09/30/01. (with Streff [PI]).

Special Projects in Support of OHSP. Office of Highway Safety Planning, Michigan Department of State Police. \$29,000. 10/01/99 – 09/30/00. (with Streff [PI]).

Development of Assessment Instrument for Self Evaluation by Older Drivers. General Motors Corporation/US DOT. \$540,000. 04/01/97 - 09/30/01. (with Eby, Shope [PI]).

Reduction and Cessation of Driving Among Older Drivers. General Motors Corporation/US DOT. \$470,000. 10/01/97 – 09/30/00. (with Kostyniuk, Shope [PI]).

Evaluation of Community-wide Alcohol Programs. Office of Highway Safety Planning, Michigan Department of State Police. \$69,197. 10/01/94 – 09/30/95. (with Streff [PI]).

Technical Assistance to OHSP. Office of Highway Safety Planning, Michigan Department of State Police. \$24,990. 10/01/94 – 09/30/95. (with Streff [PI]).

Comparative Analysis of Societal Costs of Traffic Crashes and Index Crimes. Office of Highway Safety Planning, Michigan Department of State Police. \$50,600. 10/01/93 – 09/30/94. (with Streff [PI]).

Jackson County Traffic Safety Program - Impact Evaluation. Office of Highway Safety Planning, Michigan Department of State Police. \$40,000. 10/01/93 – 09/30/94. (with Streff [PI]).

Jackson County Traffic Safety Program Evaluation. Office of Highway Safety Planning, Michigan Department of State Police. \$50,000. 10/01/91 – 09/30/92. (with Streff [PI]).

Jackson County Traffic Safety Program Evaluation. Office of Highway Safety Planning, Michigan Department of State Police. \$50,000. 10/01/90 – 09/30/91. (with Streff [PI]).

Comparative Analysis of Societal Costs of Traffic Crashes and Crime. Office of Highway Safety Planning, Michigan Department of State Police. \$41,200. 10/01/89 – 09/30/90. (with Streff [PI]).

Jackson County Traffic Safety Program Evaluation. Office of Highway Safety Planning, Michigan Department of State Police. \$71,800. 10/01/89 – 09/30/90. (with Streff [PI]).

TEACHING/MENTORING

Teaching

Molnar, L.J. (2016). Decisions related to self-regulation of driving among older adults. *University of Michigan Decision Consortium Seminar.* Ann Arbor, MI.

Molnar, L.J. (2011). Self-regulation of driving by older adults. *University of Michigan Department of Psychology, Psychology 808, Decision Consortium Seminar,* Ann Arbor, MI.

Molnar, L.J., Eby, D.W., & Kartje, P. (2006). Traffic safety and the aging driver. *University of Michigan Geriatric Psychiatry Fellow Program Seminar.* Ann Arbor, MI.

Eby, D.W. and Molnar, L.J. (2001). Older driver decision making and traffic safety. *University of Michigan Decision Consortium Seminar (Psychology 808).*

Molnar, L.J. (1995). Societal costs of traffic crashes: implications for public policy. *University of Michigan Transportation and Society Graduate Seminar.* Ann Arbor, MI.

Student Mentoring

Emeka Nriagu: 2016-2017 UROP Student Intern.

Raúl J. Carmona: 2016-2017 UROP Student Intern.

Tian Tian: 2016 Graduate Student Intern (Urban Planning)

Paras Mehta: 2015-2016 UROP Student Intern.

Daniel Crecca: 2015-2016 UROP Student Intern.

Daniel Kellman: 2011 UMTRI Undergraduate Student Assistant on risk and belt use.

2012 Assistant in Research. Elderly mobility among rural Indian tribes.

Patricia Maina: 2011 UROP Student Intern.

Matthew Jans: 2007 UMTRI Summer Internship on risk perception, decision making, safety belt use.

Meghann Nelson: 2007 UMTRI Summer Internship on risk perception, decision making, safety belt use.

Laith Allatar: 2007 UMTRI Summer Internship on risk perception, decision making, safety belt use.

Benjamin Killmer: 2007 UMTRI Summer Internship on risk perception, decision making, and safety belt use.

Stephanie Reitz: U-M Knight-Wallace Fellows Program. *Hartford Courant*. Topic: Social Implications of Elderly Drivers. 2004-2005.

Dissertation/Thesis Committees/Reviews

Lorilei Richardson. Aging and place: Driving and older adults along the urbanicity continuum. Gerontology Department University of Massachusetts, Boston. Member of PhD Committee. 2015-Present.

Kristy Coxon. Behind the Wheel: Can education enhance self-regulation among older drivers living in the community? The University of Sydney, Australia. External PhD Thesis Examiner. 2015.

Other

2016-Present: Part of charge as Associate Director of UMTRI is to engage students from Central Campus in UMTRI research projects. Activities include: development of brochure to engage students in UMTRI research, outreach to various U-M departments to raise awareness among faculty about UMTRI research and identify opportunities to engage students.

SERVICE

Expert/Blue Ribbon Panels

Advanced Vehicle Technologies Stakeholder Consultation Meeting. Canadian Institutes of Health Research funded-project to *McMaster University*, CA. October 2016.

ITNAmerica Research Group. *Independent Transportation Network of America*. 2015-2016.

Public Forum on Safety, Mobility, and Aging Drivers. *National Transportation Safety Board*. Washington, DC. November, 2010.

An Outlook for the Future of Older Drivers. *National Highway Traffic Safety Administration*. Washington, DC. April 2008.

Older Driver Mobility Panel. *Preusser Group*. Washington, DC. April, 2008.

2008 North American Licensing Policies Workshop. *AAA Foundation for Traffic Safety*. Washington, DC. December, 2007.

Behavioral Transitions to Transportation Options. *Beverly Foundation and APTA*. Washington, DC. January, 2007.

Driving and Function Forum, *Office of Superintendent of Motor Vehicles for British Columbia and Traffic Injury Research Foundation*. Vancouver, BC, CA, June 15-16, 2006.

Committees/Interest Groups

- 2016-present: Chair, TRB Joint Subcommittee on Senior Mobility Options (ANB60:3)
- 2013-present: Member TRB Committee on Education and Training (TRB ABG20)
- 2013-present: Member and Secretary TRB Committee on Safe Mobility of Older Persons (TRB ANB60)
- 2008-present: Member TRB Subcommittee on Driver Medical Review
- 2010-2013: Member TRB Committee on Operator Education and Regulation (ANB30)
- 2007-2010: Co-Convener, Transportation and Aging Interest Group. *Gerontological Society of America*
- 2004-2007: Primary Convener, Transportation and Aging Interest Group. *Gerontological Society of America*
- 2001-2004: Co-Convener, Transportation and Aging Interest Group. *Gerontological Society of America*
- 2008: Planning Committee, TRB Spotlight Conference on Impact of Changing Demographics

Reviewer/Editor for Peer-Reviewed Journals

Ad hoc reviewer of journal articles for *Accident Analysis & Prevention*, *Gerontologist*, *Journal of Applied Gerontology*, *Journal of the American Geriatrics Society*, *Journal of Transport and Health*; *International Journal of Family Medicine*, *International Journal of Geriatric Psychiatry*, *International Journal of Injury Control and Safety Promotion*, *Parkinsonism and Related Disorders*, *Traffic Injury Prevention*

- 2016: Guest Editor, *Accident Analysis and Prevention*. Special Issue: Implications of Advanced Vehicle Technologies for Older Drivers.
- 2013: Guest Editor, *Accident Analysis and Prevention*. Special Issue: The Candrive/Ozcanrive Prospective Older Driver Study: Methodology and Early Study Findings
- 2013: Guest Editor, *Accident Analysis and Prevention*. Special Issue: International Conference on Emerging Issues in Safe and Sustainable Mobility for Older Persons
- 2012: Guest Editor, *Accident Analysis and Prevention*. Special Issue: Cognitive Impairment and Driving Safety

2005: Editorial Advisory Group, *Public Policy and Aging Report*. National Academy on an Aging Society, Gerontological Society of America. Special Issue on older drivers

Organizer/Chair of Conference Technical Sessions

2016: UMTRI Transportation Safety Research Symposium. Panel on Ensuring Mobility in a Diverse Society (Organizer and Moderator).

2016: Symposium on Meeting the Challenges of Safe Transportation in an Aging Society. LongROAD session (Organizer and Moderator).

2016: 2nd International Conference on Human Aspects of IT for the Aged Population. Emerging IT for Aging Drivers (Member of Program Board).

2016: 2nd International Conference on Human Aspects of IT for the Aged Population. Emerging IT for Aging Drivers: Advanced Vehicle Technologies: The Role of Driver Experience, Perceptions, and Behavior (Organizer and Moderator).

2015: UMTRI Transportation Safety Research Symposium. Panel III - Decision Making: Improving decisions to maintain safe transportation among older adults (Organizer and Moderator)

2015: 1st International Conference on Human Aspects of IT for the Aged Population (Member of Program Board)

2015: 1st International Conference on Human Aspects of IT for the Aged Population. Emerging IT for Aging Drivers: Boon or Bane. (Organizer and Moderator)

2015: Texas A&M Transportation Institute Safety Conference
Paper session: Protecting Our Vulnerable Users (Organizer and Moderator)

2014: Texas A&M Transportation Institute Safety Conference
Paper session: Older Drivers: Vehicle, Roadway, and Driver Perspectives (Organizer and Moderator)

2010: Gerontological Society of America
Paper Session: Driving and Alternatives (Chair)

2008: Transportation Research Board
Symposium: Using Instrumented Vehicles to Study Driving and Dementia: The Next Frontier in Driving Behavior Research (Organizer and Moderator)

2007: Gerontological Society of America
Symposium: Transportation and Aging: A Cultural Comparison (Co-Organizer)

2006: Gerontological Society of America
Symposium: Transportation Trends: An Overview of the Baby Boomers, Comparisons with Past Cohorts, and Projections for 2020+ (Organizer and Moderator)



DAVID W. EBY



Advancing
Transportation
Leadership and Safety

ORCID: 0000-0001-8650-0628

EDUCATION:

Postdoctoral Research Fellow, 1992, Department of Cognitive Sciences, University of California, Irvine.
Ph.D., *Experimental Psychology*, 1991, University of California, Santa Barbara.
M.A., *Experimental Psychology*, 1988, University of California, Santa Barbara.
B.A., University of California, Santa Barbara, 1984, Major: Psychology.

RESEARCH INTERESTS:

Older Adult Safety and Mobility: Exploration of factors related to the elevated crash rate of older drivers; Understanding and addressing the changing perceptual, cognitive, and psychomotor abilities of older drivers to help them maintain safe driving; Understanding and addressing the transportation needs of older adults when they are unable or choose not to drive themselves; Development of evaluation instruments to improve older driver safety; Development and testing of self-screening instruments for older drivers; Understanding the effects of Alzheimer's disease on driving; facilitating the transition from driving to non driving for both older adults and their families.

Occupant Protection: Development, implementation and evaluation of occupant protection intervention programs; Techniques for assessing safety belt and child restraint device use; Exploration of factors related to the nonuse of safety belts and child restraint devices.

WORK EXPERIENCE:

| | |
|-------------------------|--------------------------------------------------------------------------------------------------------|
| 2013-pres | <i>Director</i> , Center for Advancing Transportation Leadership and Safety (ATLAS Center) |
| 2012-pres | <i>Research Professor</i> , Behavioral Sciences Group, UMTRI |
| 2012-pres Department | <i>Adjunct Research Professor of Psychology</i> , University of Michigan, Psychology |
| 2011-2012 | <i>Adjunct Research Scientist</i> , University of Michigan, Psychology Department. |
| 2010-pres | <i>Head</i> , Behavioral Sciences Group, UMTRI |
| 2008-2011 | <i>Research Scientist</i> , Social and Behavioral Analysis Division, UMTRI |
| 2007-2012 | <i>Director</i> , Michigan Center for Advancing Safe Transportation throughout the Lifespan (M-CASTL). |
| 2005-2010 | <i>Head</i> , Social and Behavioral Analysis Division, UMTRI |
| 2003-2008 | <i>Research Associate Professor</i> , Social and Behavioral Analysis Division, UMTRI |
| 2002-2003 | <i>Senior Associate Research Scientist</i> , Social and Behavioral Analysis Division, UMTRI |
| 2000-2002 | <i>Associate Research Scientist</i> , Social and Behavioral Analysis Division, UMTRI |
| 1993-2000 | <i>Assistant Research Scientist</i> , Social and Behavioral Analysis Division, UMTRI |
| 1992-1993 | <i>Instructor</i> , Department of Psychology, California State University, San Bernardino |
| 1990-1991 | <i>Lecturer</i> , Department of Psychology, Western Washington University |
| 1989-1990 | <i>Research Associate</i> , Anacapa Sciences, Inc. |

1985-1989 *Graduate Research Assistant*, Department of Psychology, University of California, Santa Barbara

MEMBERSHIPS:

American Psychological Society (1993-2000)
Association for Research in Vision and Ophthalmology (1989-1993)
Association for the Advancement of Automotive Medicine (2000-2009)
Michigan Elderly Mobility Work Group (2007-pres)
Gerontological Society of America (2000-pres)
Human Factors and Ergonomics Society (1998-2007)
International Association of Applied Psychology (2007-2011)
ITS America (1994-2000)
Michigan Decision Consortium (1999-pres)
Michigan Safety Belt Coalition (1995-2009)
Sigma Xi, The Scientific Research Society (1996 –2010)
Society for Research in Child Development (1995-2000)
Travel and Tourism Research Association (1994-1996)
University of Michigan Injury Research Center (2017-pres)
University of Michigan Substance Abuse Research Center (1997-2010)

HONORS AND AWARDS:

2017 *Public Affairs and Consumer Education (PACE) Division 7 Overall Award for Websites/Technology Internally Produced: "Safe Drivers Smart Options: Keys to Lifelong Mobility."* American Association of Motor Vehicle Administrators (AAMVA).
2017 *Public Affairs and Consumer Education (PACE) Regional Award for Websites/Technology Internally Produced: "Safe Drivers Smart Options: Keys to Lifelong Mobility."* American Association of Motor Vehicle Administrators (AAMVA).
2017 *Public Affairs and Consumer Education (PACE) Regional Award for Excellence in Government Partnership "Safe Drivers Smart Options: Keys to Lifelong Mobility."* American Association of Motor Vehicle Administrators (AAMVA).
2016-17 Special Issue Editor for special issue of *Accident Analysis & Prevention* on Implications of Advanced Vehicle Technologies for Older Drivers.
2015 Reappointed to the Safe Mobility for Older Adults Committee (ANB60) of the Transportation Research Board of the National Academies, Washington, DC.
2014 Reappointed to the Occupant Protection Committee (ANB45) of the Transportation Research Board of the National Academies, Washington, DC.
2012 *Sweet Sixteen High Value Research Award* for project: "Recommendations for Meeting the Transportation Needs of Michigan's Aging Population." AASHTO Standing Committee on Research.
2012 *Outstanding Traffic Safety Achievement Award* for M-CASTL. Michigan Governors' Traffic Safety Advisory Commission.
2012 *Special Issue Editor* for special issue of *Accident Analysis & Prevention* on The International Conference on Emerging Issues in Safe and Sustainable Mobility for Older Persons.
2012 *Special Issue Editor* for special issue of *Accident Analysis & Prevention* on Early Findings from the Candrive/Ozcandrive Longitudinal Study of Older Drivers.
2012 Reappointed to the Safe Mobility for Older Adults Committee (ANB60) of the Transportation Research Board of the National Academies, Washington, DC.
2011 *Special Editor* for special issue of *Accident Analysis & Prevention* on cognitive impairment and driving.

2011 Appointed *Chairperson* for the 1st Annual International Conference on Aging, Mobility, and Quality of Life. Elsevier Publishing.

2011 Reappointed to the Occupant Protection Committee (ANB45) of the Transportation Research Board of the National Academies, Washington, DC.

2010 *Special Recognition Award for Leadership, Commitment, and Contribution to the Field of Older Driver Safety and Mobility*. Transportation and Aging Interest Group, Gerontological Society of America.

2010 Appointed to the Safe Mobility for Older Adults Committee (ANB60) of the Transportation Research Board of the National Academies, Washington, DC.

2008 *UMTRI Best Paper Award*

2008 Appointed to the Occupant Protection Committee (ANB45) of the Transportation Research Board of the National Academies, Washington, DC.

2008 *Fellow*, Gerontological Society of America

2004 *UMTRI Research Excellence Award*.

2002 *Citation of Excellence for Research Implications*. Emerald Reviews, London.

1999 *Citation of Excellence for Research Implications*; ANBAR Electronic Intelligence, London.

1999 *Citation of Excellence for Practical Implications*, ANBAR Electronic Intelligence, London.

1999 *Citation of Excellence for Readability*. ANBAR Electronic Intelligence (now called Emerald Reviews), London.

1983-2010 *Psi Chi*, The Psychology Honor Society

GRANTS and CONTRACTS:

(Full project responsibility, that is, project director [PD] or principal investigator [PI], unless noted otherwise)

Guidelines for Development of Evidence-Based Countermeasures for Risky Driving. Toyota Collaborative Safety Research Center. \$842,501. 9/15/2017 – 7/31/2019. (With Molnar [PI], LeBlanc).

One Bridge at a Time: Bridging the Digital Divide for the Well-Being of Aging Communities in Smart and Connected Communities. National Science Foundation. \$119,800 (UMTRI Budget). 9/1/2017-8/31/2021. (With Yazici [PI, Stony Brook University], Ozguven [Florida State University]).

Behavioral Safety Research for Traffic Safety: Lot A Field Data Collection and Analysis - IDIQ. National Highway Traffic Safety Administration. \$778,770 ceiling. 7/5/2017 to 7/4/2022. (With Molnar, Kostyniuk, and several UMTRI faculty).

Review of Risk Communication Strategies and Existing Impaired and Distracted Driving Safety Messages. US Department of Transportation/Volpe Center. \$345,375. 10/1/2015-1/31/2019. (With Molnar, Buckley [PI through 2016]).

