

# MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

September 18, 2013

## Meeting Minutes

### Commissioners Present

Fred Bueter, Chair  
Tom O'Brien, Vice Chair  
Sharon Conklin  
Walter Heinritzi  
Dr. Dan Blower  
Charles Moser  
Mike Prince  
Robert Ramels  
Tim Yungfer

### Commissioners Absent

Dave Goller

### Guests

Keitha Cameron, MDOS  
Kirk Forbes MPSC  
Sgt. John Holder, MSP  
Dr. Lidia Kostyniuk, UMTRI  
Cheryl Llano  
Pat Muinch, FMCSA  
Dr. Nicholas Nwabueze, MPSC  
Jill Skutar, MCTS

### OHSP Staff

Janet Hengesbach  
Charlotte Kilvington  
Melody Kindraka  
Julie Roth  
Spencer Simmons

### ROLL CALL

The MTSC meeting was called to order by Mr. Fred Bueter, Chair, at 9:00 a.m.

### WELCOME AND INTRODUCTIONS

Chair Bueter welcomed the newest Commissioners, Sharon Conklin and Tim Yungfer. Self-introductions were made of those present.

### APPROVAL OF MINUTES

A **MOTION** to accept the minutes of the July 10 2013 MTSC meeting was made by Mr. Moser and supported by Mr. O'Brien. The **MOTION** carries.

### STANDING REPORTS

#### A. Chair's Report – Mr. Fred Bueter

Mr. Bueter reviewed a document which he distributed to the commissioners. The "Yardstick" discusses information and updates pertinent to commercial truck drivers.

He briefly reviewed the two legislative bills, SB 99 and HB 4389. These are bills that could change and/or put an end to the Michigan Truck Safety Commission. A letter was drafted earlier this year directed to Governor Snyder indicating how important the work of the Michigan Truck Safety Commission is for commercial truck drivers and others. Chair Bueter inquired if this letter should at this time be forwarded to the Governor's Office. Members discussed and decided that since the new commissioners have not had the opportunity to review the letter, they should be sent the letter then further discussions can possibly take place during the next meeting.

#### B. Financial Report – Mr. Spencer Simmons

Mr. Simmons reviewed most recent report ending August 31, 2013 noting that revenue is looking good at this juncture. The Education numbers look low, but that is a result of the recent audit findings of disallowed costs. The Enforcement grant amount is high as the surplus UCR fees reported during the July meeting was included in this line item per a vote from the Commissioners.

C. Education Grant Activity Report – Ms. Jill Skutar

Ms. Skutar reviewed the report dated August 1 through September 13, 2013. Because the report does not include a full quarter, the numbers are low. She indicated those numbers will be adjusted with the next report. They still have two vacancies which once reimbursements commence will be filled.

D. Enforcement Grant Activity Report – Sgt. John Holder

Sgt. Holder indicated they met their objectives for FY 13 with the exception of the fingerprinting scanners. The scanners are on order. He also reported their division has a new commander, Capt. Michael Krumm. There is also discussion of possibly running a recruit school around the end of 2014.

**PRESENTATIONS/REPORTS**

A. Commercial Motor Vehicle (CMV) grants update – Dr. Lidia Kostyniuk/Dr. Dan Blower

Grant #1 - Evaluation of the Michigan Center for Truck Safety: Effectiveness of Training Programs –

Five training courses offered by the Michigan Center for Truck Safety (MCTS) including the Michigan Center Decision Driving (MCDD) Course, Defensive Driving Course (DDC), Professional Driver Coaching (PDC), Fatigue Management Course (FMC), and the Mobile Truck Simulator Program (MTSP) courses were evaluated. Crashes and violations from the Michigan Driver Database of MCTS course participants before and after course training were compared to drivers with commercial driver licenses (CDLs), but no MCTS training. Significant reductions in the per driver rate of traffic violations while driving a truck were found for drivers with MTSC training, but not among CDL drivers without MTSC training. No reduction in crashes were identified for course participants after training. Analysis of crash characteristics found that drivers with MCTS training were less likely to have a hazardous action in commercial motor vehicle (CMV) crashes than comparison drivers. Analysis of course evaluation forms for the MCDD and DDC courses, found that participants were extremely positive about most aspects of the courses, except course length, which many indicated were too short. Structured interviews with a sample of trucking company safety managers revealed that they found the MDCC and DDC courses to be useful but few had experience with the other courses.

