



MICHIGAN TRUCK SAFETY COMMISSION
Annual Report Fiscal Year 2020

MTSC
MICHIGAN TRUCK
SAFETY COMMISSION



MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT FISCAL YEAR 2020
October 1, 2019-September 30, 2020
Pursuant to Public Act 348 of 1988
As of November 1, 2020

Prepared by the
MICHIGAN OFFICE OF HIGHWAY SAFETY PLANNING
P.O. Box 30634
Lansing, Michigan 48909
Michigan.gov/ohsp

MISSION STATEMENT

To improve truck safety by providing Michigan's trucking industry and the citizens of Michigan with effective educational programs and by addressing significant truck safety issues.

2020 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348, the Michigan Constitution, and by statute. The commission shall promote truck safety through truck driver safety education programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate with the state.

The following 11 commissioners serve on the MTSC:

Mr. Gregory Causley (Chair)

Representing Michigan Trucking Association

Capt. Rick Arnold

Representing Michigan State Police,
Commercial Vehicle Enforcement Division

Mr. Randy Coplin

Representing general public

Mr. John Harris

Representing Secretary of State

Ms. Carol Heinowski

Representing private motor carriers

Ms. Kim Kelly

Representing general public

Mr. Jeffrey Lee

Representing organized labor

Mr. Michael Prince

Representing Michigan Office of Highway Safety Planning

Ms. Michelle Taylor

Representing Michigan's community colleges

Dr. Jeremy Worm

Representing Michigan's four-year colleges and universities

Ms. Helen Zeerip

Representing Michigan Transportation Commission

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INTRODUCTION

For 32 years, the MTSC has served as a trusted advocate for the state's trucking industry. The MTSC is the only organization in the nation dedicated to commercial motor vehicle (CMV) driver education and training paid for by the trucking industry instead of tax dollars.

Funding for the MTSC is provided by the Truck Safety Fund established by Public Act 348 of 1988. The fund is administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan State Police (MSP). The majority of the fund is used to support truck driver training, CMV enforcement, and research on CMV safety initiatives.

Training is coordinated by the Michigan Center for Truck Safety (MCTS), and commercial motor vehicle enforcement is conducted by the MSP Commercial Motor Vehicle Enforcement Division (CVED).



MICHIGAN TRUCK SAFETY STRATEGIC PLAN

Michigan's statewide Strategic Highway Safety Plan (SHSP) is directed by the Governor's Traffic Safety Advisory Commission (GTSAC). The GTSAC consists of the governor (or a designee); the directors (or their designees) of the departments of Education, Health and Human Services, State, State Police, and Transportation; the directors of the OHSP and Aging and Adult Services Agency; and three local representatives.

Four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. CMV safety was identified under the at-risk road user emphasis area. Since the MTSC was established, the commission agreed to serve as the action team for CMV safety.

The 2020-2024 strategic plan serves as both the MTSC Strategic Plan and the SHSP CMV Safety Action Plan for the GTSAC action team.

OBJECTIVES

To achieve the mission and the vision of the MTSC, the following objectives were identified:

