



MICHIGAN TRUCK SAFETY COMMISSION

Annual Report Fiscal Year **2009**



MICHIGAN TRUCK SAFETY COMMISSION ANNUAL REPORT
Fiscal Year 2009

October 1, 2008 - September 30, 2009

Pursuant to Public Act 348 of 1988

November 15, 2009

Prepared by the

OFFICE OF HIGHWAY SAFETY PLANNING

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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.”*

2009 MTSC COMMISSIONERS



**DR. JACQUELINE A. EL-SAYED,
CHAIR**
Representing Michigan four-year colleges or
universities



MR. JAMES C. PARRINELLO
Representing organized labor



MR. FRED BUETER, VICE CHAIR
Representing Michigan Secretary of State



CAPT. ROBERT R. POWERS
Representing Michigan Department of State Police
Traffic Safety Division



MR. WALTER G. HEINRITZI
Representing Michigan Trucking Association



MR. MICHAEL L. PRINCE
Representing Office of Highway Safety Planning



MR. TIMOTHY R. KALTENBACH
Representing general public



MR. JAMES S. SCALICI
Representing Michigan Transportation Commission



MR. THOMAS W. O'BRIEN
Representing Michigan community colleges



MR. DAVID ZICK
Representing general public

VACANT
Representing private motor carriers

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INTRODUCTION

The Michigan Truck Safety Commission (MTSC) was born of modest beginnings and has grown to become a renowned safety advocate for the state's trucking industry. It is the only organization in the nation dedicated to commercial truck driver education and training supported, not with tax dollars, but solely by the industry it serves.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning (OHSP), a division of the Michigan Department of State Police (MSP). A large portion of the fund is used to support truck driver safety education programs conducted by the Michigan Center for Truck Safety (MCTS), and commercial vehicle enforcement programs conducted by the MSP.



STRATEGIC PLAN UPDATE

STATE STRATEGIC PLANNING

In Michigan, a statewide strategic highway safety plan was commissioned by the Governor's Traffic Safety Advisory Commission (GTSAC) in 2004. The GTSAC consists of the governor (or a designee), the directors (or their designees) of the Departments of Community Health, Education, State, State Police, and Transportation, the OHSP, the Office of Services to the Aging, and three local representatives from the county, city, and township level.

The GTSAC formed a working group consisting of a cross section of the traffic safety community, and at twelve emphasis areas, including commercial vehicle safety. The MTSC was identified to address commercial vehicle safety issues and also serve as the action team to address those issues within the GTSAC. Consequently, this plan serves as both the MTSC Strategic Plan and as the Action Plan for the Commercial Vehicle Safety Action Team of the GTSAC.

For development of this plan, issues, and strategies from the national and state agendas were carried forward into the Michigan plan, along with issues and strategies mentioned in the 2007 University of Michigan Transportation Research Institute (UMTRI) document, "Strategies to Reduce Commercial Motor Vehicle (CMV)-involved Crashes, Fatalities, and Injuries in Michigan."

OBJECTIVES

Based on the referenced emphasis areas, the following objectives were identified:

- » Decrease the number of CMV-involved fatal crashes by 5 percent per year, from 120 in 2007 to 114 in 2008, 108 in 2009, and 103 in 2010.
 - > 2008 actual = 97 fatal crashes.
- » Decrease the percentage of CMV-involved fatalities per 100 million commercial vehicle miles traveled (CVMT) by 5 percent per year, from 1.99 in 2007 to 1.89 in 2008, 1.79 in 2009, and 1.71 in 2010.
 - > 2008 actual = 1.60 fatalities per 100 million CMVT.
- » Increase the CMV safety belt usage by 10 percent to 84 percent by 2010.
 - > CMV safety belt usage will be measured during the second quarter of 2010.
- » Track the CMV simulator use and determine baseline measures to be able to calculate the effectiveness of this training by the end of 2009.
 - > In FY09, 782 people participated in training using the simulator. To determine baseline measurements, software will be purchased to measure pre and post-training aptitude.