Review of Risk Communication Strategies and Existing Occupant Protection Safety Messages. National Highway Traffic Safety Administration. \$118,553. 10/15/2016-8/1/2019. (With Molnar).

Developing a Personalized Guardian System to Assist Aging Drivers through Machine Learning, Sensor Fusion, and Data Mining. Toyota Research Institute. \$981,207. 01/01/2017 – 12/31/2018. (Co-PI; With Murphy [PI, U-M Dearborn], Molnar, Giordani [U-M medical School], and Liu [U-M Dearborn]).

Identifying Potential Workzone Countermeasures using Connected-Vehicle and Driving Data. Michigan Department of Transportation/ATLAS Center. \$176,999. 11/1/2016 -- 4/30/2018. (Co-PI; With Masri [PI, CMISST], C. Flanagan [CMISST], Molnar, Sullivan [Human Factors], Cao [CMISST]).

Understanding Belt Use Beyond Demographic Factors: Psychological Constructs and Factors Related to Belt Use. National Highway Traffic Safety Administration. Fors Marsh Group (Prime). \$133,850.

09/01/2015 – 08/31/2019. (With Molnar, Kostyniuk, Walton [Fors Marsh], and Griepentrog [Fors Marsh]).

Improving the Safety of Older Heavy-Vehicle Drivers: Developing a Framework for Moving Forward. ATLAS Center Research Excellence Program. \$35,000. 8/01/15 – 05/01/16. (Co-PI with Molnar [PI], Blower, Newnam [Monash], Koppel [Monash]).

Enhancing Safe Mobility among Older Drivers with and without Dementia. Alzheimer's Association. \$100,000. 10/1/2015—9/30/2017. (Co-PI with Molnar [PI] and Kostyniuk).

Age-Related Differences in Driver Behavior Associated with Automated Vehicles and the Transfer of Control between Automated and Manual Control: A simulator evaluation. Michigan Mobility Transformation Center. \$199,522. 5/1/15 - 10/31/16. (Co-PI with Molnar [PI], Pradhan, Ryan [ISR]).

Senior Driver Cohort (LongROAD) Study. AAA Foundation for Traffic Safety. \$3,647,730. 08/15/2014 – 12/31/2018. (with Molnar, Kostyniuk, LeBlanc, Ryan [ISR], Smith [ISR], Jung [Geriatrics Institute]).

Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States. Transportation Research Board, National Cooperative Highway Research Program. \$299,738. 06/01/2014 – 03/1/2016. (Co-PI, with Blower [PI], Flannigan, Kostyniuk, Sullivan, Geedipally [TTI], Lord [TTI], Wunderlich [TTI]).

Research and Technology Program to Promote Safety of Commercial Motor Vehicles, Drivers and Carriers--IDIQ. Federal Highway Administration. 4/16/2014— 4/15/2019. (Co-I with Sullivan [PI] and several UMTRI faculty).

University Transportation Centers Tier 1 Program. Center for Advancing Transportation Leadership and Safety (ATLAS Center). United States Department of Transportation, Office of the Assistant Secretary for Research and Technology. \$3,755,048. 10/01/13-10/01/18. Center Director. (In collaboration with several U-M faculty and the Texas A&M Transportation Institute).

Planning for a Long-Term Multi-Site Prospective Cohort Study to Better Understand Senior Drivers. AAA Foundation for Traffic Safety. \$113,000. 09/01/2013 – 12/31/2013. (With Molnar, Kostyniuk, J. Smith [ISR], Ryan [ISR]).

Pre-Planning for Developing a Long-Term Multi-Site Prospective Cohort Study to Better Understand Senior Drivers. AAA Foundation for Traffic Safety. \$40,000. 06/01/2013 – 05/31/2013. (With Molnar, Kostyniuk, J. Smith [ISR], Ryan [ISR]).

Older Driver Education and Safe Mobility Planning Strategy (Driver ESMP Strategy). Michigan Department of Transportation. \$616,331. 05/15/2013 – 09/30/2016. (With Molnar, Kostyniuk).

MOD-03 Human Factors Research on Seat Belt Interlock, MAP-21. National Highway Traffic Safety Administration. Virginia Polytechnic Institute (Prime). \$736,905. 9/26/2013 – 11/30/2016. (Co-I with Bao [PI], Sullivan, Sayer, LeBlanc).

Targeting Aggressive Cars and Trucks (TACT) in Michigan: An Evaluation. Federal Highway Administration/Michigan Office of Highway Safety Planning. \$175,000. 09/01/2012—08/31/2014 (Co-PI with Kostyniuk [PI], Blower, Molnar).

Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan: 2013 Update. Michigan Office of Highway Safety Planning/Michigan Truck Commission. \$133,095. 09/01/2012—08/31/2013. (Co-PI with Kostyniuk [PI], Blower, Molnar).

Evaluation of the Michigan Center for Truck Safety: Effectiveness of Training Programs. Michigan Office

of Highway Safety Planning/Michigan Truck Commission. \$106,623. 09/01/2012—08/31/2013. (Co-PI, with Kostyniuk [PI], Blower, Molnar.)

Feasibility, Benefits, and Acceptability of Lowering the BAC Standard in the US. Centers for Disease Control and Prevention. \$400,000. 09/01/2012 – 08/31/2014. (With Kostyniuk, Molnar, Lepkowski [ISR]).

Ticketing Aggressive Cars and Trucks (TACT) in Michigan. Michigan Office of Highway Safety Planning. \$74,988. 01/06/2012 - 9/30/2012. (Co-PI with Kostyniuk [PI], Blower, Molnar).

Data Driven Approaches to Crime and Traffic Safety Teen Seat Belt Use (DDACTS). Michigan Office of Highway Safety Planning. \$122,000. 11/28/2011 - 09/30/2013. (With Molnar, Kostyniuk).

How to Create, Implement, Sustain, and Evaluate Travel Training for Older Adults: A Handbook. Transportation Research Board. Westat (Prime). \$60,000. 10/1/2011-08/30/2013. (With Molnar, Burkhardt [Westat, PI], Nelson [Nelson Development]).

Behavioral Safety Research for Traffic Safety - IDIQ. National Highway Traffic Safety Administration. 11/12/2011—11/11/2016. (With Molnar, Kostyniuk, and several UMTRI faculty).

Child Safety in Cars: An International Collaboration. Australian Research Council. Monash Accident Research Centre (Prime). In-kind collaboration. 2011-2014. (With Molnar).

Transportation Patterns of Older Drivers in Rural Michigan. Michigan Department of Transportation. \$227,903. 09/01/2011 – 08/31/2012. (With Kostyniuk, Molnar).

Societal Costs of Traffic Crashes and Crime in Michigan: 2011 Update. Michigan Office of Highway Safety Planning. \$63,103. 12/01/2010 – 10/31/2011. (Co-PI, with Kostyniuk [PI], Molnar, Miller [Pacific Institute for Research and Evaluation]).

Drowsy Driving Among Older Adults. Michigan Center for Advancing Safe Mobility throughout the Lifespan. \$74,998. 09/01/2010 – 08/31/2011. (With Jackson [ISR], Arnedt [Neurology], Antonucci [ISR], Smith [ISR], Shelgikar [Neurology], Molnar [UMTRI], & Nelson [AAA]).

M-CASTL 2010 Research and Education Conference. University of Michigan Office of the Vice President of Research, Small Grants to Support Major Conferences Program. \$2,500. March 2010.

Evaluating Tween/Parent Seat Belt Demonstration Program. National Highway Traffic Safety Administration. \$368,460. 09/01/09 – 8/31/11. (With Zakrajsek, Molnar).

Document How States Have Recently Upgraded to Primary Enforcement. National Highway Traffic Safety Administration. \$114,500. 09/01/09 – 8/31/10. (With St. Louis, Mercer [Mercer Consulting]).

Using Vehicle Instrumentation to Better Understand the Transitioning Process: An Exploratory Study. Michigan Center for Advancing Safe Mobility throughout the Lifespan. \$103,515. 09/01/2009 – 08/31/2010. (With Molnar, Rothman [CSCAR], Gwinn [CSCAR], Marshall [U Ottawa], & Porter [U Manitoba]).

Review of Young Western Australian Driver Risk Taking and Other Health Risk Behavior. Monash University and M-CASTL. \$60,000. 09/05/2009 – 10/30/2010. (With Molnar).

Low-Cost, High Impact Measures to Meet the Transportation Needs of Michigan's Aging Population. Michigan Department of Transportation. \$207,500. 09/01/2010 – 08/31/2011. (With Molnar, Kostyniuk).

International Teen Driving Symposium. University of Michigan Office of the Vice President of Research,

Small Grants to Support Major Conferences Program. \$2,500. August 2009.

A New Approach to Assessing Self-Regulation by Older Drivers: Development and Testing of a Questionnaire Instrument. Michigan Center for Advancing Safe Transportation throughout the Lifespan (M-CASTL). \$147,706. 04/15/08 – 04/14/09. (With Molnar, Roberts [Public Health], Bubar [AAA Michigan], Langford [Monash U], & Marshall [U of Ottawa]).

Fitness to Drive in Early Stage Alzheimer's Disease: Phase II. National Highway Traffic Safety Administration. \$126,129. 08/31/07 – 04/30/09 (With LeBlanc, Molnar; Silverstein [U Mass Boston]; & Adler, [U Houston]).

Evaluation of NHTSA's 2007 Alcohol-Impaired Driving Crackdowns. National Highway Traffic Safety Administration. \$208,697. 6/01/07 – 01/31/09. (Co-PI with Kostyniuk [PI], Molnar, Zakrajsek).

Maintaining Older Drivers' Mobility: Evaluating and Rehabilitating Driving Skills and Smoothing the Transition from Driving. National Highway Traffic Safety Administration/Preusser Research Group (Prime) \$63,032. 09/01/07 – 8/31/08. (With Molnar).

Behavioral, Technology, and Human Factors Research. IDIQ. National Highway Traffic Safety Administration. 2/6/2007-2/5/2010. (With LeBlanc, Sullivan).

Statewide Safety Belt Use in Florida. Tallassee Community College/Florida Department of Transportation. \$99,890. 2/1/2007-1/30/2008. (With Vivoda, St. Louis, Kostyniuk).

University Transportation Centers Tier 1 Program. United States Department of Transportation, Research and Innovative Technology Administration. \$5,000,000. August 1, 2007 – July 31, 2012. Center Director. (with several U-M faculty).

Fitness to Drive in Early Stage Alzheimer's Disease. National Highway Traffic Safety Administration. \$200,000. 09/15/06 – 12/31/08 (With LeBlanc, Molnar; Silverstein [U Mass Boston]; & Adler, [U Houston]).

Promising Approaches to Lifelong Community Mobility for Seniors. AARP. \$57,681. 08/03/06 – 08/03/07. (With Molnar).

An Evaluation of the Prosecuting Attorney's Association of Michigan (PAAM) Training. Michigan Office of Highway Safety Planning. \$85,000. 10/01/06-09/30/07. (Co-PI with Kostyniuk [PI]).

Discretionary Cooperative Agreement to Study Risk Mechanisms. National Highway Traffic Safety Administration. \$945,420. 09/01/06 – 08/31/11 (With Molnar, P.A. Green, Yates [psychology], L. Green [family medicine], Pollock [industrial and operations engineering], Franzblau [public health]).

Fitness to Drive in Early Stage Dementia: An Instrumented Vehicle Study. Alzheimer's Association. \$339,811. 09/01/06 – 08/31/09 (With LeBlanc, Molnar; Silverstein [U Mass Boston]; & Adler, [U Houston]).

Nighttime Belt Use Survey. National Highway Traffic Safety Administration. \$218,863. 7/30/05 – 12/31/06. (With Kostyniuk, Vivoda).

Annual Direct Observation Survey of Safety Belt Use in Michigan: 2005. Michigan Office of Highway Safety Planning. \$56,847. 11/01/04 - 10/31/2005. (With Vivoda).

Technical Assistance for OHSP. Michigan Office of Highway Safety Planning. \$50,000. 10/16/04 - 09/30/2005. (With Shope, Kostyniuk).

Safe Communities Assessment Tool. Michigan Office of Highway Safety Planning. \$25,000. 10/16/04 - 04/14/2005. (With Vivoda).

Older Driver Assessment. Centers for Disease Control and Prevention. \$100,000. 10/1/04-9/30/05. (Co-PI with Shope [PI], Kostyniuk, Molnar).

Developing a Self Assessment Guide for Older Drivers Based on Aging Symptoms. National Highway Traffic Safety Administration. \$351,353. 10/01/04 - 9/30/06. (With Molnar).

Evaluation of TREAD Booster Seat Demonstration Projects. National Highway Traffic Safety Administration. \$226,872. 07/01/04 - 06/30/07. (Co-PI with Kostyniuk [PI], Shope).

Toward a Model of Risky-Driving Behavior. UMTRI Science of Driving Initiative. \$50,000. 03/01/04 - 12/31/05. (With Kostyniuk, Sayer, Bogard).

Safe Communities Review. Michigan Office of Highway Safety Planning. \$40,000. 10/01/03 - 09/30/04. (With Molnar).

Assistance in Designing and Conducting Safety Belt Surveys. Michigan Office of Highway Safety Planning. \$49,833. 10/01/03 - 09/30/04. (With Vivoda).

Community Based Interventions to Reduce Motor Vehicle-Related Injuries in Michigan. Centers for Disease Control and Prevention. Michigan Department of Community Health (prime). \$396,479. 10/1/03 - 9/30/07. (With Shope).

Pilot Testing of Personal Data Assistants (PDAs) for Safety Belt Direct Observation Data Collection. Michigan Office of Highway Safety Planning. \$10,387. 08/01/03 - 09/31/03. (With Vivoda).

Evaluation of Safety Belt Mobilization Campaigns in Michigan. Michigan Office of Highway Safety Planning. \$220,333. 03/10/03 - 04/31/04. (With Vivoda).

Behavioral Research for Traffic Safety-IDIQ. US Department of Transportation, National Highway Traffic Safety Administration. 10/01/02 - 9/30/07. (With Kostyniuk, Streff, Putcha, Joksch, Molnar, Zakrajsek, and Little [Biostatistics]).

Demonstration and Evaluation of Technologies for Safety Vehicles using adaptive Interface Technology (SAVE-IT). US Department of Transportation/Volpe Center. Delphi Delco (Prime). \$1,514,067. 10/01/01 - 07/01/07. (With Kantowitz, P. Green, LeBlanc).

Vehicle-Based Countermeasures for Promoting Safety Belt Use. Toyota Motor North America, Inc. \$238,843. 08/01/02 - 08/31/03. (With Kostyniuk, Shope, Molnar).

An Evaluation of the Assessing Community Traffic Safety (ACTS) tool. Michigan Office of Highway Safety Planning. \$49,625. 10/01/02 - 09/30/03. (With Molnar).

Elderly Mobility Update. Michigan Office of Highway Safety Planning. \$50,000. 10/01/02 - 09/30/03. (With Kostyniuk, Molnar).

The Effects of Paid Media on Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$197,592. 04/15/02 - 10/30/02. (With Kostyniuk, Streff).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$248,269. 10/01/01 - 11/30/04.

Direct Observation of Safety Belt Use in Michigan: Spring 2002 (Special June D.O.). Michigan Office of Highway Safety Planning. \$50,000. 10/01/01 - 11/30/02.

The Effects of Standard Safety Belt Enforcement on Police Harassment. Michigan Department of State. \$794,929. 01/03/01 - 09/30/03. (With Kostyniuk, Joksch).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$236,314. 10/01/00 - 09/30/01.

Direct Observation of Child Restraint Device Use: A Four-Year Follow Up. Michigan Office of Highway Safety Planning. \$75,000. 10/01/00 - 09/30/01. (With Kostyniuk).

The Effects of Standard Enforcement on Michigan Safety Belt Use. Michigan Office of Highway Safety Planning. \$179,960. 10/01/99 - 09/30/00.

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$79,958. 10/01/99 - 09/30/00.

Child Occupant Protection Use Survey II. Michigan Office of Highway Safety Planning. \$72,997. 03/03/00 - 09/30/00. (With Kostyniuk).

An Evaluation of Michigan's Repeat Drunk Driver Laws. Michigan Department of State. \$529,164. 01/01/00 - 09/30/02. (PI/Co-PI with Streff).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$79,958. 10/01/98 - 09/30/99.

An Analysis of the People Convicted of Minor-in-Possession-of-Alcohol (MIP). Michigan Office of Highway Safety Planning. \$65,000. 10/01/98 - 09/30/99. (Co-PI with Streff [PI]).

Child Occupant Protection Use Survey. Traffic Safety Association of Michigan/National Safety Council. \$73,173. 02/15/99 - 08/31/99. (With Kostyniuk).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$49,077. 10/01/97 - 09/30/98.

Developing a Guide for Conducting Safety Belt Use Surveys. Michigan Office of Highway Safety Planning. \$29,994. 10/01/98 - 09/30/00.

Exploring Rear-End Roadway Crashes from the Driver's Perspective. Honda Corporation. \$49,861. 04/01/98 - 10/31/98. (Co-PI with Kostyniuk [PI]).

An Evaluation of Michigan's Zero-Tolerance Law. Michigan Office of Highway Safety Planning. \$100,000. 01/01/97 - 12/31/97. (Co-PI with Streff [PI]).

Development of Assessment Instrument for Self Evaluation by Older Drivers. General Motors Corporation/US DOT. \$540,000. 04/01/97 - 09/30/01. (Co-PI with Shope [PI], Molnar).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$48,361. 10/01/97 - 09/30/98.

Matching Safety Strategies to Youth Characteristics. National Highway Traffic Safety Administration. \$160,404. 01/01/96 - 01/30/98. (With Shope, Waller).

Special Projects for OHSP. Michigan Office of Highway Safety Planning. \$74,000. 10/01/96 - 09/30/97. (Co-PI with Shope [PI], Kostyniuk).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$47,985. 10/01/96 - 09/30/97.