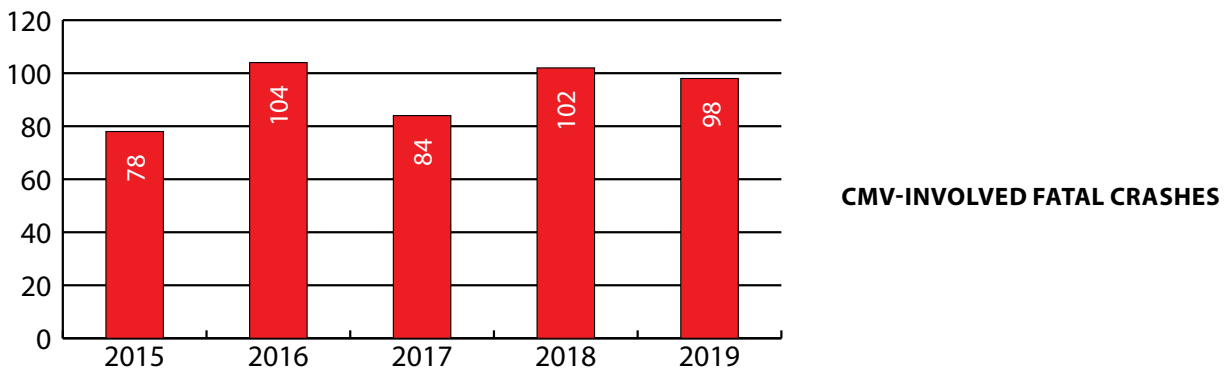
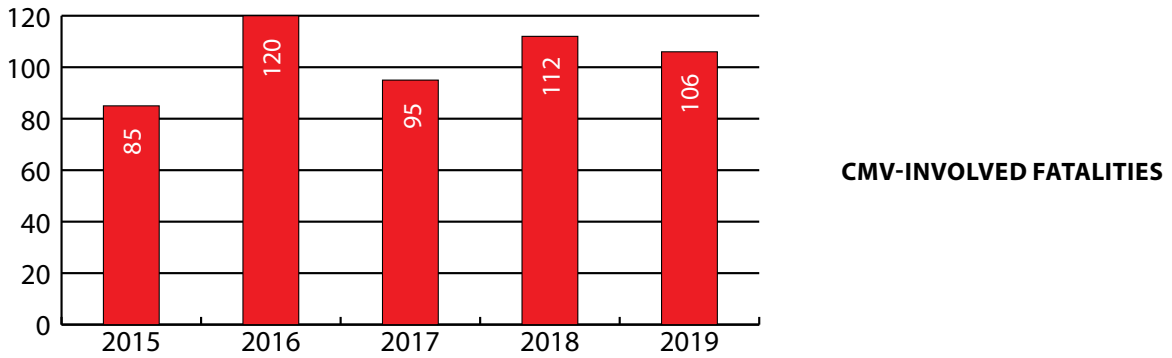
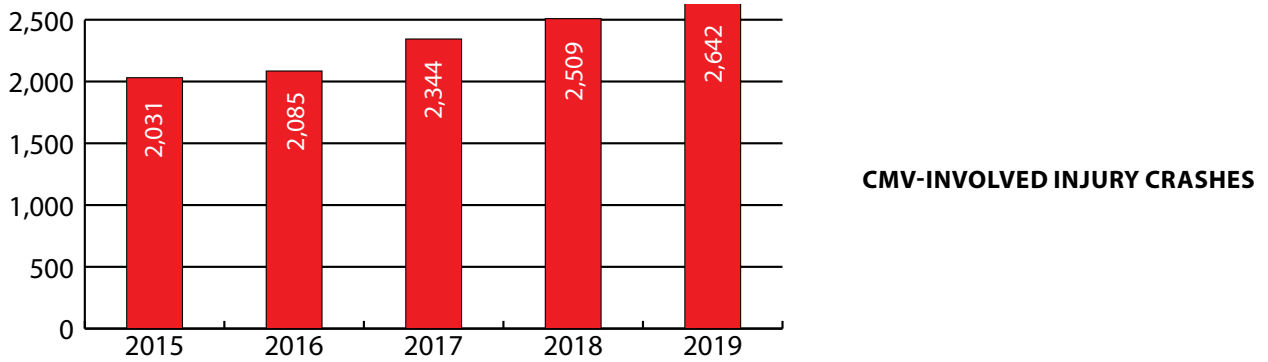
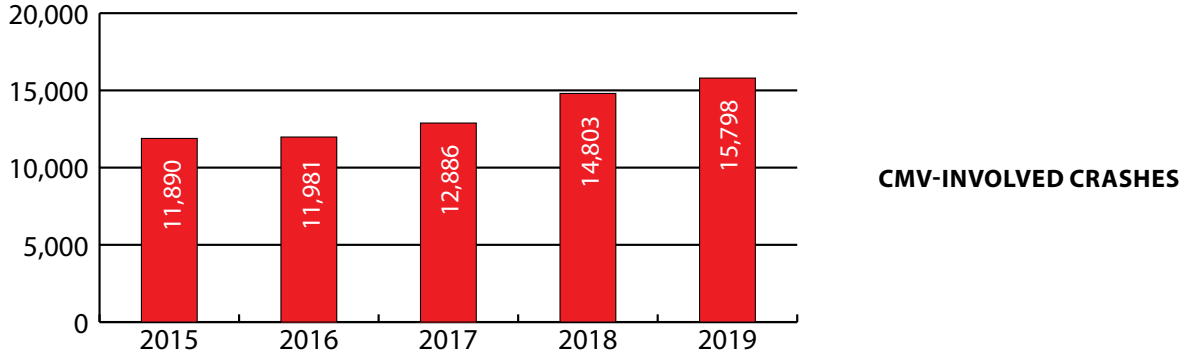
- Reduce the CMV-related fatality rate (fatalities per 100 million commercial motor vehicle miles traveled) below the national rate.
- Reduce CMV-related crashes through deployment and use of effective truck safety and enforcement technologies.
- Develop safe driving culture among users through education and public awareness programs.
- Improve truck drivers' recruitment and training programs.