ANNIVERSARY EVENTS

Three events to celebrate the 20th anniversary of the formation of the MTSC took place in Lansing at the State Capitol, Saginaw and Grand Rapids. The truck driving simulator was exhibited at all events; information, food, and small gifts were also distributed.

The Lansing event featured a news conference where speakers included Jacqueline El-Sayed, Ph.D, chair of the MTSC; Colonel Peter C. Munoz, Director of the MSP; Captain Robert Powers, Commander of the MSP Traffic Safety Division; a regional representative of the Commercial Vehicle Safety Alliance (CVSA); and Deputy Administrator David Hugel of the Federal Motor Carrier Safety Administration (FMCSA).

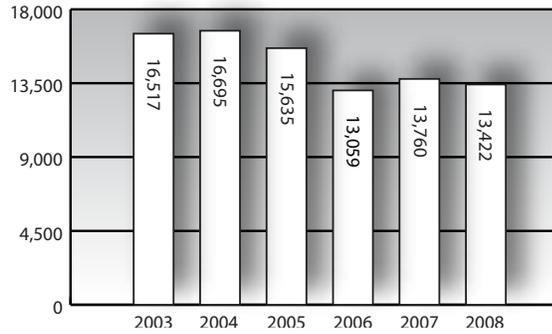
A MSP commercial vehicle enforcement officer was on hand at each event to answer compliance questions. Also, the border crossing guide was distributed to drivers.

In addition to statewide media coverage, the anniversary was recognized with a Governor's Proclamation declaring the week of Oct. 18, 2008, Truck Safety Week in Michigan, along with a Special Tribute from Rep. Michael Sak, *Speaker Pro Tempore*.

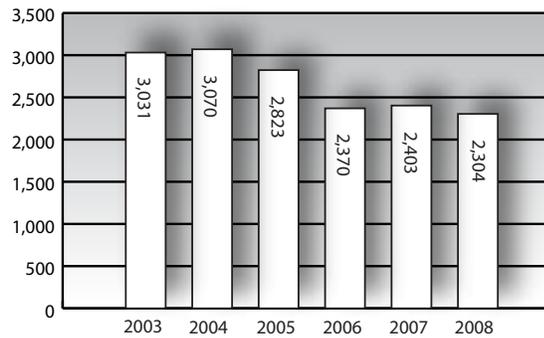


CRASH PROFILE 2003-2008

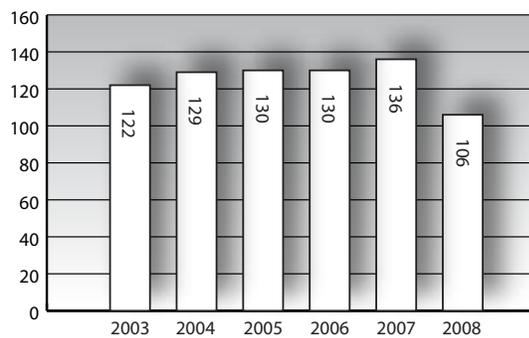
This year CMV crashes, injuries, and fatalities continued to decline. The decline in crashes is noteworthy given the number of CMV licenses has increased.



