

Specialized Heavy Vehicle Inspection (SHVI) Study
FISCAL YEAR (FY) 2012
COOPERATIVE AGREEMENT
NOTICE OF FUNDING AVAILABILITY (NOFA)

Section I: Funding Opportunity Description

The Federal Motor Carrier Safety Administration (FMCSA) is partnering with the Federal Highway Administration (FHWA) to implement the Specialized Heavy Vehicle Inspection (SHVI) Study Cooperative Agreement. The SHVI Study Cooperative Agreement will provide funding for up to three States to collect safety data from roadside inspections on commercial motor vehicles (CMV) exceeding certain weight levels to determine if there are any correlations between violations of legal weight limits and violations of motor carrier safety regulations, particularly regulations that are referenced in the out-of-service criteria. FMCSA believes it will be beneficial to collect data to further understand the safety performance of overweight vehicles. Data collected through these Cooperative Agreements will assist FMCSA to quantify this relationship by collecting and analyzing science-based data. Applications for the SHVI Study Cooperative Agreement *must* be submitted through Grants.gov by **11:59 p.m. (Eastern Time) on July 30, 2012.**

There is little research available regarding the impact of heavier weights on CMV equipment such as brakes and suspension systems. Consequently, there is little information available about the impact to highway safety of CMVs hauling heavier weights; especially those hauling weights in excess of federally established weight limits.

To assist in establishing the relationship between higher vehicle weights and motor carrier safety violations, FMCSA and FHWA are partnering with State enforcement officials to undertake this study to collect data on overweight CMVs and the condition of their equipment. The parameters of the study provides that States chosen to participate conduct Level 1 inspections on straight trucks equipped with 4 or more axles, and combination vehicles equipped with 5 to 6 axles that exceed 2,500+ lbs. - overweight on axle, gross, or bridge weight. A FHWA contract is in place to evaluate the data obtained under this cooperative agreement.

DEFINITIONS

Heavy and/or overweight vehicles eligible for inclusion in this study include straight trucks equipped with 4 or more axles, and combination vehicles equipped with 5 to 6 axles:

1. When they are weighed and found to be 2,500 lbs. or more over the allowable (including permitted):
 - (a) axle weight; and/or
 - (b) axle group weight; and/or
 - (c) Specific state limit on gross vehicle weight.

AUTHORITY

The CMV-related research to be conducted under these Cooperative Agreements is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), P.L. 109-59, 49 U.S.C. Section 31108. Additionally, the Cooperative Agreements will be administered in accordance with 2 CFR 225, as amended.

Section II: Award Information

FMCSA will award three (3) Cooperative Agreements in the amount of \$30,000 to eligible State applicants to conduct the SHVI Study for a total of \$90,000. These Cooperative Agreements will provide funding to the selected State agencies to support the extra salaries and wages needed for staff to conduct additional study-related inspection activities. Any other use of these funds must receive prior approval from FMCSA. The project period for this Cooperative Agreement extends from the date of award through November 30, 2012.

Section III: Eligibility Information

Funds for the SHVI Study will be awarded to State agencies, including the District of Columbia and U.S. territories at the discretion of FMCSA. Individuals and private entities are **ineligible to receive funding**.

Eligible State agencies must be able to conduct approximately 300 North American Standard (NAS) Level 1 commercial motor vehicle inspections on heavy and/or overweight qualifying vehicles within the period of performance. Per the Definitions section, vehicles that may qualify as overweight include straight trucks equipped with 4 or more axles and combination vehicles equipped with 5 to 6 axles. In order to be considered eligible to apply, applicants must:

- a. Be capable of conducting weight enforcement and Level 1 truck inspections by the same personnel
- b. Be capable of conducting truck weight enforcement with portable scales and static scales, and conducting truck inspection activities at both the static and portable scale locations
- c. Submit monthly reports and supplemental online vehicle inspection information in addition to normal Level 1 inspection data
- d. Have the capacity to conduct weight enforcement and Level 1 truck inspections on both interstate carriers and intrastate carriers during this period of activity.

Section IV: Application and Submission Information

All applications must be submitted through Grants.gov by 11:59 p.m. Eastern Time on July 30, 2012. To apply using the Grants.gov process, Applicants must be registered with Grants.gov. To register, go to http://www07.grants.gov/applicants/get_registered.jsp. The Grants.gov registration process for an organization can take as long as four weeks if all steps are not completed in a timely manner; therefore, please register early. The Grants.gov website provides customer support via (800) 518-GRANTS (this is a toll-free number) or through e-mail at

support@grants.gov. The customer support center is open from 7:00 a.m. to 9:00 p.m. Eastern Time, Monday through Friday, except Federal holidays, to address Grants.gov technology issues.