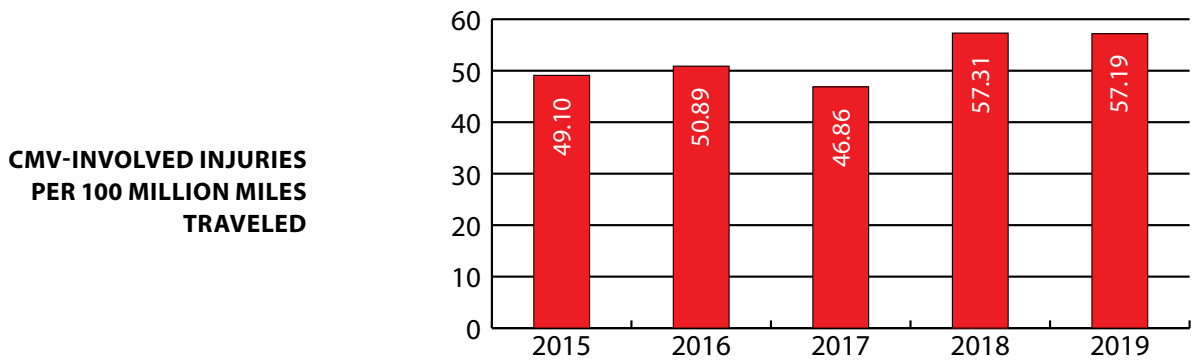
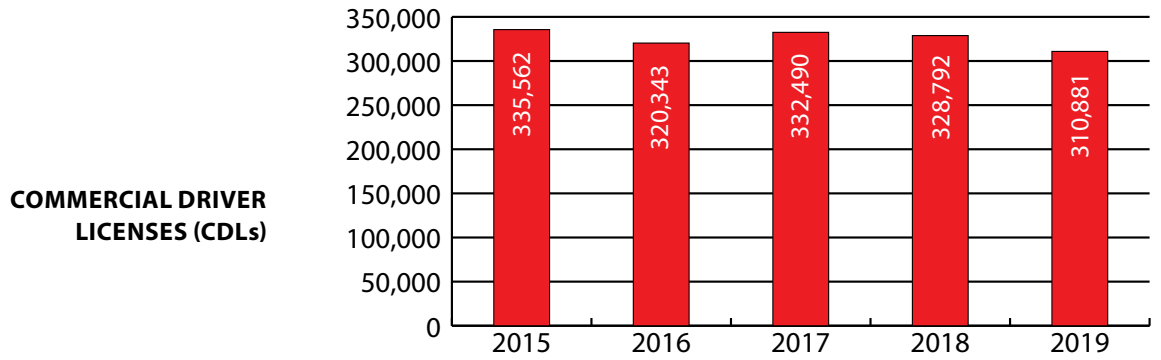
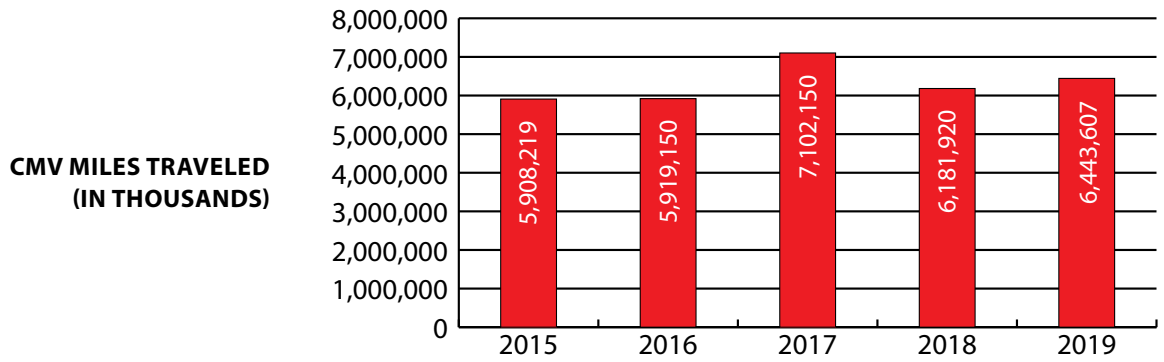
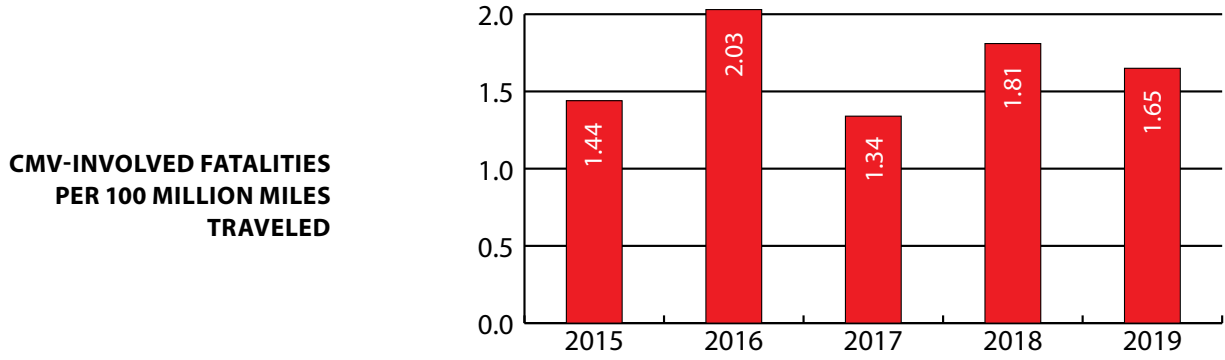
EMPHASIS AREAS