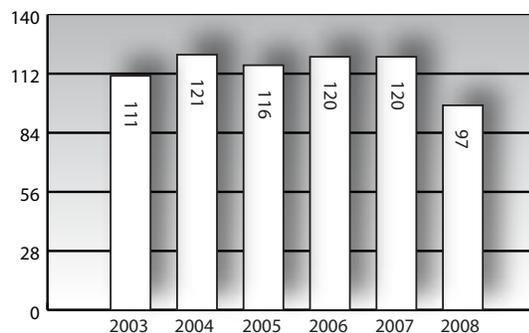
COMMERCIAL MOTOR VEHICLE CRASHES



COMMERCIAL MOTOR VEHICLE INJURY CRASHES

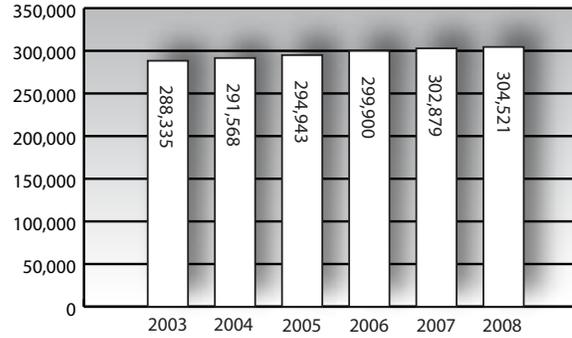


COMMERCIAL MOTOR VEHICLE FATALITIES

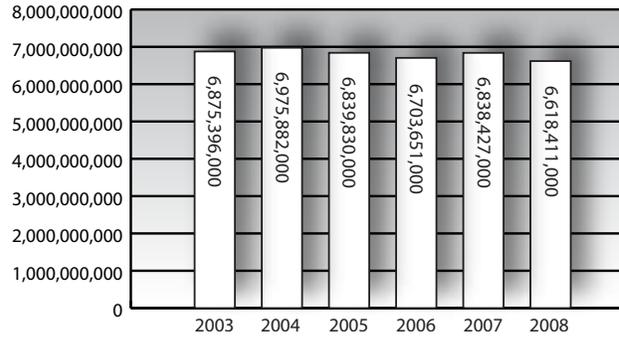


COMMERCIAL MOTOR VEHICLE FATAL CRASHES

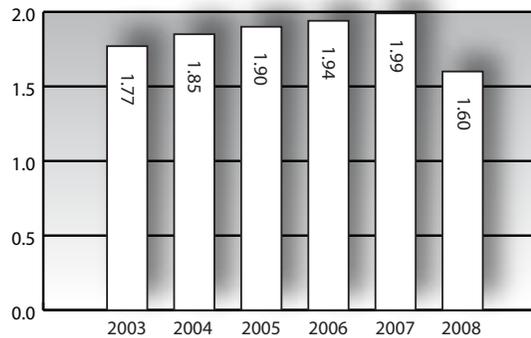
COMMERCIAL DRIVER LICENSES (CDL)



CMV VEHICLE MILES TRAVELED



**FATALITIES PER 100 MILLION
VEHICLE MILES TRAVELED**



MICHIGAN CENTER FOR TRUCK SAFETY

The MCTS is responsible for the educational programs sponsored by the MTSC and is funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc.

The MCTS serves as the central source for truck driver training and educational programs with offices in Lansing and Iron Mountain and a staff of six. Also, a Southeast Michigan consultant promotes and markets MCTS programs in the Detroit area.

ACTIVITIES

At the direction of the MTSC, the MCTS identified five targeted training areas and tracked participation in multiple courses within each training area. Some courses were utilized in multiple training areas.

1. In the following courses, 5,059 participants were trained in awareness of fatigue driving issues:

- > Safety Management Training 1,394 participants
- > Fatigue Awareness Program 1,218 participants
- > Customer Specific Training 1,218 participants
- > Decision Driving Course 677 participants
- > Mobile Truck Simulator 298 participants
- > National Safety Council (DDC-PTD) 249 participants
- > New Entrant Contact Program 5 participants

2. In the following courses, 5,438 participants were trained in CDL programs:

- > Decision Driving Course (MCDD and UPDDC) 1,889 participants
- > Safety Management Training 1,414 participants
- > Customer Specific Training 1,322 participants
- > National Safety Council (DDC-PTD) 236 participants
- > DPM Step 2 (Driver Performance Measurement) 201 participants
- > Professional Driver Coaching 165 participants
- > Mobile Truck Simulator 145 participants
- > DPM Basics – Professional Development Seminar 32 participants
- > NATMI certification programs 29 participants
- > New Entrant Contact Program 5 participants

3. In the following courses, 2,874 participants were trained in *Share the Road* and *Are You Truck SMART?* programs:

- > Safety Management Training 1,409 participants
- > Customer Specific Training 1,322 participants
- > Professional Driver Coaching 143 participants



4. In the following courses, 2,331 participants were trained in heavy truck maintenance programs:

- > Safety Management Training 1,409 participants
- > Customer Specific Training 619 participants
- > Cargo Securement 221 participants
- > Periodic Inspection Training (PIT)..... 80 participants
- > New Entrant Contact Program 2 participants