Direct Observation of Child Restraint Device Use and Misuse. Michigan Office of Highway Safety Planning. \$49,999. 10/01/96 - 09/30/97. (With Kostyniuk).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$50,000. 10/01/95 - 09/30/96. (Co-PI with Streff [PI]).

FAST-TRAC ITS Demonstration Project, User Perceptions and Behaviors. Federal Highway Administration and Road Commission for Oakland County. \$637,000. 11/1/94 - 07/01/97. (PI and Co-PI with Kostyniuk, Streff [PI: 1994-1995]).

Development and Testing of Advanced Traveler Information Systems for the Driving Tourist. The University of Michigan IVHS (ITS) Research Center of Excellence. \$90,154. 11/1/94 - 10/31/97. (With Molnar).

The Cost-Effectiveness of Airspeed Timing. Michigan Office of Highway Safety Planning. \$50,000. 10/01/93 - 09/30/94. (Co-PI with Streff [PI]).

Direct Observation of Safety Belt Use in Michigan. Michigan Office of Highway Safety Planning. \$50,000. 10/01/94 - 09/30/95. (Co-PI with Streff [PI]).

Effect and Impact of Michigan 1991 Drunk and Impaired Driving Laws. Michigan Department of State. \$248,076. 4/03/92 - 9/30/94. (Co-PI with Streff [PI]).

CONSULTING

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety. 9/10/12 - 9/30/12.

Computer-Based Law Enforcement Training Course. National Highway Traffic Safety Association project awarded to Dynanet, Inc. and Acclaro Research Solutions. 11/01/10 – 3/01/12.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/10 - 9/30/11.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/09 - 9/30/10.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/08 - 9/30/09.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/07 - 9/30/08.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/06 - 9/30/07.

Minnesota Seat Belt Use Observational Survey: Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 4/15/05 - 9/30/05.

Safety Belt Technology Countermeasures Study. Federal Motor Carrier Safety Administration project awarded to Pacific Institute for Research and Evaluation. 10/1/05 – 04/01/07.

Minnesota Seat Belt Use Observation Survey Design and Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 6/15/04 - 9/15/04.

Minnesota Seat Belt Use Observation Survey Design and Data Analysis. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 6/15/03 - 9/15/03.

Evaluation of the Paid Media Seat Belt Campaign in Minnesota. Minnesota Department of Public Safety, Office of Traffic Safety project awarded to EPIC-MRA. 03/01/02 - 6/15/03.

Older Driver Self-Assessment Toolkit. Centers for Disease Control and Prevention project awarded to Delima Associates. 11/6/01 - 2/28/02.

Estimating Motor Vehicle Registration Rates. 3M/Coldwater Corp. 10/01/96 - 09/30/97.

An Analysis of Crash Experience: Age vs. Driving Experience. Dominos Pizza, Inc. 01/01/95 - 12/30/95.

Elderly Driver Referral Project. National Public Services Research Institute. 02/01/94 - 02/01/97.

PUBLICATIONS

Peer Reviewed Journal Articles (Total = 71):

Zanier, N., Molnar, J.L., Eby, D.W., Zakrajsek, J., Ryan, L., St. Louis, R.M., Stanciu, S., LeBlanc, D., Kostyniuk, L.P., Smith, J., Yung, R., Nyquist, L., DiGuseppi, D., Li, G., Mielenz, T.J., Strogatz, D., & the LongROAD Research Team. (in preparation). *An Assessment of Vehicle Condition, Maintenance, Technologies, and Adaptations among Older Drivers.*

Eby, D.W., Molnar, L.J., Zakrajsek, J., Ryan, L., Zanier, N., St. Louis, R.M., Stanciu, S., LeBlanc, D., Kostyniuk, L.P., Smith, J., Yung, R., Nyquist, L., DiGuseppi, C., Li, G., Mielenz, T.J., Strogatz, D. & the LongROAD Research Team. (under review). *Prevalence, attitudes, and knowledge of in-vehicle technologies and vehicle adaptations among older drivers.*

Molnar, L.J., Ryan, L.H., Pradhan, A.K., Eby, D.W. St. Louis, R.M., & Zakrajsek, J. (under review) *Understanding trust and acceptance of automated vehicles: A simulator study of transfer of control between automated and manual driving.*

Kandasamy, D., Betz, M.E., DiGuseppi, C., Molnar, L.J., Eby, D.W., Strogatz, D., Mielenz, T., Hill, L., Li, G. (under review). *Baseline prevalence of reported medical conditions and reported effect on driving in a cohort of senior drivers.*

Stanciu, S., Eby, D.W., Molnar, L.J., St. Louis, R.M., Zanier, N., & Kostyniuk, L.P. (under review). *Pedestrians/bicyclists and autonomous vehicles: How will they communicate?*

Newnam, S., Molnar, L.J., Blower, D., Eby, D.W., & Koppel, S. (under review). *Risk factors that contribute to crashes among older truck drivers: Identifying trends in heavy vehicle crash data in the US.*

Kostyniuk, L.P., Eby, D.W., Molnar, L.J., St. Louis, R.M., Zanier, N., & Miller, T.R. (in press). Potential effects of lowering the BAC limit on injuries, fatalities, and costs. *Journal of Safety Research.*

Molnar, L.J., Eby, D.W., Bogard, S.E., LeBlanc, D.J., & Zakrajsek, J.S. (in press). Using naturalistic driving data to better understand the driving exposure and patterns of older drivers. *Traffic Injury Prevention.*

Molnar, L.J., Eby, D.W., Kostyniuk, L.P., St. Louis, R.M., & Zanier, N. (2017). Stakeholder perceptions of lowering the BAC standard in the US. *Annals of Epidemiology.*
<https://doi.org/10.1016/j.annepidem.2017.09.004>

Dickerson, A.E., Molnar, L.J., Bédard, M., Eby, D.W., Classen, S. & Polgar, J.M. (2017). Transportation and aging: An updated research agenda for advancing safe mobility. *Journal of Applied Gerontology.*

Eby, D.W., Molnar, L.J., Kostyniuk, L.P., St. Louis, R.M., Zanier, N., Lepkowski, J., & Bergen, G. (2017). Perceptions of alcohol-impaired driving and the blood alcohol concentration standard in the United States. *Journal of Safety Research*, **63**, 73-81.

Eby, D.W., Molnar, L.J., Kostyniuk, L.P., St. Louis, R.M., & Zanier, N. (2017). Characteristics of informal caregivers who provide transportation assistance to older adults. *PLoS ONE*, **12(9)**, e0184085.
<https://doi.org/10.1371/>

Dickerson, A.E., Molnar, L.J., Bédard, M., Eby, D.W., Berg-Weger, M., Choi, M., Grigg, J., Horowitzk, A., Meuser, T., Myers, A., O'Connor, M., & Silverstein, N.M. (2017). Transportation and aging: An updated research agenda for advancing safe mobility among older adults transitioning from driving to non-driving. *The Gerontologist*. DOI 10.1093/geront/gnx120.

Li, G., Eby, D.W., Santos, R., Mielenz, T.J., Molnar, L.J., Strogatz, D., Betz, M., DiGuseppi, C., Ryan, L.H., Jones, V., Pitts, S.I., Hill, L.L., DiMaggio, C., LeBlanc, D., & Andrews, H.F. for the LongROAD Research Team. (2017). Longitudinal Research on Aging Drivers (LongROAD): Study design and methods. *Injury Epidemiology*, **4**, 22.

Molnar, L.J. & Eby, D.W. (2017). Implications of advanced vehicle technologies for older drivers. *Accident Analysis & Prevention*, **7**, 457-459. DOI 10.1016/j.aap.2017.06.017.

Eby, D.W., Molnar, L.J., & Horikawa, E. (2017). Older drivers in the United States: Crash trends, licensing, and medical advisory boards. *Modern Physician*, **7(32)**, 195-197. (Japanese).

Molnar, L.J., Eby, D.W., & Horikawa, E. (2017). Driving cessation and mobility support among older adults in the United States. *Modern Physician*, **7(32)**, 198-202 (Japanese).

Eby, D.W., Molnar, L.J., Zhang, L., St. Louis, R.M., Zanier, N., Kostyniuk, L.P., & Stanciu, S. (2016). Use, perceptions, and benefits of automotive technologies among aging drivers. *Injury Epidemiology*, **3(28)**, 1-20. DOI 10.1186/s40621-016-0093-4.

Alattar, L., Yates, J.F., Eby, D.W., LeBlanc, D.J., & Molnar, L.J. (2016). Understanding and reducing inconsistency in seatbelt-use decisions: Findings from a cardinal decision issue perspective. *Risk Analysis*, **36(1)**, 83-97.

Eby, D.W. & Molnar, L.J. (2014). Has the time come for an older driver vehicle? *Journal of Ergonomics*. S3: 002. doi:10.4172/2165-7556.S3-002.

Molnar, L.J., Eby, D.W., Charlton, J.L., Langford, J., Koppel, S., Kolenic, G., Marshall, S. & Man-Son-Hing, M. (2014). Factors affecting self-regulatory driving practices among older adults. *Traffic Injury Prevention*, **15(3)**, 262-272.

Ball, K., Ross, L.A., Eby, D.W., Meuser, T. & Molnar, L.J. (2013). Emerging issues in safe and sustainable mobility for older persons. *Accident Analysis & Prevention*, **61**, 138-140

Marshall, S., Man-Son-Hing, M., Charlton, J., Molnar, L.J., Koppel, S., & Eby, D.W. (2013). The Candrive/Ozcandrive prospective older driver study: Methodology and early study findings. *Accident Analysis & Prevention*, **61**, 233-235.

Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., St. Louis, R., & Roberts, J.S. (2013). Tactical, strategic, and life-goal self-regulation of driving by older adults: Development and testing of a questionnaire. *Journal of Safety Research*. **46**, 107-117.

Molnar, L.J., Eby, D.W., Charlton, J.L., Langford, J., Koppel, S., Marshall, S. & Man-Son-Hing, M. (2013). Driving avoidance by older adults: Is it always self-regulation? *Accident Analysis & Prevention*, **61**, 272-280.

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- Eby, D.W. & Molnar, L.J. (2012). Cognitive impairment and driving safety. *Accident Analysis & Prevention*, **49**, 255-256.
- Eby, D.W., Silverstein, N.M., Molnar, L.J., LeBlanc, D., & Adler, G. (2012). Driving behaviors in early stage dementia: A study using in-vehicle technology. *Accident Analysis & Prevention*, **49**, 324-331.
- Molnar, J.L, Eby, D.W., Dasgupta, K., Yang, Y., Nair, V.N., & Pollock, S. (2012). Explaining state-to-state differences in seat belt use: A multivariate analysis of cultural variables. *Accident Analysis & Prevention*, **47**, 78-86.
- Silverstein, N.M., Gottlieb, A.G., Eby, D.W., Molnar, L.J., Kwan, N., Materdey, T., Adler, G., & Van Ranst, E. (2011). Do memory-impaired drivers and their family members agree on driving ability and behaviors? *Transportation Research Record*, **2265**, 200-206. DOI: 10.3141/2265-23.
- Classen, S., Eby, D.W., Molnar, L.J., Dobbs, B., & Winter, S. (2011). Transportation and aging: Evaluating stakeholders' perspective on advancing safe mobility. *South African Journal of Occupational Therapy*, **41(3)**, 18-24.
- Molnar, L.J., Eby, D.W., Kartje, P.S. & St. Louis, R. (2010). Increasing self awareness among older drivers: The role of self-screening. *Journal of Safety Research*, **41**, 367-373.
- Molnar, L.J. & Eby, D.W. (2010). Cognitively impaired older drivers, risk assessment, and physician responsibility—Reply. *Journal of the American Medical Association*, **304(7)**, 745.
- Eby, D.W. & Molnar, L.J. (2010). Driving fitness and cognitive impairment: Issues for physicians. *Journal of the American Medical Association*, **303(16)**, 1642-1643.
- Eby, D.W. (2009). Key issues in transportation and aging. *TR News*, **264**, 14-18.
- Eby, D.W. & Molnar, L.J. (2009). Older adult safety and mobility: Issues and research needs. *Public Works Management and Policy*, **4**, 288-300.
- Kostyniuk, L.P., Molnar, L.J. & Eby, D.W. (2009). Safe mobility of older drivers: Concerns expressed by adult children. *Topics in Geriatric Rehabilitation*, **25**, 25-33.
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Molnar, L.J., Eby, D.W., St. Louis, R., Zanier, N., & Kostyniuk, L.P. (2014). *Analysis of Existing Education and Intervention Strategy Models*. Lansing, MI: Michigan Department of Transportation. Project Deliverable.

Eby, D.W., Molnar, L.J., & Kostyniuk, L.P. (2012). *The Effectiveness of Police Visibility on Driver Behavior: A Brief Literature Review*. Lansing, MI: Office of Highway Safety Planning. Project Deliverable.

Eby, D.W., Silverstein, N.M., Molnar, L.J., LeBlanc, D., Adler, G., Stroupe, J., Gilbert, M., & Way, J. (2011). *Fitness to Drive in Early Stage Dementia: A Feasibility Study Using In-Vehicle Technology to Monitor Driving*. Unpublished report to the National Highway Traffic Safety Administration.

Eby, D.W., Molnar, L.J., Vivoda, J.M., St. Louis, R.M., & Dallaire, A. (2011). *M-CASTL 2011 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.

Eby, D.W., Molnar, L.J., Vivoda, J.M., St. Louis, R.M., & Dallaire, A. (2010). *M-CASTL 2010 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.

Eby, D.W. (2010). Key Issues in transportation and aging: Ensuring safe mobility for older adults. *GeriNotes*, **17(1)**, 7-10.

Eby, D.W., Molnar, L.J., Franzblau, A., Green, L., Green, P.A., Pollock, S., & Yates, F. (2010). *Increasing Belt Use among Part-Time Users: A Multidisciplinary Approach*. Washington, DC: US Department of Transportation. Project Deliverable.

Eby, D.W., Molnar, L.J., Vivoda, J.M., & Dallaire, A. (2009). *M-CASTL 2009 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.

Eby, D.W., Molnar, L.J., Vivoda, J.M., & Dallaire, A. (2008). *M-CASTL 2008 Annual Report*. Ann Arbor, MI: Michigan Center for Advancing Safe Transportation throughout the Lifespan.

Vivoda, J.M. & Eby, D.W. (2004). *Support for Communities to Conduct Safety Belt Surveys: Final Report*. Ann Arbor, MI: University of Michigan Transportation Research Institute. Project Deliverable.

- Eby, D.W. & Molnar, L.J. (2003). Gerontological Research at the Transportation Research Institute. *Gerontology at Michigan: Newsletter of Campus-Wide Aging Research*. Fall 2003. Ann Arbor, MI: Institute of Gerontology.
- Eby, D.W. & Kostyniuk, L.P. (2003). *Crashes and Driver Distraction: An Assessment of Databases, Crash Scenarios, and Distracted-Driving Scenarios*. Delphi Delco Electronics/US Department of Transportation. Project Deliverable.
- Eby, D.W. (1999). Older drivers and Advanced Traveler Information Systems. *UMTRI Research Review*, **30(3)**, 1-9.
- Eby, D.W. & Olk, M.L. (1998). Patterns of Michigan safety belt use. *UMTRI Research Review*, **29(2)**, 1-13.
- Eby, D.W., Molnar, L.J., Shope, J.T., & Waller, P.F. (1998). *Preliminary Guidelines for Appropriate Traffic-Safety Messages and Programs for Youth*. United States Department of Transportation, National Highway Traffic Safety Administration. Project Deliverable.
- Eby, D.W., Kostyniuk, L.P., & Christoff, C. (1998). Patterns of child-safety-seat use and misuse in Michigan. *UMTRI Research Review*, **28(2)**, 1-12.
- Kostyniuk, L.P., Eby, D.W., & Streff, F.M. (1996). Michigan traffic safety attitudes and opinions. *UMTRI Research Review*, **27(2)**, 1-14.
- Eby, D.W. (1995). The convicted drunk driver in Michigan: A profile of offenders. *UMTRI Research Review*, **25(5)**, 1 - 11.
- Eby, D.W. (1992). The sensory evaluation of beer. *American Brewer*, **54**, 28-34.
- Eby, D.W. (1992). The sensory aspects of zymological evaluation. *Zymurgy*, **15**, 46-52.

PRESENTATIONS

Refereed Presentations (Total = 65)

- Eby, D.W. (2017). Older drivers and advanced vehicle technologies. *IAGG World Congress of Gerontology and Geriatrics*. San Francisco, CA. July.
- Molnar, L.J., Pradhan, A., Eby, D.W., Ryan, L., & Bingham, R. (2017). Behavioral differences between older and younger drivers associated with automated vehicles. *IAGG World Congress of Gerontology and Geriatrics*. San Francisco, CA. July.
- Eby, D.W., Molnar, L.J., LeBlanc, D., Gilbert, M., Bogard, S, St. Louis, R.M., Zanier, N., & Stanciu, S. (2017). The objective measurement of driving among older adults. *IAGG World Congress of Gerontology and Geriatrics*. San Francisco, CA. July.
- Strogatz, D., Jones, V., Andrews, H., DiGuseppi, C., Eby, D.W., Hill, L., Mielenz, & Li, G. (2017). Comparison of the accessibility and content of driving records from multiple states. *IAGG World Congress of Gerontology and Geriatrics*. San Francisco, CA. July.
- Eby, D.W. (2017). Maintaining safe mobility for older adults: Michigan's integrated approach. *Fourth Annual Summer Conference on Livable Communities*. Kalamazoo, MI.
- Molnar, L.J. & Eby, D.W. (2015). Travel training for older adults: Promoting a healthy transition from driving. *The Gerontological Society of America Annual Meeting*. Orlando, FL.
- Molnar, L.J., Eby, D.W., Charlton, J., Koppel, S., & Marshall, S. (2015). Self-regulation of driving among older adults: Improving the knowledge base for driver safety programs. *The Gerontological Society of America Annual Meeting*. Orlando, FL.
- Eby, D.W. (2014). Aging and safe transportation: Recommendations for programs in the United States. *28th International Congress on Applied Psychology*. Paris, France.
- Molnar, L.J., Eby, D.W., Kostyniuk, L.P., St. Louis, R. & Zanier, N. (2012). Maintaining mobility among older adults in Michigan: Results of a telephone survey to identify travel patterns, needs, and preferences. *The Gerontological Society of America Annual Meeting*. San Diego, CA.
- Vivoda, J.M., Eby, D.W., Molnar, L.J., & Kostyniuk, L.P. (2012). Informal caregivers of older adults: Predictors of changes in life, health, and finances. *The Gerontological Society of America Annual Meeting*. San Diego, CA.