Emphasis areas and strategies were identified. The emphasis areas were derived from an analysis of Michigan crash data and a survey of truck drivers. Also, a focus group meeting with the MTSC commissioners was held to refine the emphasis areas as well as the strategies. The SHSPs and relevant literature of other states were reviewed to identify emphasis areas and strategies relevant for Michigan. The following emphasis areas were identified:

- CMV driver training and license programs.
- Vehicle maintenance and inspection.
- Technology for safety and efficiency.
- Seat belt use, fatigue, and distracted driving.
- Driver shortage.
- CMV driver and general public awareness.
- Truck safety initiatives and best practices.

CRASH PROFILE 2015-2019





MICHIGAN CENTER FOR TRUCK SAFETY

Total Grant Awarded \$1,144,000.00

The MCTS is responsible for education programs sponsored by the MTSC and funded through a grant to the Michigan Trucking Association Education Center, Inc. The MCTS serves as the central source for CMV truck driver education and training programs, with offices in Lansing and Escanaba.

The MCTS staff answers questions and provides information about CMV truck safety, rules and regulations, and education programs through the MCTS website and hotline.

The MCTS staff maintains relationships with the Michigan Department of State (MDOS), the Michigan Department of Transportation (MDOT), the Michigan Driver and Traffic Safety Education Association, the Michigan State Police (MSP), and the Michigan Trucking Association (MTA) Eastern and Western Safety Councils.

GOALS

Each fiscal year the MCTS submits goals for approval by the MTSC and the OHSP. The FY2020 goals were:

TRUCK DRIVER SIMULATOR TRAINING

The MCTS will provide Mobile Truck Driver Simulator Training (TDS) education and outreach to 650 CMV drivers and participate in special public events to conduct demonstrations on the difficulties of driving CMVs for up to 2,000 individuals by September 30, 2020.

Results: The training and demonstrations took place throughout the State of Michigan including the Upper Peninsula. Simulator training was provided to 245 drivers. **Goal not achieved**

NEW ENTRANT MANAGEMENT TRAINING (NEMT)

The MCTS will provide regulatory compliance education for up to 85 motor carriers through New Entrant Safety Management training by September 30, 2020.

Results: New Entrant Safety Management training was provided to 97 motor carriers. **Goal achieved**

DRIVER FATIGUE

The MCTS will provide CMV driver fatigue training for up to 100 CMV drivers by promoting the computer-based training by September 30, 2020.