Applicants must download the Cooperative Agreement application package, complete it, and submit the completed application package through Grants.gov. This must be done on the Internet at http://www.grants.gov/applicants/apply_for_grants.jsp.

The following standard forms must be completed online for inclusion in the Cooperative Agreement application package:

1. **SF-424** – Application for Federal Assistance
2. **SF-424A** – Budget for Non-Construction Program
3. **SF-424B** – Assurances for Non-Construction Programs
4. **SF-LLL** – Disclosure of Lobbying Activities
5. **Project Narrative** – The Project Narrative provides the Applicant with the opportunity to describe their State inspection information, administrative capability, and Work Plan. Applicants are encouraged to use the following format when completing their Project Narrative:
 - A. State Inspection Information:**
 1. How many trucks were weighed on fixed scale locations in 2011?
 2. How many trucks were weighed on portable scales in 2011?
 3. How many Level 1 truck inspections were performed in your State where a weight warning or violation was also noted (e.g., a 392.2 axle or gross weight violation)?
 4. How many CMV inspection pits are currently being used within your State?
 5. How many of your fixed weight scale locations have inspection pits?
 6. How many Level 1 truck inspections were performed on intrastate carriers in 2011?
 7. What was the interstate carrier and intrastate carrier Level 1 truck inspection Out of Service (OOS) rate in 2011?
 8. How many interstate and intrastate carrier Level 1 truck inspections were performed in your State where a weight warning or violation was also noted?
 9. How many interstate truck carriers and intrastate truck carriers are located within your State (jurisdiction)?
 10. What is the number of trucks operated by interstate carriers in 2011?
 11. What is the number of trucks operated by intrastate carriers in 2011?

B. Administrative Capabilities

1. Describe the methods by which the jurisdiction will complete the approximately 300 required qualifying inspections within the study period of performance.
2. Describe infrastructure and other organizational information, including past performance and work on previous projects, that demonstrates the ability of the applicant to successfully implement the current project.
3. Describe manpower in terms of how many inspectors within the State or jurisdiction are qualified to conduct both weight enforcement activities and CMV Level 1 inspection activities.

C. Work Plan

1. Describe the site(s) where inspections will be conducted, specific activities, and the time schedule for when activities are to occur.
2. Describe any challenges that could arise in implementing the activities and strategies that could be used to resolve them.

6. Budget Narrative

A. Financial Capabilities

1. Provide salary and/or wage information plus any expected overtime for the inspectors identified in B.3, above, who will be conducting inspections under this Cooperative Agreement.
2. Indicate the number of hours anticipated for conducting each type of inspection required. Indicate the average length of time needed to conduct a typical inspection.
3. Describe documentation to show how funds provided under this Cooperative Agreement will be kept separate from other funding sources.

Please note, applications received without the complete set of required forms will be not be evaluated until all forms are received. All forms are part of the application package and available for download and completion in Grants.gov.

Section V: Application Review Information

All application packages will first be reviewed for eligibility and completeness. Each complete application from an eligible recipient will then be evaluated by a technical review panel comprised of Federal subject matter experts. Applicants are strongly encouraged to follow Project and Budget Narrative formats provided in the Application and Submission Information Section.

Following the eligibility and completeness review applications will be evaluated based on the following factors:

- a. Ability of the Applicant to support the strategies and activities in the proposal given the short project period of performance
- b. Responsiveness of the Applicant to questions in the Project Narrative and the Budget Narrative, demonstrating capacity and financial capabilities
- c. Prior performance of the Applicant regarding completion of activities, programs, and goals within specified time frames per the project plan submitted under previous grants and/or cooperative agreements awarded to the Applicant
- d. Application clarity, based on overall organization of the application
- e. Geographic diversity, the selection of participating States will be adjusted such that differing geographic regions are represented.

Section VI: Award Administration Information

Upon approval of an application, FMCSA will award funding and enter into the Cooperative Agreements in June, or as soon thereafter as administratively practicable.

The following deliverables are expected from Applicants selected to receive SHVI Study Cooperative Agreement funds:

1. A Work Plan to be delivered within 3 weeks after the effective date of approved Cooperative Agreement
2. Monthly status reports identifying current activities, and funding expenditures
3. Monthly status reports identifying total number of qualifying inspections and funding expenditures
4. Federal Financial Reports (FFR) and Performance Progress Reports (PPR) to be submitted as the final report.