5. In the following courses, 2,950 participants were trained in industry safety and best practices as well as the use of technology for training:

- > Safety Management Training 1,464 participants
- > Customer Specific Training 1,119 participants
- > Mobile Truck Simulator 339 participants
- > NATMI certification programs..... 28 participants



TRAINING

- » The MCTS continued to partner with Eaton Corporation in FY09 to operate the Michigan Center for Decision Driving (MCDD) in Marshall. Beginning in June, the MCDD operations were taken over by the MTA. MCDD provides hands-on, advanced truck driver training using the facility's skid pad and classroom. Sixty-seven percent of those trained were in-state drivers. The MCTS also runs the Upper Peninsula Decision Driving Course (skid pad and classroom) at the Upper Peninsula State Fairgrounds in Escanaba.
 - » MCTS awarded 161 *Home Run for Safety* awards in FY09, a 68 percent increase from last year. The majority of recipients were Baker College students. This award is given to individuals or companies that complete MCTS core programs. For drivers, that includes Professional Driver Coaching (PDC), the National Safety Council Defensive Driving for the Professional Truck Driver program, decision driving course (skid pad training), and the online fatigue management course. For companies, the safety management component is also required.
 - » The MCTS continued to work with the U.S. Department of Transportation (US D.O.T.), FMCSA, and the MSP Traffic Safety Division to provide materials for the new entrant program, along with training seminars for new entrants. New motor carriers applying for a US D.O.T. number to operate in interstate commerce or for interstate operating authority were instructed by FMCSA that a federal inspector would visit within 18 months of their application to assess the carrier's level of compliance with the rules and regulations. The MCTS then notifies new carriers of its services by mail.
- The MCTS was awarded Honorable Mention by the National Safety Council in 2009 for its work in 2008. This award is presented to Defensive Driving Course training centers who, although their program or territory may be restricted, constantly strive to reach as many motorists as possible.*
- » The MCTS, in cooperation with the Michigan Department of State, offered professional development workshops for CDL instructors during the Michigan Truck Exposition and Safety Symposium (MTESS). Forty people attended the sessions which satisfied the professional development requirements for CDL instructors.

SIMULATOR ACTIVITIES

The mobile simulator traveled across the state during FY09 for demonstration and training purposes. Stops included:

- » The annual MTESS in Lansing.
- » The *Are You Truck SMART?* safety day at Muskegon Community College's May Fest.
- » The Baker College dedication ceremony of the new Transportation Technology Center in Flint.

One new host location, Gordon Food Service in Brighton, was established as well as two new training locations, Baker College Center for Transportation Technology campus in Flint and Atlas Oil Company in Taylor. Each location has two employees working to complete the instructor training program.

Updates to the simulator system include an urban database with expanded scenario possibilities,

an advanced replay system equipped with cameras placed in the cab of each unit to observe and incorporate the driver's searching habits into the training, and a software program which will allow instructors to operate a live vehicle in any scenario for advanced training techniques.

The instructor training program has been revised to include advanced interaction techniques along with a more thorough explanation and demonstration of how programming is accomplished. The instructor training program has been expanded to three days.

A total of 782 individuals participated in simulator training during FY09.



AVAILABLE MATERIALS

The MCTS continues to produce the *End the Confusion* card for Secretary of State branch offices. The card gives quick answers to motorists about trucks, as well as the MCTS hotline telephone number.

The MCTS offers a variety of printed materials and videos either for download via the Web site or by mail. Available materials include:

- » Tractor-trailer inspection video
- » Truck inspection video
- » The *Home Run for Safety* brochure
- » The *Share the Road* DVD
- » *Truck Driver's Guidebook* (updated 2009)
- » *Border Crossing Guidebook*

During FY09, 1,050 inspection DVDs and 180 *Share the Road* DVDs were distributed along with approximately 29,500 copies of the *Truck Driver's Guidebook* and 5,553 copies of the *Border Crossing Guidebook*.