Results: 108 individuals completed the online course. **Goal achieved**

SOCIAL MEDIA AND WEBSITE TRAFFIC

The MCTS continues to look for ways to increase our outreach and awareness among the CMV driver community, and the motor carrier industry.

Results: The MCTS Facebook page has 577 followers and the 6,300 engagements. **No goal set**

DRIVER PERFORMANCE MEASUREMENT (DPM)

The MCTS will provide Driver Performance Measurement (DPM) evaluations of drivers' behaviors for up to 63 drivers by September 30, 2020. This program provides a comprehensive approach to evaluating a driver's behavior while driving a CMV.

Results: The DPM training was provided to 6 individuals. **Goal not achieved**

NATIONAL SAFETY COUNCIL DEFENSIVE DRIVING FOR PROFESSIONAL TRUCK DRIVERS (PTD)

The MCTS will provide Professional Truck Driver – Defensive Driving Course, or (PTD-DDC) training to at least 375 CMV drivers by September 30, 2020. This training, the Professional Truck Driver – Defensive Driving Course, or (PTD-DDC) requires trainers to be certified through the National Safety Council.

Results: PTD-DDC was provided to 332 individuals. **Goal not achieved**

STATE/FEDERAL RULES AND REGULATIONS

The MCTS will train CMV drivers on state rules and regulations through outreach and workshops for at least 2,160 CMV drivers by September 30, 2020.

Such outreach subjects will include but are not limited to the following:

- Hours of Service & electronic logging devices
- Drug & Alcohol program requirements
- Driver Qualifications & records retention
- Cargo Securement
- Non-CDL CMV requirements
- General Regulations overview
- State & Federal Regulation updates

Results: State and federal rule and regulation education/outreach seminars were provided to 4,664 individuals. **Goal achieved**

TRUCK DRIVER GUIDEBOOK DISTRIBUTION

The MCTS will print and distribute the Truck Driver's Guidebook for the motoring public as needed by September 30, 2020.

Results: The MCTS distributed 23,095 Truck Driver Guidebooks. **Goal achieved**

MCTS HOTLINE

The MCTS will track the subject matter of the calls made to the hotline and report data to the OHSP in the quarterly progress reports and the MTSC meetings by September 30, 2020.

Results: The hotline phone calls were over 6,000. **No goal set**

The MCTS continued to provide training during the COVID-19 pandemic. With the Governor's Executive Orders and county health department rules, the MCTS had to think of alternate ways to provide important safety training to the trucking industry while adhering to stay at home, social distancing and gathering order, and limitations. The MCTS provided training to the truck industry using Zoom Online and Facebook Live events. Event topics have included regulation updates on hours of service, distracted/drowsy driving, "Sharing The Road," federal regulations, and more. All training topics are available on the MCTS Facebook page. The media campaign kicked off on September 1 with billboards, radio, digital video including Pandora radio, and interviews on two television stations. The MCTS distributed 2,045 Truck Driver Outreach packets that included masks, Truck Driver Guidebooks, and other promotional items regarding the MCTS. Of the 2,045 packets, 690 were distributed to truck drivers crossing the Mackinac Bridge by toll workers.



THE STAFF

MICHELLE ZEMLA, PROJECT DIRECTOR

6.5 years with the center
20 years in the non-profit sector

JON CRIPPEN, SAFETY SPECIALIST & DDC/DPM INSTRUCTOR—LANSING OFFICE

6 years with the center
40 years in the trucking industry (safety manager, driver, and recruiter)

CHARLIE CULTON, SAFETY SPECIALIST—LANSING OFFICE

6 years with the center
30 years with MSP-CVED, 12 years with Lansing Community College

DANIEL LITZNER, SAFETY SPECIALIST—UPPER PENINSULA REGION

5 years with the center
25+ years with MSP-CVED

DAVE PHETTEPLACE, SAFETY SPECIALIST—LANSING OFFICE

2 years with the center
Current adjunct professor at Mott Community College – Certified OSHA Instructor
30 years with GM – Management OSHA

JUSTIN JAHN, SAFETY SPECIALIST & SIMULATION PROGRAM INSTRUCTOR—LANSING OFFICE

2 years with the center
8 years served in active duty, Air Force – Logistical/Training