Grant # 2 Strategies to Reduce CMV-Involved Crashes, Fatalities, and Injuries in Michigan: 2013 Update –

The objectives of this research were to update data analyses of the 2007 study of crashes, fatalities, and injuries in Michigan; to assess if the strategies and countermeasures recommended by the 2007 study are still relevant to the commercial motor vehicle (CMV) safety challenges of today, the extent to which the countermeasures were implemented, and recommend any new areas for strategic improvement; and to evaluate the possible safety effect of Public Act 231 which exempts intrastate medium duty trucks (gross vehicle weight 10,000 to 26,000 lb.) from compliance with certain regulations that govern medium duty interstate CMVs and all heavy duty CMVs (GVW over 26,000 lb).

Data files used include the Michigan crash data file, Michigan driver history records, the Motor Carrier Management Information System (MCMIS) Carrier and Inspection files. Analysis of crash data showed that crash involvements declined over the period 2006-2011, particularly in 2009. Despite this, the same issues identified in the 2007 report also were prevalent in the present analysis. The distribution of serious CMV crashes across the state was similar. Head-on, angle, and rear-end crashes accounted for most harm in CMV crashes. Driver fatigued/asleep was seldom identified as a hazardous action. Younger CMV drivers were significantly more likely to contribute to crashes than older drivers. Fleet size was strongly correlated with vehicle and driver violations in inspections.

Accordingly, it was assessed that the strategies recommended in the prior report are still relevant. Favorable trends include the increasing prevalence of crash avoidance technologies; and a strong program to address aggressive driving around trucks. Evaluating the effect of exempting medium/intrastate trucks from compliance hours of service and vehicle inspection standards was accomplished by comparing medium- and heavy-duty CMV crash statistics and interstate and intrastate driver behavior. It was found that medium/intrastate carriers had low rates of crashes due to fatigued or sleepy drivers. Inspections showed comparable rates of vehicle violations and out-of-service (OOS) conditions, though medium trucks had significantly lower rates of brake violations, likely because many

are equipped with hydraulic brakes. Exemption from hours-of-service (HOS) regulations likely will have little effect because of the operations of medium/intrastate carriers. Exemption from vehicle inspection requirements will likely have a negative safety effect if truck mechanical condition is allowed to deteriorate.

B. TACT Grant Project Update – Ms. Charlotte Kilvington/Ms. Melody Kindraka

Ms. Kilvington explained the TACT project will be in three waves, October, November and December. She also explained the behaviors they are looking to target – following too close and overall aggressive driving to name a few. Ms. Kindraka reviewed the types of public information materials that will be used for this project and also reported that Monday, October 7, 2013, a press conference is scheduled in the Grand Rapids area kicking off the event.

**ACTION ITEMS**

A. FY14 Education Grant Review and Approval – Ms. Jill Skutar

Members reviewed and discussed the proposed grant for FY14. Mr. Simmons gave an overview of each of the line items noted in the grant which OHSP had concerns about. Extensive discussion occurred regarding Administrative Fees. Following discussions, a **MOTION** was made by Mr. Prince and supported by Mr. Bueter approving the grant with the following additional information:

1. Providing additional detail for expenses raised by the Commission as directed by OHSP. This would include the Michigan Center for Decision Driving, UP Decision Driving Course, and the Safety Symposium, i.e. what the operating costs are specifically covering.
2. Specific justification/detail for the Administrative Fee, i.e. what this fee covers that is not included in the Direct Costs.

The **MOTION** carries.

B. Approval of 2014 MTSC Meeting Dates – Mr. Bueter

Members reviewed the dates for the meetings scheduled in 2014. Mr. Ramels made a **MOTION** to approve, Mr. Prince supported. The **MOTION** carries.

**DISCUSSION ITEMS**

None

**ANNOUNCEMENTS**

None

**PUBLIC COMMENT**

None

**NEXT MEETING**

The next meeting of the MTSC is scheduled for Wednesday, November 7, 2013.

**ADJOURNMENT**

The meeting was adjourned at 1:45 p.m.