Eby, D.W., Silverstein, N.M, Molnar, L.J., LeBlanc, D., & Adler, G. (2012). Driving behaviors in early stage dementia: A study using in-vehicle technology. *International Conference of Aging, Mobility, and Quality of Life*. Ann Arbor, MI:

St. Louis, R.M., Eby, D.W., Molnar, L.J., Kostyniuk, L.J., & Zanier, N. (2012). Caregiving and transportation in Michigan. *International Conference of Aging, Mobility, and Quality of Life*. Ann Arbor, MI.

Zanier, N., Eby, D.W., Molnar, L.J., Kostyniuk, L.P., & St. Louis, R. (2012). *International Conference of Aging, Mobility, and Quality of Life*. Ann Arbor, MI.

Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., & St. Louis, R.S. (2012). Avoidance of driving situations by older adults: Is it always self-regulation? *International Conference of Aging, Mobility, and Quality of Life*. Ann Arbor, MI.

Alattar, L., Yates, J. F., Eby, D. W., LeBlanc, D. J., & Molnar, L.J. (2012). Explaining Seat Belt Use Decision Making Among Part-Time Users: New Perspectives on Personal Policy Decisions and Personal Risk Management. *Transportation Research Board Annual Meeting*. Washington, DC.

Molnar, L.J., Eby, D.W., Langford, J., Charlton, J., & Roberts, S. (2011). A study of gender in self regulation among older adults. *The Gerontological Society of America Annual Meeting*. Boston, MA.

Silverstein, N.M., Gottlieb, A., Kwan, N., Molnar, L.J., Eby, D.W., Materdey, T., & Van Ranst, E. (2010). Cognitively impaired drivers and their family members: Perceptions of driving ability and behaviors. New Orleans, LA: *The Gerontological Society of America Annual Meeting*.

Molnar, L.J., Eby, D.W., Roberts, S., Langford, J., Charlton, J. (2010). Self-regulation of driving: Facilitating the transition from driving. *Annual Meeting of the Gerontological Society of America*. New Orleans, LA.

Eby, D.W. (2009). The transitioning process from driving to non-driving. *Annual Meeting of the Gerontological Society of America*. Atlanta, GA.

Classen, S. & Eby, D.W. (2009). Transportation and mobility as a creative approach to healthy aging. *Annual Meeting of the Gerontological Society of America*. Atlanta, GA.

Eby, D.W. (2009). Driving and early stage dementia: Program overview. *Annual Meeting of the Gerontological Society of America*. Atlanta, GA.

Silverstein, N.M., Eby, D.W., Adler, G., Molnar, L.J., LeBlanc, D. J., Bogard, S., & Gilbert, M. (2008). Using naturalistic driving to monitor fitness to drive in early stage dementia: Charting new territory. *Annual Meeting of the Gerontological Society of America*. National Harbor, MD.

Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (2008). Concerns raised about older drivers and their children: Do they reflect real declines in driving-related ability? *Annual Meeting of the Gerontological Society of America*. National Harbor, MD.

Eby, D.W., LeBlanc, D, Molnar, L.J., Silverstein, N.M., & Adler, G. (2008). Fitness to drive in early stage dementia: Two instrumented vehicle studies. *Transportation Research Board*. Washington, DC.

Eby, D.W. & Molnar L.J. (2008). Self-screening based on health concerns. *International Conference Traffic and Transport Psychology*. Washington, DC.

Eby, D.W. (2008). Driving and dementia: Behaviors, decision, and assessment. *Conference of the National Council on Aging and the American Society on Aging*. Washington, DC.

Silverstein, N.M., Eby, D.W., Molnar, L.J., Adler, G., & Leblanc, D. (2008). Dementia and driving: An instrumented vehicle study. *Annual Conference of the Gerontological Society of America*. Washington, DC.

Adler, G.L., Eby, D.W., LeBlanc, D.L., Molnar, L.J., Silverstein, N.M. (2007). Am I safe to drive? What persons with early stage dementia, their families, and driving rehabilitation specialists think. *15th Annual Alzheimer's Association Dementia Care Conference*. Chicago, Ill.

Molnar, L.J. & Eby, D.W. (2006). Development and testing of a battery of health and driving assessments for use in a cohort study of older drivers. *Annual Conference of the Gerontological Society of America*. Dallas, TX.

Eby, D.W. & Molnar, L.J. (2006). Promising approaches to enhancing elderly mobility. *International Conference on Aging, Disability, and Independence Conference Proceedings*. (pp. 394-395). The University of Florida. Gainesville, FL.

Kostyniuk, L.P., Eby, D.W., Molnar, L.J., & Miller, L.L. (2004). Effect of standard enforcement on safety belt citations in Michigan. *Transportation Research Board Annual Meeting*. Washington, DC.

Molnar, L.J., Eby, D.W., & Miller, L.L. (2003). Promoting independence and well being: Successful approaches to enhancing the driving mobility of older adults. *International Conference on Aging, Disability and Independence*. Washington, DC.

Eby, D.W., Molnar, L.J., Shope, J.T. & Vivoda, J.M. (2003). Improving older driver safety through self evaluation. *International Conference on Social Sciences*. Waikiki, HI.

Eby, D.W. & Kostyniuk, L.P. (2003). Strong repeat alcohol offender laws reduce crashes and injuries involving recidivists: Evidence from Michigan. *47th Annual of the Association for the Advancement of Automotive Medicine*. Lisbon, Portugal.

Eby, D.W. Kostyniuk, L.P., & Vivoda, J.M. (2003). Risky driving: The relationship between cellular phone and safety belt use. *Transportation Research Board Annual Meeting*. Washington, DC.

Molnar, L.J., Eby, D.W., & Shope, J.T. (2002). Maintaining safe driving among older adults: Focus group Findings. *In 55th Annual Scientific Meeting of the Gerontological Society of America*. Boston, MA

Eby, D.W., Molnar, L.J., Shope, J.T. & Vivoda, J.M. (2002). Older driver self evaluation. *In 18th World Congress of the International Traffic Medicine Association*. Cairo, Egypt.

Eby, D.W. & Molnar, L.J. (2001). Older drivers: Validating a self-assessment instrument with clinical measures and actual driving. *In 54th Annual Scientific Meeting of the Gerontological Society of America*. Chicago, IL.

Eby, D.W. (2001). Women and advanced traveler information systems. *Automotive and Transportation Technology Congress and Exhibition (formerly ISATA)*. Barcelona, Spain.

Eby, D.W. & Molnar, J.L. (2001). Older drivers: A comparison of self-reported driving-related decisions with observed driving problems. *In 45th Annual Meeting of the Association for the Advancement of Automotive Medicine*. San Antonio, TX.

Eby, D.W. & Molnar, L.J. (2000). Feature preferences for advanced traveler information systems by United States tourists. *ISATA 2000: International Symposium on Automotive Technology and Automation*. Dublin, Ireland.

Eby, D.W., Molnar, J.L., Kostyniuk, L.P., & Shope, J.T. (1999). The perceived role of the family in older driver reduction and cessation of driving. *In 43rd Annual Meeting of the Association for the Advancement of Automotive Medicine*. Sitges, Spain.

Eby, D.W. (1999). Use of advanced traveler information systems by older drivers in the United States. *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics*. Vienna, Austria.

Molnar, L.J. & Eby, D.W. (1999). Preferences for in-vehicle guided tours for the driving tourist. *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics*. Vienna, Austria.

Eby, D.W. & Molnar, L.J. (1998) Preliminary guidelines for development of advanced traveler information systems for the driving tourist: Information content. *1998 International Symposium of Automotive Technology and Automation (ISATA)*. Düsseldorf, Germany.

Eby, D.W. & Molnar, L.J. (1998). Content preferences for in-vehicle tourist information systems: Sex and education differences. *6th Annual Tourism Association of New Mexico Research and Marketing Conference*. Albuquerque, NM.

Eby, D.W. & Kostyniuk, L.P. (1998). Use and misuse of child restraint devices in Michigan. *16th International Conference on the Enhanced Safety of Vehicles*. Windsor, Canada.

Kostyniuk, L.P. & Eby, D.W. (1998). Driver response to the Ali-Scout and TetraStar Advanced Traveler Information Systems. *Annual Meeting of ITS-America*, Detroit, MI.

Eby, D.W. & Kostyniuk, L.P. (1997). An on-the-road comparison of in-vehicle navigation assistance technologies: The FAST-TRAC Troika Study. *Fourth World Congress on ITS*. Berlin, Germany.

Kostyniuk, L.P. & Eby, D.W. (1997). Route Choice under experimental conditions: observed vs. stated. *1997 IATBR Workshop on Travel Behavior Management*. Houston, TX.

Molnar, L.J & Eby, D.W. (1997). Preliminary guidelines for development of advanced traveler information systems for the driving tourist: Route guidance features. *1997 International Symposium of Automotive Technology and Automation (ISATA)*. Florence, Italy.

Eby, D.W. & Hopp, M.L. (1997.) Do felony drunk drivers differ from nonfelony drunk drivers? An examination of Michigan's new felony drunk driving law. *41st Annual Meeting of the Association for the Advancement of Automotive Medicine*. Orlando, FL.

Kostyniuk, L.P., Molnar, L.J., & Eby, D.W. (1996). Are women taking more risks while driving? A look at Michigan drivers. *Second National Conference on Women's Travel Issues*. Baltimore, MD.

Eby, D.W. & Braunstein, M.L. (1993). The perceptual flattening of 3-D scenes enclosed by a frame. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Eby, D.W. (1992). The perceptual collapse of 3-D structure from motion parallax. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Ganter, S.L. & Eby, D.W. (1992). The use of three-dimensional models in the teaching of calculus. *Seventh International Congress on Mathematics Education*, Quebec City, Canada

Loomis, J.M. & Eby, D.W. (1991). Velocity gradients and perceived slant. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Loomis, J.M. & Eby, D.W. (1990). The dependence of perceived shape on object motion. *13th European Conference on Visual Perception*, Paris, France.

Eby, D.W. & Loomis J.M. (1990). The temporal characteristics of the recovery of structure from motion. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Loomis, J.M. & Eby, D.W. (1990). The dependence of perceived shape on object motion. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Eby, D.W. & Loomis, J.M. (1989). The minimal effect of occluding stripes on the perception of structure from motion. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL

Loomis, J.M. & Eby, D.W. (1989). Relative motion parallax and the perception of structure from motion. *IEEE Workshop on Visual Motion*, Irvine, CA.

Eby, D.W., Loomis, J.M. & Solomon, E.M. (1988). The perceptual linkage of counter-rotating objects in structure from motion. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Loomis, J.M. & Eby, D.W. (1988). Perceiving structure from motion: Failure of shape constancy. *IEEE 2nd International Conference on Computer Vision*, Tampa, FL.

Loomis, J.M. & Eby, D.W. (1987). Perceiving 3-D structure from motion: Importance of axis of rotation. *Annual Meeting of the Association for Research in Vision and Ophthalmology*, Sarasota, FL.

Invited Presentations (Total = 90):

Exploring State-to-State Differences in Seat Belt Use: Cultural Variables. *TRB Invited Session 457. Understanding Occupant Protection Device Use beyond Demographics*. Washington, DC: January, 2017.

Early Stage Dementia and Driving Outcomes. *TRB ANB60 HF Workshop on Cognitive Perspectives on Aging Driver Safety and Mobility*. Washington, DC, January, 2017.

Maintaining Safe Mobility for Older Adults: Michigan's Integrated Approach. *UMTRI Transportation Safety Research Symposium*. Ann Arbor, MI. October, 2016.

Keeping Older Adults Driving Safely: A Research Synthesis of Advanced In-Vehicle Technologies. *Meeting of the Safe Mobility for Older Adults Committee (ANB60) of the Transportation Research Board of the National Academies*. Washington, DC. January, 2016.

Longitudinal Research on Aging Drivers (LongROAD) Study: An Overview. *Clinical Epidemiology and Aging Conference, Division of Geriatric and Palliative Medicine*. Ann Arbor, MI. December, 2015.

Longitudinal Research on Aging Drivers. *UMTRI 50th Anniversary Research Symposium*. Ann Arbor, MI. October, 2015.

An Overview of the LongROAD Project. *7th The Eye, the Brain, and the Auto World Research Congress*. Dearborn, MI. September, 2015.

The Potential Benefits of Transit Travel Training. *2015 Traffic Safety Conference*. Corpus Christi, TX. June 2015.

Older Drivers: An Overview. *2015 Michigan Safety Conference*. Lansing, MI. April, 2015.

Transportation Needs and Preferences of Older Drivers in Michigan: Implications for Practitioners. *2015 ADED Midwest Chapter Meeting*. (With Lisa J. Molnar). Ypsilanti, MI. March 2015.

Feasibility, Health Impacts, and Perceptions of Lowering the BAC Standard in the US. *Closeout Meeting*. Motor Vehicle Injury Prevention Team, Division of Unintentional Injury Prevention, Centers for Disease Control and Prevention. (With Lisa J. Molnar and Lidia P. Kostyniuk). Atlanta, Georgia. September, 2014.

Driving and Early-Stage Dementia: An Instrumented Vehicle Study. *CAEE Seminar*. Civil, Architectural, and Environmental Engineering Department, Illinois Institute of Technology. Chicago, Illinois. October, 2014.

ATLAS Center Overview. *2014 Traffic Safety Conference*. San Antonio, TX. May, 2014.

Designing Vehicles for Older Drivers. *2014 Traffic Safety Conference*. San Antonio, TX. May 2014.

The State of the Field: Aging, Driving, and Automotive Technology/Design. Keynote Address at the workshop on: *The Road to Automated Vehicles and the Aging Population*. Stanford University. Palo Alto, CA. March, 2014.

Has the Time Come for an Older Driver Vehicle? *6th The Eye, the Brain, and the Auto World Research Congress*. Dearborn, MI. September 2013.

Has the Time Come For an Older Driver Vehicle? *Ford/University of Michigan Innovative Alliance Executive Committee Meeting*. Ann Arbor, MI. June, 2013.

Maintaining Safe Mobility in an Aging Society: A Perspective from the United States. *GOAL Program Workshop*. Florence, Italy. February, 2013.

Older Driver Self-Screening and Functional Assessment. *Senior Mobility Awareness Symposium: Integrating Science, Policy, and Practice*. Virginia Tech Transportation Institute, Blacksburg, VA. December, 2012

Has the Time Come for an Older Driver Vehicle? *Sustainable Worldwide Transportation Annual Meeting*. Ann Arbor, MI. August, 2012.

Addressing the Mobility Needs of Michigan's Aging Population. *Michigan Traffic Safety Summit 2012*. Lansing, MI. March, 2012.

Explaining State-to-State Differences in Seat Belt Use: A Multivariate Analysis of Cultural Variables. *TRB Occupant Protection Committee Midyear Meeting*. Washington, DC. July 2011.

Current Effort in Aging and Mobility. *AAA Aging and Mobility Roundtable*. Washington, DC. July, 2011

Dementia and Driving. *Driver Rehabilitation Refresher Course Veterans Health Administration Employee Education System & Rehabilitation Services*, St. Louis, MO. June, 2011

International Collaboration and M-CASTL: A Review of Approaches. *Council of University Transportation Centers, Summer Meeting*. Portland, OR. June, 2011.

Dementia and Driving: Facts and Promising Approaches. *Lifesavers*. Philadelphia, PA. March, 2010.

Technology and Distracted Driving. General Session Keynote. *Michigan Traffic Safety Summit*. East Lansing, MI. April, 2010.

Fitness to Drive in Early Stage Dementia: An Instrumented Vehicle Study. *Maryland Research Consortium*. Baltimore, MD. January 2010.

Potential Mechanisms Underlying Part Time Belt Users. *90th Annual Transportation Research Board Meeting*. Washington, DC. January, 2010.

Maintaining Safe Driving in Older Adulthood. *Café Scientifique*. Thunder Bay, Ontario, Canada. October, 2009.

Fitness to Drive in Early Stage Dementia: An Instrumented Vehicle Study. *Lakehead University*. Thunder Bay, Ontario, Canada. October, 2009.

Safe Mobility of Older Adults: Population and Crash Trends. *Michigan Trauma Symposium*. East Lansing, MI. April, 2009.

SAFER Driving: The Enhanced Driving Decisions Workbook. *Lifesavers*. Nashville, TN. April, 2009.

M-CASTL and You. *Michigan Traffic Safety Summit*. East Lansing, MI. March, 2009.

Safe Mobility for Older People. *Impact of Changing Demographics on the Transportation System Conference*. Plenary Address. Washington, DC. October, 2008.

An Overview of Issues and Research Needs Related to Older Adult Safe Mobility. *2008 MTPA/MAR Annual Conference*. Dearborn, MI. July, 2008.

Fitness to Drive in Early Stage Dementia: An Instrumented Vehicle Study. *Alzheimer's Association International Conference on Alzheimer's Disease*. Chicago, IL. July, 2008.

Driving and Dementia. M-CASTL 2008 Research and Education Conference. Ann Arbor, MI. May, 2008.

Characteristics of Older Adult Part-Time Belt Users. *86th Annual Transportation Research Board Meeting*. Washington, DC. January, 2007.

UMTRI Older Person Safety and Mobility Research. *86th Annual Transportation Research Board Meeting*. Washington, DC. January, 2007.

Nighttime Belt Use in Indiana. *86th Annual Transportation Research Board Meeting*. Washington, DC. January, 2007.

The Use of Direct Observation Methods for the Study of Driver Behavior. *26th International Congress of Applied Psychology*. Athens, Greece. July, 2006.