DOLORES THOMAS, SAFETY SPECIALIST—LANSING OFFICE

2 years with the center
30+ years with MSP-CVED

ERIK KESTILA, SAFETY SPECIALIST—UPPER PENINSULA REGION

1.5 years with the center
31 years with MSP-CVED

MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION

Grant Awarded: \$1,705,927

The MSP CVED is responsible for enforcing the state laws governing CMVs and their drivers. This includes, but is not limited to equipment standards, size and weight restrictions, driver qualifications, transportation of hazardous materials, criminal interdiction, licensing of intrastate for-hire carriers, and administration of the Unified Carrier Registration Agreement. Motor carrier officers also conduct high-visibility traffic enforcement, address homeland security issues, and focus on infrastructure protection through CMV enforcement activities.



ENFORCEMENT

Using Data-Driven Approaches to Crime and Traffic Safety, CVED deploys Special Truck Enforcement Teams (STET) to patrol in areas at a higher risk for CMV crashes. STETs are highly mobile enforcement operations allowing motor carrier officers to address driver and vehicle violations in high-risk areas. Using the STET concept, motor carrier officers focus on driver-related factors, such as driving too fast, improper lane usage, failure to yield, impaired driving, following too closely, careless, and distracted driving. In FY2020, grant funding was awarded for the following patrols:

- 13,500 regular STET hours
- 750 hours overtime patrol hours in support of the Drive to Zero/Drive to Save Lives traffic safety campaign.

To enhance CMV safety and commercial motor vehicle enforcement efforts, MSP CVED used grant funds to partially fund the hiring and training of 20 new Motor Carrier Officers in FY2020. The 24th Motor Carrier Recruit School graduated on December 13, 2019. The 24th Motor Carrier Recruit School began on July 28, 2019.



SPECIAL TRUCK ENFORCEMENT TEAM'S 2016-2020 STATISTICS

YEAR	2016	2017	2018	2019	2020	TOTAL
Safety Inspections	7,926	6,718	6,571	5,943	6,051	33,209
Verbal Warnings	6,361	5,857	5,659	5,207	5,954	29,038
Total Vehicle Stops	12,525	10,870	10,082	8,051	8,143	49,671
Total Citations	7,813	6,398	5,147	3,990	3,120	26,468
Speeding	2,464	1,282	1,124	931	723	6,524
Moving Traffic	367	357	467	702	459	2,352
Seat Belts	973	1,041	799	620	568	4,001
CDL	266	257	216	55	21	815
Illegal Parking	98	179	75	101	83	536
Log Book	320	220	130	90	87	847

COMMERCIAL MOTOR VEHICLE TIRE ANOMALY & CLASSIFICATION SYSTEM PILOT PROJECT

Grant Awarded: \$175,000

The Motor Carrier Safety Act 181 of 1963, was established by the Michigan Legislature “as an act to promote safety upon highways open to the public by regulating the operation of certain vehicles; to provide consistent regulation of these areas by state agencies and local units of government; to establish the qualifications of persons necessary for the safe operation of such vehicles; to establish certain violations of shippers offering certain materials for transportation; to limit the hours of service of persons engaged in operating such vehicles; to require the keeping of records of such operations; to provide penalties for the violation of this act; to prescribe the powers and duties of certain state agencies; and to repeal acts and parts of acts.”

This Michigan Act closely mirrors the commercial motor vehicle (CMV) federal regulations 49 CFR Parts 396.13 and 396.11 governing the duty of the truck driver to inspect the tires to determine if any defect or deficiencies are noted. At the time of the inspection, the

CMV tires may appear to be compliant with both state and federal standards. However, during transit, the CMV tires may become under inflated or flat that could result in a crash. According to Michigan data from 2014 to 2018, there have been 48 crashes involving 60 occupants due to defective tires on CMVs.

The MSP/CVED researched new technologies to decrease crashes, fatalities, and injuries by identifying defective tires at weigh stations. The purpose of this project is not enforcement, but to work with the trucking industry to save lives.

The MSP/CVED has identified the Tire Anomaly and Classification System (TACS) as a new emerging technology to accomplish this task. A pilot project for the installation of TACS at the Coldwater Weigh Station on northbound I-69 in Branch County has been identified and approved by the MTSC.

This project will be evaluated by providing statistical data to the MTSC on how many CMVs were identified with defective tires at the weigh station.

