

# MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

September 12, 2018  
Meeting Minutes

## **Commissioners Present**

Dr. Dan Blower, Chair  
Michael Prince  
Michelle Taylor  
Tim Yungfer, Vice Chair  
James Fackler  
Sharon Conklin  
Jill Skutar  
Capt. Mike Krumm  
Amanda Williams

## **Commissioners Absent**

Dave Goller  
Charles Moser

## **Guests**

John Wallace  
Michelle Zemla  
Brandon Cannon  
Carissa McQuiston  
William Jacobs  
Ron Edwards

## **OHSP Staff**

Kara Rueckert  
Spencer Simmons  
Heidi Ruis  
Charlotte Kilvington

## **ROLL CALL**

The Michigan Truck Safety Commission meeting was called to order by Dr. Blower, Chair, at 9:04 a.m.

## **WELCOME AND INTRODUCTIONS**

Self-introductions were made by those present.

## **APPROVAL OF MINUTES**

Mr. Fackler made a motion to approve the July 11, 2018, meeting minutes. The motion was supported by Mr. Yungfer. The motion carries.

## **STANDING REPORTS**

### A. Education Grant Activity — Ms. Michelle Zemla — Michigan Center for Truck Safety

Year-to-date statistics were presented, as the fourth quarter is not yet complete. Commercial campaign during Lions football games currently ongoing. The online fatigue training goal is the only goal that has not yet been reached (significantly low at 11%).

- Goal #1 – Provide new entrant safety management to 75 motor carriers; 105%
- Goal #2 – Provide driver performance measurement (DPM) evaluations to 100 drivers; 128%
- Goal #3 – Provide national safety council defensive driving for professional truck drivers (PTD) to 300 individuals; 103%
- Goal #4 – Provide simulator training to 500 drivers and provide demonstrations to 1,200 individuals; 102% / 194%
- Goal #5 – Provide online fatigue training to 300 individuals; 11%
- Goal #6 – Provide various safety seminars to 2,000 individuals; 143%
- Goal #7 – Provide phone technical assistance (incoming/outgoing calls); 115%
- Goal #8 – Distribute truck drivers guidebook (TDG); 25089 to date (no numerical goal set)
- Goal #9 – Increase social media and outreach; 308 followers (no numerical goal set)

### B. Chair's Report — Dr. Dan Blower

Implementation of ELD mandate; mandate became effective December 2017 with a roll in period where enforcement was primarily information. Since the mandate, fewer than 1% of driver inspections (560,000 total inspections) did not have an ELD. Hours of service violations have dropped almost in half. From John Wallace, FMCSA: a challenge they are experiencing is vendor support. From Mr. Yungfer: what are

the costs per unit? Response: no breakdown available, but companies do cost benefit analyses. Dr. Blower said the Pocket Guide to Large Truck and Bus Statistics is a great resource.

### C. Commissioners' Perspectives

James Fackler—As part of the automated vehicle work group, Mr. Fackler will be traveling to CVSA to meeting with manufacturers and leaders in that group.

Capt. Krumm—Break ground on Ionia facility (WB96), set to be up and running in August. Smart roadside system should be in March 2019 in Coldwater and New Buffalo. Five recruits completing most recent school. Department wide: looking at going to Carolinas to aid with hurricane Florence. Michigan is in charge of the EMAC for the entire country.

Mike Prince—overall fatalities and serious injuries are still trending downward from last year. Michigan Traffic Safety Summit is March 19-20, 2019, at the Kellogg Hotel and Conference Center in East Lansing. Commissioners can attend on scholarship. Topic submissions are due this Friday. GTSAC Award Nomination form is available; submissions due November 2.

Tim Yungfer—meeting for funding on for the skid pad; thanks to Greg Causley for his help on moving forward with this.

Sharon Conklin—part of the West Michigan Safety Council; meeting next Tuesday and they will be visiting the Ionia weigh station. The safety people and mechanics go to the scale and instruct member trucks to come around for a complimentary inspection. In the past, only one truck has been put out of service. This is a great event for safety people to see what the officers do. Lunch, gifts, snacks are provided for participants. This is the kick-off event for the year for the West Michigan Safety Council. Owner of Vans Delivery Service, Inc., said the ELDs are about \$500 per truck, fee of \$50 with the company they use to get reports and readings.