All copies of written reports to fulfill the requirements for this Cooperative Agreement should be delivered to:

Luke Loy
U.S. Department of Transportation
Federal Motor Carrier Safety Administration
Vehicle and Roadside Operations Division MC-PSV, W64-237
1200 New Jersey Avenue, SE
Washington, DC 20590
Luke.Loy@dot.gov

Additionally, State Enforcement Agencies must agree to the FMCSA Financial Assistance Agreement General Provisions and Assurances in order to execute the Cooperative Agreement. These provisions require, among other things, submission of quarterly financial and performance progress reports. The Office of Management and Budget (OMB) mandated the use of the

Federal Financial Report (FFR), SF 425 for use throughout the Federal Government. Each Cooperative Agreement recipient is required to submit a quarterly SF-425 to the appropriate FMCSA Division Administrator no later than 30 days after the end of each quarterly reporting period. A separate SF-425 must be submitted for each grant awarded by FMCSA.

Section VII: Agency Contact

For further information please contact Luke Loy with the FMCSA Vehicle and Roadside Operations Division (MC-PSV) at luke.loy@dot.gov or by telephone at 202.366.0676.

Section VIII: Other Information

Cooperative Agreement recipients are expected to adhere to the following Inspection Instructions in order for inspections to be eligible for inclusion in the study:

Inspection Instructions:

- 1) Select vehicles for weighing per each jurisdiction's standard operating procedures.
- 2) Determine if a vehicle should be selected for the study. If the vehicle is found to be over the allowable axle, axle group, or gross vehicle weight OR if the vehicle is operating under a special weight permit, it should be included.
- 3) Conduct a NAS Level I inspection, taking special care to note the scale weight of the combination vehicle, whether or not the vehicle has a special permit, and any weight violations per the FedVioCode 392.2 State/Local Laws drop down menu of codes in ASPEN to capture specific data (see Image B below).
- 4) Complete the inspection report in ASPEN (or equivalent inspection software), making certain to fill in Special Study Fields #9 and #10 as indicated below and in Image A. It is essential these be correctly completed in order for the report to count in the study.
 - In Special Study Field #9, enter the measured gross vehicle combination weight in pounds (or, if a straight truck, the measured gross vehicle weight)—so as to simplify data analysis; please enter the number only, without commas or letters. For example, if the vehicle weighed 82,725 lbs., please enter only “82725” (also without quotation marks), as in the example below (Image A).
 - In Special Study Field #10, enter either “HWP” for vehicles possessing a special weight permit, or “HW” for vehicles without a special weight permit (See Image A).
 - Finally, be sure to include in the inspection report any weight violations per 392.2 State/Local Laws drop down menu under violations, as in the bottom example. (See Images B & C, below).
- 5) Submit the coded inspection report as you normally do through ASPEN (or equivalent inspection software).
- 6) Complete the (online) ORNL Supplemental Vehicle Inspection Sheet:

<http://owa.cmvrtc.net> (subject to revision) See - (Image D below)

IMAGE A

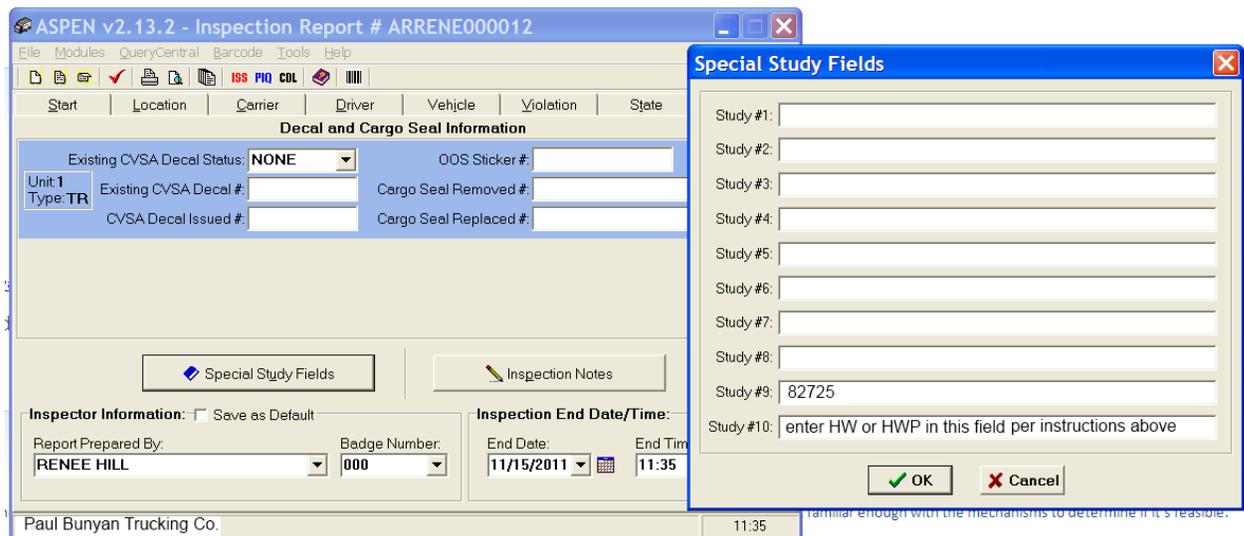


IMAGE B

When citing the vehicle for overweight violations, please use the following set of weight violation codes (see chart and image below):