SPECIAL EVENTS

In conjunction with the MTA, the MCTS hosted the seventh annual MTESS in February. Approximately 200 people attended sessions taught by industry representatives and other experts in their fields. Michigan Secretary of State Terri Lynn Land was the keynote speaker and presented the MCTS's *Partner in Safety* awards at the MTA Safety Awards Banquet. Five organizations were honored as *Partners in Safety* including:

- » Spartan Stores, Inc., Grand Rapids
- » Mobility Resource Associates, St. Clair Shores
- » Gertsen Interstate Systems, Inc., Galesburg
- » Davis Cartage Company, Corunna
- » Teamsters Joint Council #43, Detroit



ARE YOU TRUCK SMART?

The *Are You Truck SMART?* campaign reminds both professional drivers and the public to

"We will use the Truck SMART video and public service announcements as a key part of the program presented by our Road Safe America ambassadors. These volunteers all over the country will look for opportunities to let civic groups, as well as young driver groups in schools, know of the dangers on our roads inherent in having small vehicles share the same space with heavy commercial trucks at high speeds. We will let them know what they, as four-wheel drivers, need to know to do their part to share the road more safely. Thanks again for this very valuable help in getting this program launched.— Steve Owings, President, Road Safe America

Truck SMART and Sharing the Road videos were distributed to 44 contestants at the 2009 North American Inspection Championship (NAIC). Also to be distributed to Virginia patrol troopers to be used at non-CMV safety talks.—Sgt. R C Powell, Virginia State Patrol

safely share the road, with an emphasis on educating car drivers on the limitations of big trucks including tips on blind spots, stopping distances, merging, and other issues.

In FY09, the *Are You Truck SMART?* video continued to be played at Michigan Welcome Centers and Secretary of State branch offices. The brochures were distributed during Safety Day at Muskegon Community College and at Baker College's new Center for Transportation Technology in Flint.

The MCTS targeted local and statewide radio audiences during FY09 with \$20,000 in paid advertising including two 60-second commercials on the Michigan Radio Network, a statewide affiliation with 53 stations as well as six other stations in Detroit and Grand Rapids.



OUTREACH

The MCTS funds a six-member road team coordinated by the MTA that travels around the state as goodwill ambassadors for the trucking industry, speaking before educational groups on truck-related issues. Its mission is to foster safety on Michigan highways and to explain the responsibilities of car drivers with respect to large trucks. As part of the Adopt a School program, the team visited two school districts to speak to driver education groups and presented trucking career information at Baker College in Cadillac and Huron Technical Center in Bad Axe. The road team drivers are Tim Bean, R. Bean & Son, Howard City; Mark Cotter, Con-Way Central Express, Jackson; Mike Diegel, Causley Trucking, Saginaw; David Gulock, Cassens Transport, Warren; Ronald Looks, Con-Way Central Express, Cadillac; and David Scott, Con-Way Central Express, Romulus.

The MCTS quarterly newsletter was distributed to approximately 13,000 companies and individuals in print and on the MCTS Web site. The MCTS continues to promote its *Home Run for Safety* program, which is an overview of all available courses.

The MCTS continues to maintain working relationships with the Michigan Driver and Traffic Safety Education Association (MDTSEA), American Association of Retired Persons (AARP), and the Department of State to promote the share the road message to different driving audiences. The MCTS participates in the annual MDTSEA Conference and the GTSAC Young Driver Action Team.

MCTS staff attended and exhibited at the annual Michigan Traffic Safety Summit in March. The staff also attended the UP State Fair in August to provide public information and education to fairgoers.

The truck safety hotline assists callers with answers to questions about safety, education, programs, and motor carrier rules and regulations. In FY09, 7,690 calls were received on the hotline, a 22 percent decrease from 9,945 in FY08.

The center also provides information on its Web site, and 2,052 requests were made for information via the Web site this year.



CONTINUING ACTIVITIES

In FY10, MCTS will continue to provide its programs for safety personnel and truck drivers:

- » Decision driving courses (skid pad).
- » Simulator training.
- » Safety management plan for new entrants, periodic inspection training, and cargo securement.
- » Truck safety hotline.
- » Professional driver coaching.
- » National Safety Council (DDC-PTD) four-hour classroom training program.
- » Inspection videos and promotion of proper vehicle maintenance and inspections.
- » CVSA participant.
- » *Are you Truck SMART?* public information and education program.
- » Truck driver training and education technology research.
- » New entrant contact program.
- » Offer certification programs through NATMI.