Nighttime Safety Belt Use Survey. *Lifesavers*. Austin, TX. April, 2006.

Older Driver Self Screening: A Review of UMTRI Research. *2006 Joint Conference of the National Council on the Aging and American Society on Aging*. Anaheim, CA. March, 2006.

Nighttime Safety Belt Use Survey. *Transportation Research Board Meeting*. Washington, DC. January, 2006.

Safety Vehicles using Adaptive Interface Technology (SAVE-IT): A Program Overview. *International Conference on Distracted Driving*. Toronto, Ontario. October, 2005.

UMTRI Older Driver Research Priorities. *AARP Stakeholders Planning Meeting*. Washington, DC. June, 2005.

Child Occupant Protection Use in Michigan. *Michigan Occupant Protection for Child Program Assessment*. Lansing, MI. June, 2005.

Improving the Safety of Older Drivers through Self-Screening. *University Living, University Learning: A Lecture Series*. University of Michigan, Ann Arbor, MI. March, 2005.

Improving Older Driver Safety and Mobility. *Lifesavers*. Charlotte, NC. March, 2005

Distracted Driving. *Michigan Traffic Safety Summit*. Lansing, MI. April, 2004

Promising Approaches for Improving Elderly Mobility. *Lifesavers*. San Diego, CA. March, 2004.

Booster Seat Use and Misuse. *AAA Management Seminar*. Dearborn, MI. March, 2004

Improving Older Driver Knowledge and Self Awareness. Educational Programs for the Older Driver: Do They Work? *Human Factors Workshop. Transportation Research Board*. Washington, DC. January, 2004.

The *Driving Decisions Workbook*. *Turner Geriatrics Center Noon Conference*. University of Michigan, Ann Arbor, MI. November, 2003.

Improving Older Driver Decision Making. *SEMCOG: Southeastern Michigan Traffic Safety Summit*. Detroit, MI. October, 2003.

Minnesota Safety Belt Use. *Minnesota Office of Traffic Safety, Staff Meeting*. St. Paul, MN. October, 2003.

An Evaluation of Michigan's Repeat Alcohol Offender Laws. *Impaired Driving Action Team Meeting*. Lansing, MI. March, 2003.

The Effects of Standard Safety Belt Enforcement on Police Harassment. *Michigan Association of Chiefs of Police, 2003 Mid-Winter Training Conference*. Grand Rapids, MI. February, 2003.

Highlights of Recent UMTRI Safety Belt Research. *Michigan Safety Belt Coalition Meeting*. Lansing, MI. January, 2003.

Michigan Safety Belt Use. *Governor's Traffic Safety Advisory Commission: Annual Planning Meeting*. Lansing, MI. November, 2002.

Older Drivers and Self-Assessment. *Faculty Women's Campus Explorers Group*. Ann Arbor, MI: November, 2002.

The Science of Driving. *UMTRI Colloquium*. Ann Arbor, MI. October, 2002.

Older Driver Self Evaluation: The *Driving Decisions Workbook*. *Lifesavers*. Lake Buena Vista, FL. June, 2002.

Safety Belt Use of Commercial versus Noncommercial Light-Vehicle Occupants. *Occupational Injury Prevention Research Training Program Seminar*. Ann Arbor, MI. March, 2002.

Improving Older Driver Decision Making: The *Driving Decisions Workbook*. *UMTRI Colloquium*. Ann Arbor, MI. November, 2001.

Measuring Community Safety Belt Use: A Step-by-Step Guide. *Traffic Safety Network Meeting*. Midland, MI. September, 2001

Conducting Community-Based Safety Belt Surveys. *Michigan Traffic Safety Summit*. Grand Rapids, MI. May, 2001

Work Plan for Assessing the Effects of Standard Enforcement on Police Harassment. *Michigan Association of Chiefs of Police*. Okemos, MI. April, 2001.

Child Safety Seat Misuse. *Safe Kids*. Ann Arbor, MI. March, 2001.

Effects of Standard Safety Belt Enforcement on Police Harassment: Work Plan. *Department of State Technical Review Committee Meeting*. Lansing, MI. February, 2001.

Michigan Safety Belt Use. *Michigan SMS Annual Planning Meeting*. Lansing, MI. January, 2001.

Young Driver Issues. *NHTSA Region IV, Youth Death on the Highway: A Conference on Countermeasures for Youth Fatalities*. Keynote Speaker. Atlanta, GA. December, 2000.

Targeting Highway Safety Strategies and Messages to Young Drivers. *NHTSA Region IV, Youth Death on the Highway: A Conference on Countermeasures for Youth Fatalities*. Workshop Leader. Atlanta, GA. December, 2000.

Older Driver Self-Assessment: The *Driving Decisions Workbook*. *Turner Geriatrics Center Noon Conference*. University of Michigan, Ann Arbor, MI. November, 2000.

Guidelines for Developmentally Appropriate Traffic Safety Messages. *Michigan Driver & Traffic Safety Education Association Conference*. Thompsonville, MI. May, 2000.

Improvement of Older Driver Safety through Self-Evaluation. *Transportation Research Board Annual Meeting*. Washington, DC. January, 2000.

Preventing DUI Recidivism by Improving Decision Making. *Ingham County, Michigan, District Court Judges and Magistrates*. East Lansing, MI. February, 2000.

Michigan Safety Belt Use. *Michigan SMS Annual Planning Meeting*. Lansing, MI. January, 2000.

The Older Michigan Driver. *Turner Geriatrics Center Noon Conference*, University of Michigan, Ann Arbor, MI. 1999.

Improving Older Driver Safety through Self-Evaluation: Developing a Self-Assessment Instrument. *General Motors/National Highway Traffic Safety Administration Project Update Meeting*. Tucson, AZ. 1999.

Michigan Safety Belt Use. *Michigan SMS Annual Planning Meeting*. Lansing, MI. 1999.

Occupant Protection in Michigan. *Michigan SMS Annual Planning Meeting*. Lansing, MI. 1998.

How People Use Advanced Traveler Information Systems. *Second Annual Automotive Land Navigation Conference*. Detroit, MI. 1997.

An On-the-Road Comparison of Navigation Assistance Systems, *FAST-TRAC Evaluation Subcommittee*. Ann Arbor, MI. 1997.

User Perceptions and Behaviors of FAST-TRAC, an Intelligent Transportation System in Oakland County, Michigan. *Office for the Study of Automotive Transportation, Automotive Luncheon*. Ann Arbor, MI. 1997.

A Review of UMTRI Research. *Huron Valley Traffic Safety Committee*, Ann Arbor, MI. 1996.

A Profile of the Young Driver. *Traffic Safety Committee of Wayne County Program*. Dearborn Heights, Michigan. 1995.

Intelligent Vehicle-Highway System Applications for Speed Enforcement. *Transportation Research Board Annual Meeting*. Washington, D.C. January, 1995

Intelligent Vehicle-Highway Systems and Traffic Safety. *Capitol Area Traffic Safety Committee Program*. Jackson, MI. 1994.

The Spatial and Temporal Characteristics of Perceiving 3-D Structure from Motion. *Department of Cognitive Sciences, University of California*. Irvine, CA. 1992.

Imagery and Perception: Is There a Common Link in the Brain? *7th Annual Update for Community College Teachers*. Bellingham, WA. 1991.

Basic Research in Visual Space and Motion Perception. *Department of Psychology. Western Washington University*. Bellingham, WA. 1990.

Perceiving 3-D Structure from Optical Motion. *Department of Psychology. Texas Christian University*. Fort Worth, TX. 1990.

The Recovery of Structure from Optical Motion in Humans. *Department of Electrical Engineering, University of California*. Santa Barbara, CA. 1989.

Expert/Blue Ribbon Panels (Total = 14):

Advanced Technology and Older Drivers. *National Transportation Safety Board Public Forum on Aging, Safety, and Older Drivers*. Washington, DC. November, 2010.

Technology and Distracted Driving: A Double-Edged Sword. *US DOT's Distracted Driving Summit*. Washington, DC. September, 2009.

Occupant Protection Expert Panel Meeting. *National Highway Traffic Safety Administration, Office of Behavioral Safety Research*. Bethesda, MD. April, 2008

Behavioral Transitions to Transportation Options. *Beverly Foundation and APTA*. Washington, DC. January, 2007.

Can driver assessment be related to functional limitations? Panel Discussion. *International Conference on Aging, Disability, and Independence*. St. Petersburg, FL. February, 2006.

Research Methods to Study Driver Behavior. *49th Annual Meeting of the Human Factors and Ergonomics Society*. Orlando, FL. September, 2005.

Older Driver Safety Initiative Expert Panel Meeting. *National Highway Traffic Safety Administration*. Washington, DC. Jan/Feb 2005.

Simulator Study of Older Drivers and Multiple Medication Use. *Southern California Research Institute* project funded by NHTSA. Washington, DC. April, 2002.

Older Drivers and Multiple Medication Use. *Southern California Research Institute* project funded by NHTSA. Marina Del Rey, CA. February, 2002.

Do Jurisdictions Need to Control Traveler Information Quality of Services within a Region and if so, How? *Automotive and Transportation Technology Congress and Exhibition*. Barcelona, Spain. October. 2001.

Trip Planning Across Multiple Public Transport Agencies. *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics*. Dublin, Ireland. September, 2000

Evaluation of the FAST-TRAC ITS Demonstration Project. *1998 Annual Meeting of ITS America*. Detroit, MI. 1998.

The Appropriate Roles of the Public and Private Sectors in ITS. *Special Innovative Conference on Intelligent Transportation Systems and Telemetrics*. Vienna, Austria. 1998.

Future Trends in Navigation System Technology and Use. *Second Annual Automotive Land Navigation Conference*. Detroit, MI. 1997.

TEACHING

Guest Lectures:

U-M Decision Consortium Seminar (Psychology 808). Topic: Mechanisms Underlying the Decision to use a Safety Belt. April, 2009.

U-M Decision Consortium Seminar (Psychology 808). Topic: Decisions Underlying the Use and Non-Use of Safety Belts. 2007

U-M Occupational Injury Prevention Seminar (EHS 659). Topic: The Safety Consequences of Driving While Distracted. 2006

U-M Occupational Injury Prevention Seminar (EHS 659). Topic: The Safety Consequences of Driving While Distracted. 2005

U-M Occupational Injury Prevention Seminar (EHS 659). Topic: Social and Behavioral Analysis Division: Current Research. 2003

U-M Occupational Injury Prevention Research Training Program. Topic: Safety Belt Use by Commercial Vehicle Occupants. 2002

U-M Industrial and Operational Engineering Seminar (IOE 836). Topic: Intelligent Transportation Systems and Older Drivers. 2002

U-M Decision Consortium Seminar (Psychology 808). Topic: Older Driver Decision Making and Traffic Safety. 2001

U-M Transportation and Society: An Interdisciplinary Seminar. Topic: Younger drivers. 1999

U-M Decision Consortium Seminar (Psychology 808). Topic: A decision-making model of risky driving behaviors. University of Michigan. 1999

U-M Techniques of Survey Analysis. Topic: Surveying statewide safety belt use. Department of Health Behavior and Health Education. 1998

U-M Transportation and Society: An Interdisciplinary Seminar. Topic: Drunk Driving. 1996

Mentoring:

Emeka Nriagu: 2016-2017 UROP Student Intern

Liang Zhang: 2015 Visiting PhD Student from Tsinghua University, Beijing, China

Daniel Kellman: 2011 UMTRI Undergraduate Student Assistant on risk and belt use.
2012 Assistant in Research. Elderly mobility among rural Indian tribes.

Patricia Maina: 2011 UROP Student Intern.

Jonathon Vivoda: Master's Student, U-M School of Public Health. 2008-2010
Doctoral Student, U-M School of Public Health. 2010-2011

Amy Neumeayer: Master's Student, U-M School of Public Health. 2008-2009

Lisa J. Molnar: Doctoral Student, Monash University. 2008-2013

Matthew Jans: 2007 UMTRI Summer Internship on risk perception, decision making, and seat belt use.

Meghann Nelson: 2007 UMTRI Summer Internship on risk perception, decision making, and seat belt use.

Laith Allatar: 2007 UMTRI Summer Internship on risk perception, decision making, and seat belt use.
2010 M-CASTL Student Research Assistant.
2010-2011: Doctoral Student, Psychology.

Benjamin Killmer: 2007 UMTRI Summer Internship on risk perception, decision making, and seat belt use.
2007 Fall Internship on Aging Drivers.

Mark J. Ziadeh, M.D: University of Michigan Medical School. Topic: Neuropathy and Driving. 2006

Pier Maselli: Byram Hills High School, New York. Topic: Distracted Driving. 2004-2005

Stephanie Reitz: U-M Knight-Wallace Fellows Program. *Hartford Courant*. Topic: Social Implications of Elderly Drivers. 2004-2005

Dissertation/Thesis Committees:

Jessica J. Davis. Adapting to an Ageing Self: Measuring Awareness and Self-Regulation in a Community-Based Sample of Australian Older Drivers. Griffith University, School of Applied Psychology, Australia. External PhD Examiner. 2017

James Thompson. Road Safety and Mobility of Older Drivers in Rural versus Urban Areas. Centre for Automotive Safety Research and School of Psychology. The University of Adelaide, Australia. External PhD Examiner. 2014.

Alice Doong. Effects of Aging and Fatigue on Driving Performance: A Simulator Study. U-M Neuroscience. Honors Master's Thesis Reader. 2013.

Yu Ching Ides Wong. Sustaining safety and mobility amongst older adults: The Multilevel Older Driver Self-Regulation Model. Queensland University of Technology. The Centre for Accident Research and Road Safety – Queensland (CARRS-Q). External PhD Thesis Reader. 2013.

Anna Devlin. Investigating Fitness to Drive in Older Drivers with Cognitive Impairment. Deakin University, Australia. External PhD Dissertation Reader. 2013.

Lisa J. Molnar. Self-Regulation among Older Drivers. Monash University Accident Research Center. Co-Chair of Dissertation Committee. 2009-2012.

Justin T. Gates. The Influence of Stimulants on Truck Driver Culpability in Fatal Collisions. Master of Arts, Department of Psychology, Lakehead University, Thunder Bay, Ontario. External Examiner. 2011.

Laith Allatar. Safety belt use decision making in a natural setting. Department of Psychology, University of Michigan. PhD Dissertation Committee. 2010-2011.

Wendy Lindstrom-Forneri. Safety Awareness for Elderly Drivers (SAFE): The development and evaluation of an educational intervention on age-related driving issues and safe driving behaviors for older drivers. Dissertation. Department of Psychology, University of Victoria, Victoria, Canada. External Examiner, 2009.

Robin Blanchard. Examination of Driving Comfort and Behaviour in Older Adults. Health Studies and Gerontology, University of Waterloo, Ontario, Canada. External PhD Examiner. 2008

Gwo-Wei Torng. U-M Urban, Technological and Environmental Planning. PhD Dissertation Committee. 1999-2001

Courses Taught:

1992-1993 *Instructor*, Department of Psychology, California State University, San Bernardino. Courses taught: Introductory Psychology, Sensation and Perception, Critical Thinking, Cognitive Psychology.

1990-1991 *Lecturer*, Department of Psychology, Western Washington University. Courses taught: Introductory Psychology, Physiological Psychology.

SERVICE

Committees/Interest Groups (member unless specified):

2017-pres Safe Drivers Smart Options Operating Committee, *Michigan Department of State*.

2016-2017 UMTRI Advisory Committee (elected), *University of Michigan Transportation Research Institute*.

2016 UMTRI Research Process Coordinator Hiring Committee. *University of Michigan Transportation Research Institute*.

2015-pres Faculty Development Committee, *University of Michigan Transportation Research Institute*.

2015-2017 Bylaws Committee, Chair 2017, *University of Michigan Transportation Research Institute*.

2015-pres Executive Committee, *University of Michigan Transportation Research Institute*.

2014-pres LongROAD Project Steering Committee, *AAA Foundation for Traffic Safety*.

2014-2015 University of Michigan Transportation Research Institute (UMTRI) Internal Review Committee. *University of Michigan Office of Research (UMOR)*.

2010-pres Safe Mobility for Older Adults Committee (ANB60) of the Transportation Research Board of the National Academies, Washington, DC.

2008-2017 Occupant Protection Committee (ANB45) of the Transportation Research Board of the National Academies, Washington, DC.

- 2012-2015 Administration Subcommittee, *University of Michigan Transportation Research Institute*.
- 2011 Scientific Review Committee, *6th International Driving Symposium on Human Factors in Driver Assessment, Training, and Vehicle Design*
- 2010-2012 Advisory Committee (elected), *University of Michigan Transportation Research Institute*.
- 2008-2010 Advisory Committee, *Community Participation in Developing a Measure for Safe Older Driver Behaviors*. National Institute on Aging. Dr. Sherrilene Classen, Principal Investigator.
- 2008 Scientific Program Committee, *Impact of Changing Demographics on the Transportation System Conference*. Transportation Research Board and Research and Innovative Technology Administration.
- 2007-2008 Scientific Program Committee, *International Conference on Traffic & Transport Psychology*.
- 2007-2009 Scientific Program Committee, *Association for the Advancement of Automotive Medicine*.
- 2005-2007 Committee on Aging, *Michigan State Medical Society*. East Lansing, Michigan.
- 2005 UMTRI Business Administrator Search Committee, *University of Michigan Transportation Research Institute*.
- 2002-2007 Convener (2002-2004), Co-Convener (2004-2007), Transportation and Aging Interest Group. *Gerontological Society of America*.
- 2004-2005 Knowledgebase Development Committee, *University of Michigan Transportation Research Institute*.
- 2004-2005 Science of Driving (SciD) Initiative Committee, *University of Michigan Transportation Research Institute*.
- 2001-2004 Strategic Opportunities Committee, *University of Michigan Transportation Research Institute*.
- 1999-2004 Technology Infrastructure Committee, *University of Michigan Transportation Research Institute*

Journal Editorial Boards/Editorships:

- 2015-2016 Special Issue Editor. Implications of advanced vehicle technologies for older drivers, *Accident Analysis & Prevention*.
- 2012-2013 Special Issue Editor. Early Findings from the Candrive/Ozcandrive longitudinal study of older drivers, *Accident Analysis & Prevention*.
- 2012 Special Issue Editor. Emerging Issues in Safe and Sustainable Mobility for Older Persons, *Accident Analysis & Prevention*.
- 2009-pres Editorial Board, *Journal of Safety Research*.