FEDVIOCODE	FEDVIODESC	SECTION
392.2-SLLEWA1	State/Local Laws - Excessive weight - 1-2500 lbs over on an axle/axle groups.	392.2
392.2-SLLEWA2	State/Local Laws - Excessive weight - 2501-5000 lbs over on an axle/axle groups.	392.2
392.2-SLLEWA3	State/Local Laws - Excessive weight - More than 5000 lbs over on an axle/axle groups.	392.2
392.2-SLLEWG1	State/Local Laws - Excessive weight - 1-2500 lbs over on allowable gross weight.	392.2
392.2-SLLEWG2	State/Local Laws - Excessive weight - 2501-5000 lbs over on allowable gross weight	392.2
392.2-SLLEWG3	State/Local Laws - Excessive weight - More than 5000 lbs over on allowable gross weight.	392.2
392.2-SLLEWPB	State/Local Laws - Excessive weight - Posted bridge.	392.2

Image C

The screenshot shows the ASPEN v2.13.2 - Inspection Report # VT3200000144 interface. The main window displays a 'Violation Information' table with the following data:

Unit	FedVioCode	OOS	Ver	Violation Description	Citation
D	392.2	N	N	Local Laws (general)	
	FedVioCode	OOS		Violation Description	
	392.2	N		Local Laws (general)	
	392.2-SLLEWA1	N		State/Local Laws - Excessive weight - 1-2500 lbs over on an axle/axle group	
	392.2-SLLEWA2	N		State/Local Laws - Excessive weight - 2501-5000 lbs over on an axle/axle group	
	392.2-SLLEWA3	N		State/Local Laws - Excessive weight - More than 5000 lbs over on an axle/axle group	
	392.2-SLLEWG1	N		State/Local Laws - Excessive weight - 1-2500 lbs over on allowable gross weight	
	392.2-SLLEWG2	N		State/Local Laws - Excessive weight - 2501-5000 lbs over on allowable gross weight	
	392.2-SLLEWG3	N		State/Local Laws - Excessive weight - More than 5000 lbs over on allowable gross weight	
	392.2-SLLEWPB	N		State/Local Laws - Excessive weight - Posted bridge.	

At the bottom of the window, there is a 'Driver OOS Until:' field with a dropdown arrow and an 'Add' button. The system clock in the bottom right corner shows 08:13 PM.

Image D - Heavy Vehicle Defect Study

General Information		
Date	<input type="text" value="01/09/2012"/>	Additional Comments <div style="border: 1px solid gray; height: 100px; width: 100%;"></div> Need Help?
Time	<input type="text" value="5:39 PM"/>	
State	<input type="text" value=""/>	
Officer	<input type="text" value=""/>	
Vehicle Information		
Trailer Type	<input type="text" value=""/>	(Flatbed, box, car-hauler, specialty rig, etc.)
Cargo	<input type="text" value=""/>	(General description - pipe, equipment, steel, concrete, etc.)
Permit	<input type="checkbox"/> Permitted Overweight Permitted Weight <input type="text" value=""/>	
Transponder	<input type="checkbox"/> PrePass <input type="checkbox"/> NORPASS	
Carrier Operation	<input type="radio"/> Interstate <input type="radio"/> Intrastate	

	1	2	3	4	5
Axle (Set)	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
Scale Weight	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
Authorized Weight	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
Gross Weight (Scaled)	<input type="text" value="0"/>	Axles	<input type="text" value="0"/>		
Allowable Gross	<input type="text" value=""/>				

Inspection Information				
ASPEN Report ID	<input type="text" value=""/>	<input type="checkbox"/> PBBT Test (Optional, not required)		
PBBT Scores (if applicable)	<table border="1"> <tr> <td>Left Wheel-Ends</td> <td>Right Wheel-Ends</td> </tr> </table>	Left Wheel-Ends	Right Wheel-Ends	
Left Wheel-Ends	Right Wheel-Ends			