### D. Financial Report — Mr. Spencer Simmons — OHSP

Report provided is current as of August 31. Annual budget is at 96.8% of expected revenue. Total revenue is just over \$2 million. Grant information is current through July because August report is not due until September 30.

#### Total Revenues:

- Received/Expended YTD – \$2,779,228
- Annual Budget – \$2,909,000
- Remaining Budget – \$129,772
- % Received/Expended YTD – 95.54%

#### Total Expenditures:

- Received/Expended YTD – \$1,766,204
- Annual Budget – \$3,039,407
- Remaining Budget – \$1,273,203
- % Received/Expended YTD – 58.11%

#### Excess of Revenues over Expenditures:

- Received/Expended YTD – \$1,013,023
- Annual Budget – (\$130,407)
- Remaining Budget – (\$1,143,430)

E. Enforcement Grant Activity Update — MC Lt. John Holder — CVED

Report will be emailed; report is current as of September 10.

- 12419/13500 of dedicated hours used; 8839 traffic stops, 5712 inspections (YTD)
- Toward Zero Deaths: 743/750 hours of overtime; 679 stops, 484 inspections
- 5 recruits for the school that began August 5
- 22<sup>nd</sup> MCO recruit school completed hazmat training; everyone completed the class successfully and is now certified

From Capt. Krumm: the focus on what CVED does with this funding is 10-15% of overall activity. The funding has a huge impact on what CVED does as a whole. At a high compared to the last five years.

**PRESENTATIONS**

A. TACT Project Update — Ms. Charlotte Kilvington — OHSP

- We did get the funding for the project: \$188,199—just over \$160,000 from FMCSA
- 10 days of enforcement 6a-10p, Monday-Friday, planning on June 2019
- I-94 between Jackson and Detroit; members from Metro South, Brighton, Jackson posts
- \$190,150 for media and education (outdoor media: electronic message boards, mobile message boards; radio; Facebook; Twitter)
- Looking at utilizing same artwork and as many assets from last TACT project to save money

B. FMCSA Update — Mr. Jon Wallace — FMCSA

Under 21 pilot program—Pursuant to the Fast Act: what is the safety impact if drivers under 21 can operate CMV? Looking at drivers 18-20 with military experience. The program will go on for three years; looking to start spring 2019. This program will allow motor carriers to be exempt from the 21-year age requirement. FMCSA hopes to have 600 drivers in a year for the program; the more drivers, the better the data. 200 would be military, 200 intra-state 18-20 currently operating in Michigan; 200 controlled 21-24 currently operating. Anticipate the first drivers are expected to be hired in the spring. There will be a real-time driver database and drivers will be given a letter to identify these drivers. This program is nationwide. If there is no safety impact, there is a chance the 21-year old age requirement could change.

CSA program—safety management system, the tool used by FMCSA to target areas/agencies for enforcement. From Dr. Blower: IRT—statistical model that uses data to predict the safety of the carrier; using data that FMCSA currently uses, but the existing method uses expert judgment as part of the method of identifying carriers for intervention; IRT relies on rigorous statistical analysis only. Personal information about drivers and carriers could be incorporated into the modeling, but it is not currently being used. One focus is on improving the consistency and comprehensiveness of existing data. Different states have different emphases on what they look at; a set of data that is consistent across all states will help improve this. There are 899 different violations that could be committed, and some are never recorded. The IRT modeling technique can help get rid of any confusion and provide consistency. Feedback from the industry has been positive and supportive so far.

New ELD rule—hours of service are very rigid and not flexible; FMCSA is now looking into how the regulations can fit everybody and be more flexible when it comes to hours of service. FMCSA is trying to discover what those changes are:

- Revised regulatory guidelines; drive vehicles when they are off-duty. Can be used for personal conveyance even if it is loaded
  - Example: When a driver runs out of time at a shipper; driver can drive to the nearest, reasonably safe location (no mileage limitation)
  - Six other examples listed, but this is not a conclusive list

- Trucking companies need to have a policy on this, even though they are not required to. What if a driver is operating under personal conveyance and they are involved in a crash?
- Agricultural commodities—anything like livestock, crops, etc. in an unprocessed state. Exempt from the hours of service regulation within 150 air mile radius.