MICHIGAN STATE POLICE TRAFFIC SAFETY DIVISION

ENFORCEMENT

The objectives for CMV enforcement efforts were in alignment with Michigan’s Strategic Highway Safety Plan as well as areas focused on by the US D.O.T. The US D.O.T. has determined that several CMV driver-related factors play key roles in the majority of Michigan truck crashes.

In FY09, the MSP Traffic Safety Division focused on driver-related factors such as driving too fast, improper lane usage, failure to yield, and following improperly. Special Transportation Enforcement Team (STET) operations were utilized. Enforcement members concentrated efforts in high crash corridors, during the days and times with the highest percentage of truck crashes.

patrol officers regarding basic information related to commercial vehicle laws. The evaluations submitted by those in attendance were very supportive of the training and its content.

The Division continued publishing the “CMV Enforcement Quarterly” and electronically distributed it to all law enforcement agencies, prosecutors’ offices, and district court magistrates.

EDUCATION

To enhance uniformity in CMV enforcement throughout the state, the Traffic Safety Division presented five, eight-hour training sessions for 200

AWARD PROGRAM

In FY09, the MTSC sponsored the Michigan Association of Chiefs of Police (MACP) Award for Excellence in Commercial Vehicle Safety by providing funding to purchase a plaque along with a \$6,000 award for each recipient. This annual award program recognizes law enforcement agencies for exceptional and innovative initiatives focusing on commercial vehicle operations that enhance safety. Awards are presented in five separate categories based on agency size and department type.

THE 2008 RECIPIENTS OF THE AWARD FOR EXCELLENCE IN COMMERCIAL VEHICLE SAFETY WERE:

Class I (1-10 officers)	No Entries
Class II (11-35 officers)	No Entries
Class III (36+ officers)	Royal Oak Police Department
Sheriff’s Office	Eaton County Sheriff
State Police	Alpena Post

TRUCK SAFETY GRANT STATISTICS

STET Statistics FY09, October 1, 2008 to September 30, 2009

STET Activity	Regular FY09 STETs	Holiday/Sunday FY09 STETs	FY09 Totals	FY08 Totals	Increase/Decrease
Safety Inspections	5,461	584	6,045	5,708	+6%
Verbal Warnings	2,658	285	2,943	2,944	0%
Total Vehicle Stops	6,238	675	6,913	6,765	+2%
Total Citations	5,098	645	5,743	4,799	+20%
Speeding	1,155	113	1,268	1,652	-23%
Moving Traffic	123	12	135	133	+2%
Seat Belt	666	136	802	839	-4%
Driver’s License	140	21	161	135	+19%
Illegal Parking	138	2	140	74	+89%
Log Book	418	68	486	564	-14%
Hours Worked	11,391	927	12,318	12,247	+1%

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE

FOR THE PERIOD ENDED SEPTEMBER 30, 2009

	FY08	FY09
REVENUES		
Truck Registration Fees	\$1,950,197	\$1,805,495
Variable Interstate Fees/ Uniform Carrier Registration Fees	750,000	750,000
Total	\$2,700,197	\$2,555,495
EXPENDITURES		
Education Programs	\$1,484,835	\$1,424,934
Enforcement	1,258,818	1,224,972
Research/Other	67,458	0
Administration	39,227	34,285
Total	\$2,850,338	\$2,684,191
EXCESS OF REVENUES OVER EXPENDITURES	(\$150,141)	(\$128,696)
BEGINNING FUND BALANCE		
Total	\$974,738	\$824,597
ENDING FUND BALANCE		
Total	\$824,597	\$695,901

NOTE A: Summary of Significant Accounting Policies Method of Accounting—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.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs. If this occurs, the prior year totals are updated in the current report to reflect final year-end amounts.

Funding Sources for the Truck Safety Fund

- » \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- » Uniform Carrier Registration fees collected by the Michigan Department of Labor & Economic Growth (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 State Affairs, Tourism, and Transportation 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.





MTSC
MICHIGAN TRUCK
SAFETY COMMISSION