2003 Editorial Advisory Group, Special issue of *Journal of Safety Research* on Senior Transportation Safety and Mobility.

2001-2015 Associate Editor (2005-2015), Editorial Advisory Board (2001-2005), *Accident Analysis & Prevention*.

Ad Hoc Journal and Conference Abstract Peer-Review:

Ad hoc review of journal articles (1990-pres):

Accident Analysis & Prevention

Alzheimer Disease & Associated Disorders

Archives of Physical Medicine and Rehabilitation

Behavior Research Methods

Canadian Journal of Aging

European Transport

Crash Prevention and Injury Control

Gerontologist

Gerontology

Global Health Promotion

Health Education and Behavior

Human Factors

Injury Prevention

International Journal of Geriatric Psychiatry

International Journal of Vehicle Design

ITS Journal

Journal of Applied Gerontology

Journal of Applied Social Psychology

Journal of Health Care for the Poor and Underserved

Journal of the American Geriatrics Society

Journal of Safety Research

Optometry and Visual Science

Perception & Psychophysics

PLoS ONE

Preventive Medicine

Safety Science

Social Behavior and Psychology

Traffic Injury Prevention

Transportation Research Part A: General

Transportation Research Part C: Emerging Technologies

Transportation Research Part F: Traffic Psychology

Vision Research

2017 Conference Paper Reviewer, *9th International Driving Symposium on Human Factors in Driver Assessment*.

2016 Conference Abstract Reviewer, *21st IAGG World Congress of Gerontology and Geriatrics*.

2015 Conference Abstract Reviewer, *International Conference on Traffic and Transport Psychology*.

2008 Conference Abstract Reviewer, *4th International Conference on Women's Issues in Transportation*.

- 2007-2009 Annual Conference Paper Reviewer. *Association for the Advancement of Automotive Medicine*.
- 2004-pres Paper Reviewer, *Transportation Research Board Annual Meeting*.
- 2003-pres Conference Abstract Reviewer, *Annual Meeting of the Gerontological Society of America*.

Tenure Review:

- 2014 Dr. Elizabeth Dugan. University of Massachusetts Boston. Department of Gerontology.
- 2008 Dr. Sherrilene Classen. University of Florida. Department of Occupational Therapy.

Grant Review:

- 2017 Grant Proposal Reviewer, Ad hoc, *PacTrans Region 10 University Transportation Center*. Multi-Institutional Research Competition.
- 2017 Grant Proposal Reviewer, *Qatar National Research Fund*. Undergraduate Research Experience Program.
- 2017 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program.
- 2017 Special Emphasis Panel, *National Institutes of Health*. ZRG1 RPHB-Y(12). Neuro/Psychopathology, Lifespan Development, and STEM Education. Small Business Innovative Research (SBIR).
- 2016 Special Emphasis Panel, *National Institutes of Health*. ZRG1 RPHB-R (90) Small Business Innovative Research (SBIR): Psycho/Neuropathology.
- 2016 Special Emphasis Panel/Scientific Review Group, *National Institutes of Health*. ZRG1 RPHB-R (12) Small Business Innovative Research (SBIR): Psycho/Neuropathology, Lifespan Development, and STEM Education.
- 2016 Grant Proposal Reviewer, Ad hoc, *PacTrans Region 10 University Transportation Center*. Multi-Institute and Single Institute Research Competitions.
- 2016 Grant Proposal Reviewer, *Qatar National Research Fund*. Undergraduate Research Experience Program.
- 2016 Scientific Reviewer, Ad Hoc, *Canadian Frailty Network*. Catalyst Grant (CAT) Competition.
- 2015 Grant Proposal Reviewer, *Qatar National Research Fund*. Undergraduate Research Experience Program.
- 2015 Reviewer. *Canadian Research Chair Program*. Canadian Institute for Health Research.
- 2015 Grant Proposal Reviewer. *Natural Sciences and Engineering Research Council of Canada*. 2015 Discovery Grants Competition.

- 2014 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program and the Undergraduate Research Experience Program.
- 2014 Grant Proposal Reviewer. *Risk, Prevention, and Health Behavior* Small Business Panel. NIH ZRG1 RPHB-2 (12) SBIR. National Institutes of Health.
- 2014 Grant Proposal Reviewer. *Center for Disease Control and Prevention*. Special Emphasis Panel. CDC FOA CE14-001 Grants for Injury and Control Research Centers.
- 2013 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program and the Undergraduate Research Experience Program.
- 2013 Grant Reviewer. *National Institutes of Health. Risk, Prevention, and Health Behavior* Integrated Review Group, Small Business Innovative Research (SBIR) Study Section.
- 2012 Grant Proposal Reviewer. Ad Hoc. *University of Michigan Injury Center*.
- 2012 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program and the Undergraduate Research Experience Program.
- 2011 Special PO1 Review Panel. *National Institute on Aging*.
- 2010 Grant Proposal Reviewer. Ad Hoc. *AUTO21 Canada*.
- 2009 Grant Proposal Reviewer. Ad Hoc. *PSI Foundation*.
- 2009 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program.
- 2009 Grant Proposal Reviewer. Ad Hoc. *University of Florida, Center for Multimodal Solutions for Congestion Mitigation*.
- 2009 Grant Proposal Reviewer, *The Gridley Hoover Pilot Research Program*, Regional Institute on Aging, Wichita State University.
- 2008 External Reviewer, *Division of Epidemiology, Statistics, and Prevention Research (DESPR) of the Eunice Kennedy Shriver National Institute of Child Health and Human Development (NICHD)*.
- 2007 Grant Proposal Reviewer, *Qatar National Research Fund*. National Priority Research Program.
- 2006-pres Grant Proposal Reviewer, *National Institutes of Health*
- 2004-2008 Grant Proposal Reviewer, *Centers for Disease Control and Prevention*.
- 1999 Grant Proposal Reviewer, *New England University Transportation Center*, Massachusetts Institute of Technology.
- 1998 Grant proposals, *The Wellcome Trust* (London), Neuroscience Division.
- 1992-1998 Review of proposals submitted to *National Science Foundation*, Division of Social, Behavioral, and Economic Research.

Conference/Session Chairperson/Organizer/Moderator/Discussant:

- 2017 Transportation Research Board Annual Meeting. Session: Understanding Occupant Protection Device Use beyond Demographics. Organizer and Moderator.
- 2016 Meeting the Challenges of Safe Transportation in an Aging Society Conference. Chairperson and Co-Organizer.
- 2015 UMTRI 50th Anniversary Research Symposium. Session Organizer and Moderator.
- 2015 Traffic Safety Conference:
Session: Integrated Solutions for Transportation Safety—ATLAS Center Projects. Organizer and Moderator
Session: Transit Travel Training: Recommended Best Practices. Organizer and Moderator.
- 2014 2014 Traffic Safety Conference:
Session: ATLAS Center Research Projects. Organizer and Moderator.
- 2012 International Conference on Aging, Mobility, and Quality of Life. Conference Organizer and Chairperson.
- 2011 Transportation Research Board Annual Meeting:
Session: Using Naturalistic Driving Techniques to Study Occupant Protection Issues: Cutting-Edge Research. Organizer and Moderator.
- 2010 Gerontological Society of America Annual Meeting:
Session: Knowledge Translation to Support Older Drivers: A Multi-Faceted Process. Discussant.
- 2010 M-CASTL Transportation Research and Education Conference. Conference Organizer and Chairperson.
- 2010 Lifesavers Annual Meeting:
Session: Formulating Older Driver Licensing Policy for Enhanced Safety. Moderator.
- 2009 M-CASTL International Symposium on Teen Driver Safety. Conference Co-Organizer.
- 2009 M-CASTL Transportation Research and Education Conference. Conference Organizer and Chairperson.
- 2009 Lifesavers Annual Meeting:
Session: Older Driver Research. Moderator.
- 2008 Gerontological Society of America Annual Meeting:
Session: Measurement of Older Driver Safety: The Pros and Cons of Different Approaches. Discussant.
Session: Transportation and Aging: Stakeholders Perspectives on Advancing Safe Mobility. Moderator.
Session: Driving Status and Safety. Moderator.
- 2008 M-CASTL Transportation Research and Education Conference. Conference Organizer and Chairperson.
- 2008 Associate for the Advancement of Automotive Medicine. Moderator.
- 2007 North American License Policies Workshop, AAA Foundation for Traffic Safety. Program Manager and Workshop Organizer.

- 2007 Gerontological Society of America Annual Meeting
Session: Transportation and Aging: A Cultural Perspective. Organizer and Chair.
- 2006 Gerontological Society of America Annual Meeting
Session: Transportation Trends: An Overview Of The Baby Boomers, Comparisons with Past Cohorts, and Projections For 2020+. Co-Organizer.
- 2003 Transportation Research Board
Session: Enabling and Enhancing Older Driver Mobility. Organizer and Chair.
- 2001 Automotive and Transportation Technology Congress and Exhibition (formerly ISATA).
Session: Intelligent Sensors and Control Strategies to Improve Vehicle Safety. Chair.
- 2000 The International Symposium on Automotive Technology and Automation (ISATA).
Sessions: Advanced Public Transportation Systems and Technology. Chair.
Electronic Fee Collection and Electronic Credentials Technology. Chair.
Crash Investigation. Chair.
- 1999 The International Symposium on Automotive Technology and Automation (ISATA).
Session: ITS Commercial Vehicle Operations. Chair.



Jennifer Shannon Zakrajsek

TITLE:

Research Area Specialist Senior, Behavioral Sciences Group, University of Michigan
Transportation Research Institute

EDUCATION:

MPH, Health Behavior and Health Education, University of Michigan School of Public Health,
University of Michigan, Ann Arbor, MI, 1999

MS, Exercise Science (specialization in Exercise Physiology), University of Arizona, Tucson,
AZ, 1996

BS, Movement Science, University of Michigan, Ann Arbor, MI, 1993

WORK EXPERIENCE:

| | |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| December, 1999 to Present | Senior Research Associate, Transportation Research Institute, University of Michigan, Ann Arbor, MI (Research Associate I Social Sciences 1999-2001; Research Associate II Social Sciences 2001-2004, Senior Research Associate Social Sciences (Research Area Specialist Senior, 2004-present) |
| June, 1997 to December, 1999 | Research Associate, Exercise Adherence Laboratory, Division of Kinesiology, University of Michigan, Ann Arbor, MI |
| May, 1997 to September, 1997 | Research Assistant, Department of Physical Medicine & Rehabilitation, University of Michigan, Ann Arbor, MI |
| August, 1995 to August, 1996 | Graduate Research Assistant, Body Composition Laboratory, Department of Physiology, University of Arizona, Tucson, AZ |
| August, 1994 to May, 1996 | Graduate Teaching Assistant, Department of Physiology, University of Arizona, Tucson, AZ |

PUBLICATIONS:**Peer-Reviewed Journal Articles:**

- Shope JT, Zakrajsek JS, Finch S, Bingham CR, O'Neil, J, Yano S, Wasserman R, Simons-Morton, B (2016). Translation to primary care of an effective teen safe driving program for parents. *Clinical Pediatrics*, 55(11), 1026-1035.
- Bingham CR, Zakrajsek JS, Almani F, Shope JT, Sayer TB (2015). Do as I say, not as I do: Distracted driving behavior of teens and their parents. *Journal of Safety Research*, 55, 21-29.
- Carter PM, Bingham CR, Zakrajsek JS, Shope JT, Sayer TB (2014). Social norms and risk perception: Predictors of distracted driving behavior among novice adolescent drivers. *Journal of Adolescent Health*, 54(5), S32-S41.
- Zakrajsek JS, Shope JT, Greenspan AI, Wang J, Bingham CR, Simons-Morton BG (2013). Effectiveness of a brief parent-directed teen driver safety intervention (Checkpoints) delivered by driver education instructors. *Journal of Adolescent Health*, 53(1), 27-33.
- Zakrajsek JS, Shope JT, Ouimet MC, Wang J, Simons-Morton BG (2009). Efficacy of a brief group parent/teen intervention in driver education to reduce teenage driver injury risk: A pilot study. *Family and Community Health*, 32(2), 175-188.
- Bingham CR, Shope JT, Zakrajsek JS, Raghunathan TE (2008). Problem driving behavior and psychosocial maturation in young adulthood. *Accident Analysis & Prevention*, 40(5), 1758-1764.
- Zakrajsek JS, Shope JT (2006). Longitudinal examination of underage drinking and subsequent drinking and risky driving. *Journal of Safety Research*, 36, 443-451.
- Maio RF, Shope JT, Blow FC, Gregor MA, Zakrajsek JS, Weber JE, Nypaver MM (2005). A randomized controlled trial of an ED-based interactive computer program to prevent alcohol misuse among injured adolescents. *Annals of Emergency Medicine*, 45(4), 420-429.
- Garcia AW, Zakrajsek JS (2000). Evaluation of the Canadian Aerobic Fitness Test with 10 to 15 year old children. *Pediatric Exercise Science*, 12 (3), 300-311.

Technical Reports:

- Kostyniuk LP, Molnar LJ, Zakrajsek JS, Blower D, St. Louis RM (2016). 2015 Michigan Commercial Motor Vehicle Educational Needs Assessment. Report No. UMTRI-2015-49. Ann Arbor, MI: University of Michigan Transportation Research Institute.
- Zakrajsek JS, Eby DW, Molnar LJ, St Louis R, Zanier N (2014). Evaluating Just Get It Across: A parent-directed demonstration program to increase young teen seat belt use. Report No. DOT HS 811 893. Washington, DC: National Highway Traffic Safety Administration.
- Shope JT, Zakrajsek JS, Ouimet MC, Wang J, Simons-Morton B (2008). Evaluation of parent education integrated into driver education in Michigan: Final report. DTNH22-00-H-05089.

Eby DW, Kostyniuk LP, Spradlin H, Sudharsan K, Zakrajsek JS (2002). An Evaluation of Michigan's Repeat Alcohol Offender Laws. Report No. UMTRI-2002-23. Ann Arbor, MI: University of Michigan Transportation Research Institute.

Kostyniuk LP, Streff FM, Zakrajsek J (2002). Identifying Unsafe Actions that Lead to Fatal Car-Truck Crashes. AAA Foundation for Traffic Safety.

Conference Papers:

Shope JT, Bingham CR, Raghunathan TE, Zakrajsek JS, Tang X (2004). Patterns of infractions among young novice drivers by sex and high school substance use. *Proceedings of the 17th International Conference on Alcohol, Drugs and Traffic Safety*, Glasgow, Scotland (CD-ROM).

Shope JT, Zakrajsek JS (2002). Age of drinking onset predicts young adults' self-reported drink-driving. *Proceedings of the 16th International Conference on Alcohol, Drugs and Traffic Safety*, Montreal, Canada (CD-ROM).

SELECTED PRESENTATIONS

Zakrajsek JS, Molnar LJ, Eby DW, Blower D, Newnam S, Koppel S, Crecca D, Tian T (June, 2016). Improving the safety of older heavy-vehicle drivers. Oral presentation at the 2016 TTI Traffic Safety Conference, College Station, TX.

Zakrajsek JS, Costello B (March, 2016). DriveSMART: Developing an evidence-based program. Oral presentation at the 2016 Michigan Traffic Safety Summit, Lansing, MI.

Zakrajsek JS (September, 2013). Translation research to reach parents with an effective Intervention to reduce teen driving risk. Oral presentation at the 2013 Midwest Injury Prevention Alliance Summit, Ann Arbor, MI.

Zakrajsek JS, Shope JT, Bingham CR (September, 2013). Comparing promotional strategies to broadly disseminate an effective teen driving intervention to parents via the web. Poster presentation at the 2013 Midwest Injury Prevention Alliance Summit, Ann Arbor, MI.

Zakrajsek JS, Shope JT, Bingham CR, Buckley L, Miskell J (September, 2013). Developing and evaluating an evidence-based parent guide for coaching teen drivers. Poster presentation at the 2013 Midwest Injury Prevention Alliance Summit, Ann Arbor, MI.

Zakrajsek JS, Shope JT, Greenspan A, Wang J, Bingham CR, Simons-Morton BG (October, 2012). Effectiveness of a parent-directed teen driver safety intervention translated for delivery by driver education instructors. Poster presentation at the American Public Health Association 140th Annual Meeting and Exposition, San Francisco, CA.

Zakrajsek JS, Bingham CR, Shope JT, Scarpetta L, Esdale A (November, 2011). Translating an effective teen driving intervention for state-wide dissemination on the web to Michigan parents. Poster presentation at the American Public Health Association 139th Annual Meeting and Exposition, Washington, DC.

Zakrajsek JS (April, 2011). Translational research to identify policy directions for existing programs. Oral presentation at the 2011 Joint Annual Meeting of the SAVIR/Safe States Alliance/CDC Core I&II State Injury Grantees, Iowa City, IA.

Zakrajsek JS, Shope JT, Greenspan A, Simons-Morton BG (April, 2011). A practice-based parent/teen group intervention in driver education to enhance teen driver safety. Poster presentation at the 2011 Joint Annual Meeting of the SAVIR/Safe States Alliance/CDC Core I&II State Injury Grantees, Iowa City, IA.

Zakrajsek JS (March, 2011). Graduated licensing law. Oral presentation at the 2011 Michigan Trauma Symposium, Grand Rapids, MI.

Zakrajsek JS, Barretto AB, Bingham CR, Shope JT, Parker E, Caldwell C (November, 2010). Disparities in teens' access to Graduated Driver Licensing. Oral presentation at the American Public Health Association 138th Annual Meeting and Exposition, Denver, CO.