Advanced notice proposed rulemaking on hours of service regulations; FMCSA is considering revising certain hours of service divisions--Hours of service limits:

- Short haul (within 100 air mile radius; less than 12 hours a day no log is required)
- Adverse driving condition (2 additional hours for bad weather)
- 30-minute break provision (considering wiping out completely)
- Split-sleeper (must equal 10 total, regardless of the split)

**ACTION ITEMS**

A. Approval of MSP CVED FY19 Grant Application

Dr. Blower, question regarding goal verbiage; goal of 9.4% is of all fatalities

OHSP program and fiscal staff have all reviewed the application and it is good to go on their end.

Dr. Blower, question regarding Supplies/Operating line on budget summary: this line includes fleet costs, recruit school costs, etc. Cheryl Llano can provide a detailed layout of these.

Mr. Yungfer made a motion to approve, Mr. Fackler seconds. Roll-call:

<b>Commissioner</b>	<b>Yea</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
Dr. Daniel Blower	X			
Mr. Tim Yungfer	X			
Mr. James Fackler	X			
Ms. Sharon Conklin	X			
Mr. Dave Goller				X
Ms. Jill Skutar	X			
Capt. Mike Krumm			X	
Mr. Charles Moser				X
Ms. Amanda Williams	X			
Mr. Michael Prince	X			
Ms. Michelle Taylor	X			

B. Approval of MCTS FY19 Grant Application

Mr. Fackler made a motion to approve, Capt. Krumm seconds. Roll-call:

<b>Commissioner</b>	<b>Yea</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>
Dr. Daniel Blower	X			
Mr. Tim Yungfer	X			
Mr. James Fackler	X			
Ms. Sharon Conklin	X			
Mr. Dave Goller				X
Ms. Jill Skutar			X	
Capt. Mike Krumm	X			
Mr. Charles Moser				X
Ms. Amanda Williams	X			
Mr. Michael Prince	X			
Ms. Michelle Taylor	X			

## **DISCUSSION ITEMS**

### A. MCDD Project Update — Dr. Blower

Joel Gordon was unable to attend; No information has been provided regarding the wetland issue status (MTSC needs to know dimensions, how much overlap, cost of litigation, etc.) and commission still has not received new drawings of the project. Mr. Prince has suggested drafting a letter to DTMB requesting we get some sort of movement.

### B. MCDD Funding — Dr. Blower

Fundraising committee has been formed: Ms. Conklin, Mr. Yungfer, Greg Causley, Dr. Blower. Meeting was held Friday, September 7, to discuss how the funding can be raised (all money must be available before ground-break):

- Rely on money from the industry/stakeholders, Commission making a substantial commitment, State funding
- Commission take the lead
- Have the state pull the freight for the project

Mr. Causley had the idea to go to the legislature and request some of the increased fees on the trucking industry be diverted to the skid pad project for at least a couple of years. Document drafted to discuss the fatalities and other reasons of importance for the skid pad; goes over what it is, location, etc; would like to include a drawing. Dr. Blower would like to estimate the per truck cost for building the skid pad.

Commission's portion includes \$3-\$5 million over the next several years for scholarships and such pertaining to the skid pad.

### C. Research Projects — Dr. Blower

1. Best practices for the trucking industry to cope with the legalization of marijuana—survey trucking companies to identify problems, what they've done to cope, what worked/what did not
  - Mr. Yungfer presented a concern regarding the short timeline involved. Also from Ms. Williams: companies will need to publish a policy in accordance with this occurring, so would this information be available prior to this?
  - Dr. Blower said while it may not be available immediately, it would still be needed/beneficial information for stakeholders to have.
  - Mr. Prince asked whether or not companies currently have policies in place regarding drinking/drug use/etc.; this law will not affect those current policies.
  - This issue affects everyone, not just CDL drivers.
2. Crash accountability—Balance of contribution between crashes with cars and trucks
3. Driver shortage
  - What is the problem?
  - Size of the problem
  - Research on factors contributing to the shortage
  - From Jill Skutar—look at some of the research out there already (ATRI); we would not want to repeat research

Dr. Blower would like to take action on a research project at the next meeting; if there are any other ideas, please send them to Dr. Blower for compilation and discussion at the next meeting.

## **ANNOUNCEMENTS**

None

9/12/18 MTSC Meeting Minutes

**PUBLIC COMMENT**

None

**NEXT MEETING**

Wednesday, October 31, 2018, Michigan Center for Truck Safety

**ADJOURNMENT**

The meeting was adjourned at 11:14 a.m.