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2020

	FY2019	FY2020
REVENUES:		
Truck Registration Fees	\$2,231,102	\$2,105,716
Variable Interstate Fees/ Uniform Carrier Registration (UCR) Fees	\$777,386	\$750,000
Total Revenue:	\$3,008,488	\$2,855,716
EXPENDITURES		
Administration	\$72,463	\$46,106
Education	\$861,378	\$863,905
MCDD Site Planning Project	\$6,265	\$-
TACT Grant Match-CVED Enforcement	\$2,209	\$-
TACT Grant Match-MSP Enforcement	\$8,863	\$-
TACT Grant Match-OHSP Communication	\$12,829	\$-
CVED-Tire Anomaly & Classification System Pilot Project	\$-	\$174,639
CVED-Enforcement	\$1,705,927	\$1,774,164
Research/Other	\$-	\$-
Total Expenses:	\$2,669,934	\$2,858,814
EXCESS OF REVENUES OVER EXPENDITURES	\$338,554	(\$3,098)
BEGINNING FUND BALANCE	\$3,705,538	\$4,044,092
Total Carry-Forward	\$4,044,092	\$4,040,994
Sub-Total	\$4,044,092	\$4,040,994
*Miscellaneous Operating Project (MOP)-MCDD Site Planning		
Additional Adjustment		
Total Ending Fund Balance	\$4,044,092	\$4,040,994

*\$55,934 from Truck Safety Fund to support Miscellaneous Operating Project (MOP) for MCDD is the remaining balance from 2019. If \$55,934 is not used within 2020, remaining balance will return to the truck fund.

The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

While the fiscal year ends on September 30, the State of Michigan financial reports are not closed until later in the year. Any necessary adjustments in the Truck Safety Fund revenues or expenditures will be reflected in the annual report for the following fiscal year.

FUNDING SOURCES

- \$15 of the registration fee collected by the MDOS on most large trucks, per Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws.
- UCR fees collected by the Michigan Department of Licensing and Regulatory Affairs, per Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws.

PUBLIC ACT 348 OF 1988

Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Section 247.675 of the Michigan Compiled Laws
Sec. 25.

- (1) The truck safety fund is established and shall be maintained in the State Treasury. The truck safety fund shall be administered by the Office of Highway Safety Planning within the Department of State Police.
- (2) The Michigan Truck Safety Commission is established in the Office of Highway Safety Planning within the Department of State Police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:
 - (a) A member of the State Transportation Commission, or his or her authorized representative who is a member of the State Transportation Commission.
 - (b) The director of the Office of Highway Safety Planning, within the Department of State Police.
 - (c) The Secretary of State.
 - (d) The commanding officer of the Motor Carrier Division within the Department of State Police.
 - (e) Seven individuals appointed by the governor with the advice and consent of the Senate as follows:
 - (i) One individual representing Michigan community colleges.
 - (ii) One individual representing 4-year colleges or universities.
 - (iii) One individual representing the Michigan Trucking Association.
 - (iv) One individual representing private motor carriers.
 - (v) One individual representing organized labor.
 - (vi) Two individuals representing the general public.
- (3) The appointed members of the Michigan Truck Safety Commission shall be appointed for 2-year terms. The chairperson of the Michigan Truck Safety Commission shall be elected by a majority of the members serving on the Michigan Truck Safety Commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan Truck Safety Commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No.267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.
- (4) The truck safety fund shall be expended in the following order of priority and in the following manner:
 - (a) Not more than 5 percent but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The Office of Highway Safety Planning may employ not more than 2 persons to assist in the administration of the fund.
 - (b) Not less than 30 percent, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:
 - (i) Establishing truck driver safety education programs.
 - (ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.
 - (iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.
 - (c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the Motor Carrier Division of

- the Department of State Police and any expenses incurred by the Special Transportation Enforcement Team including, but not limited to, required equipment. The Motor Carrier Division of the Department of State Police shall submit an annual report of the activities of the Special Transportation Enforcement Team operations and expenditures of the fund for those operations provided by this subdivision.
- (d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:
- (i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.
 - (ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.
 - (iii) Performing other functions considered necessary by the Michigan Truck Safety Commission for the enhancement of truck and truck driver safety within this state.
- (5) The commission shall make an annual report to the chairpersons of the House Transportation and Senate Transportation and Tourism committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