Zakrajsek J, Shope JT (April, 2010). GDL: What have we learned in 10+ years? Oral presentation at the 2010 Michigan Driver and Traffic Safety Education Association Spring Conference, Mt. Pleasant, MI.

Shope JT, Zakrajsek J, Simons-Morton B, Ouimet MC (January 2010). Parental management of novice teenage drivers. Oral presentation (by Shope and Zakrajsek) at the Transportation Research Board 89th Annual Meeting, Washington, DC.

Zakrajsek JS, Ehsani JP, Shope JT (July 2009). Effects of Checkpoints on teenage driving with teenage passengers. Oral presentation at the Transportation Research Board Young Driver Subcommittee's MidYear Meeting, Washington, DC.

PROJECT EXPERIENCE

Project Coordinator:

- Enhancing Safe Mobility among Older Drivers with and without Dementia (Alzheimer's Association)
- Improving the Safety of Older Heavy-Vehicle Drivers: Developing a Framework for Moving Forward (ATLAS Center)
- Safety Needs and Opportunities for Young Adult Novice Drivers: Implications for GDL (AAA Foundation for Traffic Safety)
- A Brief Emergency Department Intervention to Improve Transportation Safety (Michigan Institute for Clinical Health Research)
- Using Driving Simulation to Examine the Influence of Female Peer Passengers on Male Adolescents' Risky Driving (The Research Institute at Nationwide Children's Hospital CDC Injury Center)

- How Do Multiple Male Peer Passengers Affect Male Adolescents' Risky Driving Behaviors: A Driving Simulator Evaluation (UM CDC Injury Center)
- Long Haul Trucking Driver Risk Management: A DriveCam Study (Volvo)
- Using Naturalistic Driving Performance Data to Develop an Empirically Defined Model of Distracted Driving (NEXTRANS USDOT Region V Regional UTC)
- Parent Guide Pilot Study (UM CDC Injury Center)
- Teen Driving Safety Survey (Toyota Collaborative Safety Research Center)
- Translating an Effective Teen Driving Program for Parents to Primary Care (CDC-NCIPC)
- Evaluating Tween/Parent Seat Belt Demonstration Program (NHTSA)
- Translation Research to Prevent Motor Vehicle-Related Crashes and Injuries to Teen Drivers and their Passengers: Translating the Checkpoints Program for State-Wide Distribution on the Web (CDC-NCIPC)
- Translating Teen Driver and Parent Interventions into Diverse Practice Settings (CDC)
- Reducing Motor Vehicle Crash Risk Among Adolescent Drivers: Taking Checkpoints to the Next Level (CDC-NCIPC)
- Alcohol-Related Risk Behavior: Adolescent To Young Adult (prior to renewal, Psychosocial Correlates Of Adolescent Driving Behavior: Implications For Prevention) (NIAAA)
- Evaluation of Parent Education Integrated into Driver Education in Michigan (Michigan Checkpoints) (NICHD)

Additional Project Experience:

- The Persistent Effect of Concussion on Driving (UM CDC Injury Center)
- LongROAD: Longitudinal Research on Aging Drivers (AAA Foundation for Traffic Safety)
- Strategies to reduce CMV-involved crashes, fatalities and injuries (MI OHSP)
- Traffic Crash Risk and Protective Factors in Teens (CDC)
- Evaluation of Michigan's Repeat Alcohol Offender Package (MI OHSP)
- Preventing Alcohol-Related Adolescent Injury (CDC)
- Identifying Unsafe Actions that Lead to Fatal Car-Truck Crashes (AAA Foundation for Traffic Safety)
- Direct Observations of Safety Belt Use in Michigan (fieldwork) (MI OHSP)
- Older Driver Improvement – Self Evaluation (fieldwork) (GM)

Project Expertise:

- Focus group, nominal group, and structured interview moderation/facilitation
- Survey development and administration via multiple modes
- Program/Intervention development (content and materials) and administration for individuals and groups via multiple modes
- Program evaluation
- Subject recruitment
- Project management
- Data management and analysis
- Data worked with:
 - Survey data
 - State Driver History Records

- State Crash Records
- Fatality Analysis Reporting System (FARS)
- General Estimates System (GES)
- Google Analytics Website Usage
- Video coding
- Qualitative data (focus groups, nominal groups)

SERVICE

Ad hoc reviewer: *Accident Analysis & Prevention; Traffic Injury Prevention*

Attachment B

FY 2019 CERTIFICATIONS AND ASSURANCES

NONDISCRIMINATION (applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

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- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT) **(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING (Byrd Anti-Lobbying Amendment) **(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING **(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION **(applies to subrecipients as well as States)**

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Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

I acknowledge and agree that _____ agrees to follow the certifications and assurances.
Agency Name

Signature

Date

Title

Printed name

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Byrd Anti-Lobbying Certification

The following certification and disclosure regarding payments to influence certain federal transactions are made under FAR 52.203-11 and 52.203-12 and [31 USC 1352](#), the "Byrd Anti-Lobbying Amendment." Hyperlinks are provided for convenience only; broken hyperlinks will not relieve Contractor from compliance with the law.

1. [FAR 52.203-12](#), "Limitation on Payments to Influence Certain Federal Transactions" is hereby incorporated by reference into this certification.
2. The bidder, by submitting its proposal hereby certifies to the best of his or her knowledge and belief that:
 - a. No federal **appropriated** funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress on his or her behalf in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan, or cooperative agreement;
 - b. If any funds **other than federal appropriated funds** (including profit or fee received under a covered federal transaction) have been paid, or will be paid, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress on his or her behalf **in connection with this solicitation**, the bidder must complete and submit, with its proposal, [OMB standard form LLL, Disclosure of Lobbying Activities](#), to the Solicitation Manager; and
 - c. He or she will include the language of this certification in all subcontract awards at any tier and require that all recipients of subcontract awards in excess of \$150,000 must certify and disclose accordingly.
3. This certification is a material representation of fact upon which reliance is placed at the time of Contract award. Submission of this certification and disclosure is a prerequisite for making or entering into this Contract under [31 USC 1352](#). Any person making an expenditure prohibited under this provision or who fails to file or amend the disclosure form to be filed or amended by this provision is subject to a civil penalty of not less than \$10,000, and not more than \$100,000, for each such failure.

Signed by:

[Type name and title]
[Type company name]

Date: _____

GRANT MANAGEMENT REQUIREMENTS

1. All correspondence to the Office of Highway Safety Planning (OHSP) regarding this project shall include the project number, example: OP-18-01.
2. A change in Project Director, Agency Contact, Financial Officer, Authorizing Official, addresses, or telephone numbers requires written notification to OHSP. These changes must also be made to the web based grant application.
3. OHSP may conduct a monitoring review of this highway safety grant. The purpose of this review is to determine adherence to stated project objectives, to review financial procedures, and to ensure compliance with grant requirements. All grantees are expected to cooperate with all reasonable requests for information as part of the Monitoring Review process.
4. All published reports generated from this project must include the following disclosure statement:

This report was prepared in cooperation with the Michigan Office of Highway Safety Planning and U.S. Department of Transportation, National Highway Traffic Safety Administration. The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Michigan Office of Highway Safety Planning or the U.S. Department of Transportation, National Highway Traffic Safety Administration.

5. The grantee agrees to ensure that no person in the United States shall, on the grounds of race, color, religion, national origin, ancestry, age, sex, height, weight, marital status, physical or mental handicap or disability, political affiliation or beliefs, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program. The grantee shall adhere to all applicable federal, state and local laws, ordinances, rules, and regulations including, but not limited to, the following:
 - a. The grantee will comply with all state and federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and

Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

b. The Elliott Larsen Civil Rights Act, 1976 PA 453, as amended. This act prohibits discriminatory practices, policies, and customs in the exercise of those rights based upon religion, race, color, national origin, age, sex, height, weight, familial status, or marital status.

c. The grantee's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D)).

6. Debarment and Suspension: By signing and submitting this proposal, the prospective lower tier participant (grantee) is providing the certification set out below.

a. The certification in this clause is a material representation of fact upon which reliance was placed at the time this transaction was entered. If it is later determined that the grantee knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

b. The prospective lower tier participant (grantee) shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant (grantee) learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

c. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

d. The prospective lower tier participant (grantee) agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

e. The prospective lower tier participant (grantee) further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," (see below) without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

f. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

g. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

h. Except for transactions authorized under paragraph d. of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

a. The prospective lower tier participant (grantee) certifies, by submission of this proposal, neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

b. Where the prospective lower tier participant (grantee) is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

7. Restriction on Federal Lobbying:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying:

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

8. Business Integrity Clause:

The Agency may immediately cancel the grant without further liability to the Agency or its employees if the grantee, an officer of the grantee, or an owner of a 25 percent or greater share of the grantee is convicted of a criminal offense incident to the application for or performance of a State, public, or private grant or subcontract; or convicted of a criminal offense including but not limited to any of the following: embezzlement, theft, forgery, bribery, falsification or destruction of records, receiving stolen property, attempting to influence a public employee to breach the ethical conduct standards for State of Michigan employees; convicted under State or Federal antitrust statutes; or convicted of any other criminal offense which, in the sole discretion of the Agency, reflects on the grantee's business integrity.

9. Indemnification:

a. To the extent allowable by law, all liability to third parties, loss, or damage as a result of claims, demands, costs, or judgments arising out of activities, such as direct service delivery, to be carried out by the grantee in the performance of this agreement shall be the responsibility of the grantee, and not the responsibility of OHSP, if the liability, loss, or damage is caused by, or arises out of, the actions or failure to act on the part of the grantee, any subcontractor, anyone directly or indirectly employed by the grantee, provided that nothing herein shall be construed as a waiver of any governmental immunity that has been provided to the grantee or its employees by statute or court decisions.

b. To the extent allowable by law, all liability to third parties, loss, or damage as a result of claims, demands, costs, or judgments arising out of activities such as the provision of policy and procedural direction, to be carried out by OHSP in the performance of this agreement shall be the responsibility of OHSP and not the responsibility of the grantee if the liability, loss, or damage is caused by, or arises out of, the action or failure to act on

the part of any OHSP employee or agent, provided that nothing herein shall be construed as a waiver of any governmental immunity by the State, its agencies (OHSP) or employees as provided by statute or court decisions.

c. To the extent allowable by law, in the event that liability to third parties, loss, or damage arises as a result of activities conducted jointly by the grantee and OHSP in fulfillment of their responsibilities under this agreement, such liability, loss, or damage shall be borne by the grantee and OHSP in relation to each party's responsibilities under these joint activities, provided that nothing herein shall be construed as a waiver of any governmental immunity by the grantee, the State, its agencies (OHSP) or their employees, respectively, as provided by statute or court decisions.

10. The grantee agrees to abide by the Federal Drug-Free Workplace Act of 1988 (49 CFR Part 29 Sub-part F).

11. For Federally Funded Grants:

a. **Buy America Act:** Only items produced in the United States may be purchased with federal funds unless the State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to OHSP for approval by the appropriate governing authority.

b. **The Hatch Act:** OHSP grantees and sub-grantees will comply with the provisions of 5 USC §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

GENERAL PUBLIC INFORMATION AND EDUCATION REQUIREMENTS

1. All original electronic files including designs, concepts, photographs, video, and audio financed with grant funds shall be delivered to OHSP by an agreed upon due date between OHSP and the grantee/contractor. The items will remain the property of OHSP and shall not be subject to copyright protection by the vendor or their agents. Items will be submitted to OHSP immediately after production of the item. **OHSP will hold the final grant reimbursement until all of the above items have been submitted.** The grantee shall not enter into an agreement that includes any time limits on rights for music, talent, artwork, or photographs. The grantee shall inform all vendors, subcontractors, or their agents of this requirement before authorizing work to be performed.

2. All printed public information and education materials and videos are required to contain logos as designated by OHSP, which are available in electronic formats upon request. See printing requirements below for more details. Audio materials must include an OHSP tag line, (see State of Michigan Printing Requirements #3 below.) All materials, including audio and video materials and scripts must be submitted for review and approval by OHSP prior to production.

3. All videos, print photography, or graphics shall depict drivers and passengers to be properly restrained by seat belts or child passenger safety devices unless the lack of restraints is for demonstration or educational purposes.

4. Messaging costs which are of a public relations nature and designed in-whole or in-part to promote either an individual or an agency is prohibited and not eligible for reimbursement.
5. Closed Captioning: All DVDs must be closed captioned. This includes any online videos.
6. Social Media Use and Approval: The creation of social media accounts such as Facebook and Twitter for state or federally funded grants and projects require prior approval from OHSP before release to the public.
7. The purchase of program advertising space by grantees on TV, radio, magazines, newspapers, billboards, etc., may be approved on a case-by-case basis.

STATE OF MICHIGAN PRINTING REQUIREMENTS

1. The following items require the prior approval of your OHSP program coordinator:
 - flyers, posters, brochures
 - annual reports
 - newsletters
 - printing projects that include silk screened folders or binders, die-cut folder or covers, holograms, foil printing, embossing, or engraving
2. Paper stock shall be standard sizes, as unusual size or special-order paper stock is more expensive than standard sizes and results in additional waste.
3. For State/Federally Funded Grants:
The following byline shall be placed on all printed public information and education materials:
"This material was developed through a project funded by the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation."

COPIES

1. OHSP will require one electronic copy of any publication produced with traffic safety grant funds if print copies are not available or if the items are not distributed statewide, and it is not available online. The copy can be submitted via email, CD, or flash drive.
2. OHSP will require fifteen copies of any of the following produced with traffic safety grant funds if they are distributed statewide and are not available online. These copies are distributed throughout the state of Michigan's library system:
 - annual reports
 - manuals, handbooks, and training materials
 - news releases
 - statistics
3. OHSP will require three copies of any of the following produced with traffic safety grant funds if they are distributed statewide and are not available online. These copies are housed as part of the state of Michigan's library system:
 - posters
 - brochures
 - flyers

4. If the publication is available on a publicly accessible website, no printed copy is required. However; an email which includes a link to the document must be provided to OHSP. The State of Michigan's library system will then include it in its digital archive.

PROGRAM REQUIREMENTS

1. Progress reports are required to be submitted throughout the grant period. The due dates for these reports are specified in the grant approval letter and must be submitted online. Reports shall describe activities undertaken to accomplish each project goal, reason for non-activity if necessary, activities planned for the next quarter and obstacles encountered or anticipated. Progress reports must be submitted in order for OHSP to process financial reimbursement.

2. The final progress report is due on the date stated in the grant approval letter and shall include a summary of all activities and accomplishments for the entire grant period. Include the following information in the project summary:

- a. A list of significant accomplishments or activities of this project that addressed the project objectives.
- b. A summary of how this project impacted the initial stated problem.
- c. If no activity took place, a report must be submitted stating as such.

3. Out-of-state travel requires prior written approval by the OHSP Division Director. A written request shall be submitted on the form provided. **Requests shall be submitted at least 30 days in advance of anticipated travel.** Financial commitment (i.e. travel arrangements, conference fees, hotel reservations, etc.) shall not be made prior to OHSP approval.

4. If a project revision is required, the grantee shall contact the OHSP program coordinator for prior approval.

5. For Overtime Traffic Enforcement Grants Only:

a. The grantee shall verify all officers working OHSP federally funded overtime have completed the NHTSA-International Association of Chiefs of Police (IACP) approved Standardized Field Sobriety Testing (SFST) curriculum.

b. Law enforcement agencies shall adopt the IACP model policy on seat belt use or have a written policy in place requiring the use of seat belts by all employees and passengers in department vehicles.

c. All law enforcement officers participating in an OHSP grant-funded traffic enforcement detail shall wear a properly fastened seat belt in accordance with State law. Officers found in violation of this requirement while working a grant-funded detail may be ineligible for funding reimbursement from OHSP.

d. Law enforcement agencies shall adopt the IACP guidelines on vehicle pursuits or have a written policy in place.

e. Traffic enforcement activity data shall be submitted to OHSP within five days of the conclusion of the enforcement period. Agencies shall use the Enforcement Report connected to the web-based grant system.

f. Only Michigan Commission On Law Enforcement Standards certified police officers or Michigan State Police Motor Carrier officers shall be used on enforcement projects.

g. Use of part-time officers on enforcement projects is restricted and must comply with OHSP policy. **PRIOR APPROVAL IS REQUIRED.** Contact OHSP for a copy of this policy.

h. Grant funds **CANNOT** be used for activities such as traffic control, motorcades, and dignitary protection. OHSP grant funds can only be used for activities approved in the grant.

i. If a police emergency occurs requiring officers on a grant-funded detail to respond, officers shall have up to one hour to respond and return to the detail. If officers must remain beyond the hour or additional emergencies arise during this detail, the time charged to the grant ceases immediately and the agency shall incur the costs.

j. Traffic enforcement shifts shall be scheduled for a minimum of two consecutive hours.

k. Traffic enforcement efforts shall be publicized by supporting media events as requested by OHSP.

- o The grantee shall assist OHSP with media events that will be conducted locally.
- o Banners or other signage provided by OHSP shall be displayed when patrols are conducted.

l. Grantees and contractors acting as a project director of a multi-agency grant must provide the participating agencies/sub-contractors with a copy of these Grant Management Requirements.

m. A daily activity log with a listing of activities performed must be completed for all time requested for reimbursement. It must include the following information in the body of the document to be acceptable documentation:

- o The start time of the grant-funded enforcement detail.
- o A brief description of every stop.
- o The end time of the grant-funded detail.
- o All grant time must be accounted for. **Time must be documented at a minimum of every hour, regardless of whether a traffic stop is made.** This includes time spent on traffic stops, arrest, transporting and lodging of arrested subjects, report writing, serving as “zone spotters”.

6. For Underage Drinking Enforcement Grants Only:

- a. Law enforcement agencies shall adopt the IACP model policy on seat belt use or have a written policy in place requiring the use of seat belts by all employees and passengers in department vehicles.
- b. Law enforcement agencies shall adopt the IACP guidelines on vehicle pursuits or have a written policy in place.

- c. Underage drinking enforcement activity data shall be submitted to OHSP on a quarterly basis either in MAGIC+ or to the OHSP program coordinator via e-mail, mail or fax. Agencies shall use the UAD Enforcement Report form provided by the OHSP program coordinator.
- d. Only Michigan Commission On Law Enforcement Standards (MCOLES) certified police officers shall be used on enforcement projects.
- e. Use of part-time officers on enforcement projects is restricted and must comply with OHSP policy. **PRIOR APPROVAL IS REQUIRED.** Contact OHSP for a copy of this policy.
- f. Grant funds **CANNOT** be used for activities such as traffic control, motorcades, and dignitary protection. OHSP grant funds can only be used for activities approved in the grant.
- g. If a police emergency occurs requiring officers on a grant-funded detail to respond, officers shall have up to one hour to respond and return to the detail. If officers must remain beyond the hour or additional emergencies arise during this detail, the time charged to the grant ceases immediately and the agency shall incur the costs.
- h. All law enforcement officers participating in an OHSP grant-funded enforcement detail shall wear a properly fastened seat belt in accordance with State law. Officers found in violation of this requirement while working a grant-funded detail may be ineligible for funding reimbursement from OHSP.
- i. The grantee must keep track of funds spent. In some cases, multiple funding sources are assigned to law enforcement grants. In these situations, the grantee must assign, document, and monitor expenditures to each designated funding source separately for underage drinking enforcement, seat belt enforcement, and impaired driving enforcement. These federal funding sources may not be used interchangeably. In the event the grantee overspends, the difference will need to be covered by the grantee. Additional funding will not be provided to support overspending of any federal or State program.

GENERAL FINANCIAL REQUIREMENTS

1. Only program activities and expenses detailed in the approved grant budget and incurred during the grant period are eligible for reimbursement. Expenses incurred that are not detailed in the approved grant budget or outside of the grant period will not be reimbursed. **Costs cannot EXCEED the approved grant award.**
2. Goods purchased through the grant shall be received in acceptable condition. If goods are not received in acceptable condition within thirty (30) days prior to the grant ending date, the grantee shall contact the OHSP program coordinator.
3. The grantee shall use generally accepted accounting principles.
4. Costs charged to this grant cannot be charged to any other program. Law enforcement agencies cannot offer comp time in lieu of overtime pay.

5. All costs shall be actual and supported by source documentation. Financial reimbursement will be delayed until all backup documentation is received by OHSP. A document entitled "Acceptable Backup Documentation for Federal Cost Claims" is available from OHSP to assist with identifying adequate backup documentation. OHSP utilizes this guidance for all grant recipients regardless if the source is federal or state grant funds.

6. A separate account or fund must be established for this project. A separate account is required to be maintained by all agencies receiving grant funds from the OHSP regardless of the dollar amount. In addition, grantees receiving funds from OHSP for multiple grant projects must have a separate account for each grant project. It is the responsibility of the lead agency to insure that all sub-agencies meet this requirement. The general ledgers of the sub-agencies are not required to be submitted with requests for payment unless specifically requested by OHSP.

7. Costs must be net of all applicable credits such as purchase discounts, rebates or adjustments of overpayments, or erroneous charges.

8. The following deviations from the approved budget require **PRIOR approval from OHSP**:

- a. A specific item of cost not included in the approved budget.
- b. An increase in the number of a specific item over and above the total authorized.
- c. A transfer between major budget categories in excess of 10 percent of the category being increased.

9. Procurement Methods:

a. Competition: Grantees shall conduct all procurement and contractual transactions, without regard to dollar value, to provide maximum, open, and free competition. Maximum, open, and free competition shall be assured through the distribution of an adequate number of proposal solicitations.

b. Small Purchase Procedures: Small purchase procedures are those relatively simple and informal procurement methods for securing services, supplies, or other property that do not cost more than \$25,000 in total. If small purchase procedures are used, price or rate quotations must be obtained from at least three (3) Buy America Act qualified sources.

c. Competitive Bids: For purchases over \$25,000, the grantee shall follow their competitive bid process providing it is at least as restrictive as the process required by the State of Michigan and complies with the Buy America Act. The grantee or their contractor agrees to ensure that minority business enterprises, as defined in 49 CFR Part 23, have the maximum opportunity to participate in the performance of contracts and subcontracts financed, in whole or in part, with funds provided under this agreement. In those instances where three (3) bids have not been received, a full explanation, along with the names and addresses of those firms and individuals requested to bid, and including reasons why agencies failed to bid, must be forwarded to OHSP for approval **prior** to awarding a contract.

10. Documentation for costs shall be maintained for three years following final reimbursement.

11. Any program income received shall be used exclusively to further traffic safety project activities. Program income is defined as gross income earned by the grantee from grant supported activities. Some examples are proceeds from the sale of items purchased or developed with grant funds, or revenue received from attendees at trainings or conferences paid for with grant funds. Program income must be netted against costs incurred within the grant or returned to OHSP, unless prior permission is obtained from OHSP to use the funds for other traffic safety projects. Contact OHSP for further information.

12. General Cost of Business (formerly referred to as Supplanting): The replacement of routine and/or existing expenditures with the use of state or federal grant funds for costs of activities that constitute general expenses required to carry out the overall responsibilities of a state or local agency or other grantee is considered to be general cost of business and is not allowable.

The sub-grantee shall not use grant funds to supplant state or local funds, or, other resources that would otherwise have been made available for this program. Further, if a position created by a grant is filled from within, the vacancy created by this action must be filled within 30 days. If the vacancy is not filled within 30 days, the sub-grantee must stop charging the grant for the new position. Upon filling the vacancy, the sub-grantee may resume charging the grant position.

The Financial Officer or Authorizing Official's straight time costs may not be funded under this grant.

COST REIMBURSEMENT

1. All OHSP projects are based on the cost reimbursement concept; i.e., state, local, or private funds shall be expended before reimbursement is provided.

2. Reimbursement is based on submission of progress and financial reports. All requested information should be submitted electronically through the web-based application whenever possible. Otherwise backup information may be submitted via US mail, by fax, or by email. A financial report submitted to OHSP by a grantee shall contain the following to be considered complete:

- a. Electronic signatures for the agency's Financial Officer or Project Director.
- b. A copy of a report for the current period generated by the grantee's official accounting system which shows a description of the item and the actual amount spent. Some examples of acceptable reports include a detailed general ledger, a transaction ledger, a payroll journal, or a detailed budget/expenditure report. The report must match the amount being requested for reimbursement.
- c. For enforcement grants: Officer names, dates, and amounts paid for each agency participating in grant funded patrols.
- d. For non-enforcement grants with personnel costs: Activity logs as described in "Personnel Costs" under "Budget Cost Category Requirements."
- e. Copies of invoices must be included.
- f. Additional documentation as requested by OHSP.

3. Financial reports are due, at a minimum, on a quarterly basis. Financial report due dates are specified in the grant approval letter. Financial reports must be submitted even when the project experiences no costs. In this case, a "zero" Financial report shall be submitted. The submission of financial reports is mandatory and non-compliance can result in termination of the grant.

4. The Project Director shall ensure that financial reports are submitted in compliance with reporting deadlines. If the financial report is submitted electronically without backup documentation, the financial report is not considered submitted and the grantee will receive a delinquent letter stating the same.

5. A delay in submitting support documentation may result in the suspension of all grant activity.

6. Failure to submit cost statements with adequate supporting documentation prior to the fiscal year close out deadline will result in non-reimbursement of those costs. Costs from one fiscal year cannot be paid in a subsequent fiscal year.

BUDGET COST CATEGORY REQUIREMENTS

(PLEASE REFER TO THE FOLLOWING FOR SPECIFIC REQUIREMENTS OF BUDGET COST CATEGORIES. ONLY REQUIREMENTS FOR COST CATEGORIES CONTAINED WITHIN YOUR APPROVED GRANT BUDGET APPLY.)

PERSONNEL COSTS

1. Payments for salaries and wages shall be supported by a time and attendance report, based on an after-the-fact distribution of time, which shows details of the activities performed.

For enforcement grantees (including sub-grantees) - a daily activity log with a listing of activities performed must be completed for all time request for reimbursement. It must include the following information in the body of the document to be acceptable documentation:

- The start time of the grant-funded enforcement detail.
- A brief description of every stop.
- The end time of the grant-funded detail
- All grant time must be accounted for. This includes time spent on traffic stops, arrests, transporting and lodging of arrested subjects, report writing, and serving as "zone spotters".

The time on the daily must match the hours requested for reimbursement and supervisor approval must be documented electronically or in writing. If supervisors' approval is given by means other than a signature on the daily, explanation of the approval process must be provided at the time of grant monitoring.

For non-enforcement grantees - Grantees must maintain activity logs which document the actual amount of time spent on the grant project and describe the nature of the activities performed. If the grant is funded from multiple sources, the logs must show the activity by fund source. This documentation must be submitted with the financial reimbursement request.

2. Reimbursement for wages and fringe benefits shall be based on actual costs NOT budgeted rates. Only those fringe benefit costs that actually increase as a result of hours worked on this project can be claimed for reimbursement. For overtime wages, those costs typically include FICA, workers comp, and retirement, but if any of these costs are structured so that they don't

increase with overtime, they cannot be reimbursed. For straight-time grant-funded positions, all fringe benefits associated with the position may be claimed to the extent that the position has been approved for reimbursement (e.g., if 50% of the position is grant funded, 50% of the fringes benefits can be claimed.) Fringe benefit rates must be reasonable and in accordance with federal cost principles.

3. The rate of pay for grant-funded enforcement shall be determined according to the grantee's policy, contract, or employment agreement. Overtime rates must be applied consistently to all activities of an agency – higher rates may not be established just for federal grants.

4. Agencies shall comply with all state labor laws.

CONTRACTUAL SERVICES

Contractual services are services of individual consultants or consulting firms engaged in performing special services pertinent to highway safety. All grantees or sub-grantees awarding contracts or sub-contracts shall comply with the terms and conditions of Title 49 Code of Federal Regulations, Part 18-Uniform Administrative Requirements For Grant And Cooperative Agreements To State And Local Governments, §18.36 Procurement. A copy of the contract shall be submitted to OHSP when available.

NOTICE: All contracts for the purpose of developing public information materials (print, audio, or video) must be submitted to the appropriate OHSP program coordinator for review PRIOR to entering into the contractual agreement with the vendor.

OPERATING COSTS

1. Only eligible operating costs specifically listed in the approved grant budget will be reimbursed.

2. Automotive expenses submitted shall be based on actual costs incurred. In most cases, this will be calculated by multiplying actual miles driven times a mileage rate. The rate will be determined when the grant is approved, but will generally be the IRS business mileage rate. With prior approval, reimbursement may be allowed based on the actual costs incurred for gasoline, maintenance, insurance, and other vehicle expenses.

Out-of-state travel funded by federal; grant funds requires prior written approval by the OHSP Division Director. A written request shall be submitted on the form provided. **Requests shall be submitted at least 30 days in advance of anticipated travel.** Financial commitment (i.e. travel arrangements, conference fees, hotel reservations, etc.) shall not be made prior to OHSP approval.

3. Reimbursements for travel (meals, lodging, mileage, etc.) cannot exceed the lesser of the grantee's published travel rates or the allowable State of Michigan travel rates. Exceptions to this for unusual situations require approval by OHSP prior to incurring the expense.

4. Postage, telephone, and grant-related travel costs shall be documented by log or meter and submitted with the reimbursement request.

EQUIPMENT

1. Only eligible equipment specifically listed in the equipment section of the approved grant budget will be reimbursed. Equipment costs shall be reimbursed according to the match requirements as specified in the approved grant budget.

2. Equipment purchases shall be initiated within the time period specified in the approved grant. "Initiated" means bids were solicited, accepted, and items have been ordered. If there is a reason a grantee is unable to meet this requirement, the OHSP program coordinator shall be contacted immediately.

3. Equipment purchased through this grant shall be used only for highway safety activities throughout its useful life.

4. If the equipment is disposed of, or ceases to be used for highway safety activities, and the equipment is determined to have a Current Fair Market Value of \$5,000 or more, OHSP reserves the right to retain or transfer title to all items. OHSP may allow the holder of the equipment to retain title of the equipment and reimburse the federal or State share of the fair market value of such equipment. The Current Fair Market Value shall be determined as follows:

a. Appraisal by an independent source with expertise in valuation of similar items is the preferred method of valuation for equipment.

b. For vehicles, Kelly Blue Book values may be used when taking into consideration the physical condition of the vehicle,

c. If a fair market value based on appraisal or Kelly Blue Book values cannot be determined, the value may be based on IRS depreciation schedules. Only straight line depreciation may be used.

5. Equipment with a cost of \$5,000 or more shall be tagged by the grantee for inventory control purposes. In addition, the OHSP Equipment Record System Form with all applicable information completed shall be submitted with the grantee's reimbursement request. The grantee shall complete an equipment inventory form sent to them by OHSP each year that the value remains \$5,000 or more, and shall make the item available for physical review by OHSP staff when requested.

6. All equipment purchases with NHTSA funds shall comply with the Buy America Act requirements before costs will be reimbursed. Please refer to section eleven under the heading Grant Management Requirements for specific terms of the Buy America Act.

INDIRECT COSTS

Indirect costs cannot be specified in all situations because of the diverse characteristics and accounting practices of governmental units. Typical examples of indirect costs may include certain state/local central service costs, general administration of the grantee department or agency, accounting and personnel services performed within the grantee department or agency, depreciation or use allowances on buildings and equipment, the costs of operating and maintaining facilities, etc. Indirect costs shall be provided at a negotiated rate mutually acceptable to the grantee and OHSP.

The indirect cost rate shall be developed in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (also known as the Super Circular) and shall be supported by the grantee's central service cost allocation plan or its equivalent. The indirect cost rate must be approved by the grantee's federal cognizant agency, with written documentation maintained by the grantee. If the grantee does not have a federal cognizant agency, OHSP will serve in this capacity.

TERMINATION

OHSP retains the right to terminate a grant for failure to meet the grant management requirements. When a grant is terminated by OHSP, the grantee shall not be eligible to seek grant funding for a period of two years. In order to obtain a grant after the two-year period, the grantee will be required to submit written assurance that the identified deficiencies have been corrected. Additionally, the agency may be required to submit monthly financial reports to allow for increased financial monitoring.

Attachment C

Federal Provisions Addendum

The provisions in this addendum may apply if the purchase will be paid for in whole or in part with funds obtained from the federal government. If any provision below is not required by federal law for this Contract, then it does not apply and must be disregarded. If any provision below is required to be included in this Contract by federal law, then the applicable provision applies and the language is not negotiable. If any provision below conflicts with the State's terms and conditions, including any attachments, schedules, or exhibits to the State's Contract, the provisions below take priority to the extent a provision is required by federal law; otherwise, the order of precedence set forth in the Contract applies. Hyperlinks are provided for convenience only; broken hyperlinks will not relieve Contractor from compliance with the law.

1. Federally Assisted Construction Contracts

If this contract is a “**federally assisted construction contract**” as defined in [41 CRF Part 60-1.3](#), and except as otherwise may be provided under [41 CRF Part 60](#), then during performance of this Contract, the Contractor agrees as follows:

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the Contractor's legal duty to furnish information.

(4) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The Contractor will comply with all provisions of [Executive Order 11246](#) of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The Contractor will furnish all information and reports required by [Executive Order 11246](#) of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this Contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in [Executive Order 11246](#) of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in [Executive Order 11246](#) of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of

Attachment C

the Secretary of Labor issued pursuant to section 204 of [Executive Order 11246](#) of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

2. Davis-Bacon Act (Prevailing Wage)

- a. If applicable, the Contractor (and its Subcontractors) for **prime construction contracts** in excess of \$2,000 must comply with the Davis-Bacon Act ([40 USC 3141-3148](#)) as supplemented by Department of Labor regulations ([29 CFR Part 5](#), "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction").
- b. The Contractor (and its Subcontractors) shall pay all mechanics and laborers employed directly on the site of the work, unconditionally and at least once a week, and without subsequent deduction or rebate on any account, the full amounts accrued at time of payment, computed at wage rates not less than those stated in the advertised specifications, regardless of any contractual relationship which may be alleged to exist between the Contractor or subcontractor and the laborers and mechanics;
- c. The Contractor will post the scale of wages to be paid in a prominent and easily accessible place at the site of the work;
- d. There may be withheld from the Contractor so much of accrued payments as the contracting officer considers necessary to pay to laborers and mechanics employed by the Contractor or any Subcontractor on the work the difference between the rates of wages required by the Contract to be paid laborers and mechanics on the work and the rates of wages received by the laborers and mechanics and not refunded to the Contractor or Subcontractors or their agents.

3. Copeland "Anti-Kickback" Act

If applicable, the Contractor must comply with the [Copeland "Anti-Kickback" Act \(40 USC 3145\)](#), as supplemented by Department of Labor regulations ([29 CFR Part 3](#), "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"), which prohibits the Contractor and subrecipients from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled.

4. Contract Work Hours and Safety Standards Act

If the Contract is **in excess of \$100,000** and **involves the employment of mechanics or laborers**, the Contractor must comply with [40 USC 3702](#) and [3704](#), as supplemented by Department of Labor regulations ([29 CFR Part 5](#)), as applicable.

5. Rights to Inventions Made Under a Contract or Agreement

If the Contract is funded by a federal "funding agreement" as defined under 37 CFR §401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

6. Clean Air Act

If this Contract is **in excess of \$150,000**, the Contractor must comply with all applicable standards, orders, and regulations issued under the Clean Air Act (42 USC 7401-7671q) and the Federal Water Pollution Control Act (33 USC 1251-1387). Violations must be reported to the federal awarding agency and the regional office of the Environmental Protection Agency.

Attachment C

7. Debarment and Suspension

A “contract award” (see [2 CFR 180.220](#)) must not be made to parties listed on the government-wide exclusions in the [System for Award Management](#) (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

8. Procurement of Recovered Materials

Under [2 CFR 200.322](#), a non-Federal entity that is a state agency or agency of a political subdivision of a state **and its contractors** must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at [40 CFR part 247](#) that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.