

Minutes of the Motor Carrier Advisory Board Meeting

September 17, 2015

Members Present

James Burg

Joshua Rhodes

Glen Merkel

William Kotynski

Randy Whitaker

Paul Behmlander

Al MeMeestor

Carol Heinowski

Members Absent

Don Beerens

Joe Ballor

Sarah Stewart

Nichole Gavriloski

Brian Hitchcock

Jim Smullen

MSP-CVED RAC Staff Present

Nicholas Nwabueze

Herb Fields

Beth Schafer

ExOfficio Members Present

Seth Martin

Alfred Newell, Jr

Dawn Wilson

Others in Attendance

Meeting Called to Order

Dr. Nwabueze introduced himself and called the meeting to order at 9:30 a.m. After introductions, Dr. Nwabueze expressed his appreciation to the Board members and others in the audience for attending the meeting. Dr. Nwabueze also welcomed the newest member to the Board, Carol Heinowski. Dr. Nwabueze announced that he received an e-mail from Aarne Frobom, MDOT stating that he would not be here today and attached a copy of the Trucking related bills in the Legislature. This attachment will be forwarded to the board members later that day.

July 23, 2015 Meeting Minutes and Today's Agenda

The agenda for today's meeting and the minutes for the July 23, 2015 meeting were approved.

Agency Reports

Federal Motor Carrier Safety Administration

John Wallace reported that there were updates on the FMCSA priority initiatives for the year. Starting with the Safety Fitness Determination on how a motor carrier is rated. FMCSA is in the final stages of publishing a proposed rule that would increase the use of inspection data for making Safety Fitness determinations for motor carriers. This rule would propose important changes to the agencies process for assessing the safety performance of truck and bus companies focusing on a corporate recurrent road safety performance data, such as inspections and crash data and evaluating carrier's based on their performance. We will be seeking public input on the proposed rule and look forward to hearing your views as we develop that final rule.

Inspection modernization, FMCSA launched the new version of the inspection software program called Aspen 3.0. It features a new look, feel and embraced capabilities. Many of the functions

needed roadside are now incorporated into the Aspen 3.0 system without requiring external software. For example, law enforcement personnel will be able to obtain direct access to Out of Service Authority. I don't think you guys have any worries in that area, if you're not on service you don't have any worries. That is what's pretty nice about it when you put in the DOT number, not only will it automatically populate but it will check to see if you're working under an out of service order or if your authority is inactive. That's a nice development and saves time for an officer at roadside and assures that we're catching and detecting these out of service carriers.

QA: Do you know if you guys are going to be using Aspen 3.0 in the near future? I do not know when we will start using it. Last I heard when we were trying to transition into the SMART roadside enforcement stuff, at that point I don't think that's going to be Aspen. Michigan can start using it as of January.

QA: Can they start using it if they choose or can they use a third party vendor? As far as we know they are still using Aspen 2.0

QA: A Unified Registration System? FMCSA will implement a new revamped system designed to improve the accuracy and timelessness of the information in our Database of registered Motor Carriers. A URS will streamline manual processes and combine several forms that regulated entities are required to submit one Unified Registration, Electronic Smart. It's important that we get this right and as such we will move forward with a new phase implementation that will share a successful launch. I think what they are saying here, if you read between the lines, is that we said it would be out October 1, 2015, that is not going to happen. I can't actually say how much of a delay there will be.

A Federal register Notice will be published in October that will provide details on the updated implementation time, Compliance Safety Accountability or CSA Phase 3 in preparation of a successful launch of the final 2 CSA intervention.

Offsite investigations and cooperative safety lines. We are lining up the necessary training for Federal and State investigators and outreach to the industry. Two important things to note, first: The agency is also moving forward on a new type of investigation for the crash basic and it will focus on identifying trends and carrier crash behaviors. FMCSA will be fine tuning the SMS a logarithm to better ID carriers for investigations so that we can intervene more quickly for those found to be at greater risk.

The second issue is the Federal Register notice announcing the preview of the changes will be published in the coming months. I know you are probably getting tired of hearing this, but I'm bringing up the electronic logging devices. The final rule on ELD's are being reviewed by the OMB so it's out of FMCSA's hands and is now with OMB and they are going to review it. Once they review it, that's when it will be made public.

QA: What's the time length? Later this year, although we cannot discuss the conditions of the final rule before it's made public, I can say that the final rule is designed to benefit everyone by improving the hours of service compliance, helping business cut paperwork, save money, protect the drivers from harassment and make it easier for law enforcement to review drivers hours of service. This is something I thought you might want an update on. We have updated our regulatory guidance on critical requirements during roadside inspections for hours of service that was just released in a new policy memo. So if your truck is equipped with an automatic on board recorder that is compliant with our regulations you won't be required to print out a log at roadside. If there is some type of system failure or if it was just recently installed

you should be able to produce a log for that day or the previous seven days. So you're in compliance for the previous seven days.

QA: So you have to print that out at roadside? No, but you need to be able to produce it with-in a reasonable amount of time.

QA: Is there a guideline of what a reasonable amount of time is? From what I understand, it is 48 hours and that excludes Federal Holidays and weekends.

48 hours is the time an officer can request that the company can e-mail or fax him the log sheets.

The officer does not need to receive them in the car at that stop. You are supposed to carry seven days of blank log sheets in case there is a system failure. If there is a failure you have to have those filled out on the road site. So if your machine fails today and I can't go back seven days you probably want to get your seven days filled out before you finish your trip. If the officer wants the previous eight days, it's simply what is the email address or the fax number and the driver can send it right from the truck most vendors have that. If it can't be sent from the truck it can be sent from the back office of the operations. But unfortunately if the driver has a failure on the system in the actual vehicle and we're trying to get them to the next truck stop, who charges them \$2.00 per page to fax and try to get them their last eight days so they have the paper copy and having the understanding of the law enforcement officer on the side of the road, sometimes isn't the easiest thing to have. Unfortunately we are at the mercy of technology.

We are required to have blank log sheets with us. We are only talking 48 hours not being able to print with only AODRD. Unfortunately I had one driver within 11 miles of a truck stop where his device had failed for whatever reason and goes thru an inspection, improper form and matter because we can't get him to the truck stop 11 miles down the road.

QA: Is there any way you can send me a copy of the policy so when we get a question we will have an idea of what you need me to do? Normally I send them to the State, but I can send one to you to.

Thank you. I like to keep your specialist up on the latest and greatest.

Also the policy of disconnect to that policy we were talking about earlier, Log-in software program and application with the electronic signatures. We are not talking about ALDR's we are talking about other aps that may have some answers or something else, but does it have an electronic signature? Generally speaking you are not required to have paper copies at roadside. Inspectors may request them but the driver has a reasonable amount of time to produce them and also program applications without an electronic signature you get to have paper copies. The electronic signature is the key. What we are telling officers inspires what electronic signature is similar to what they do with their dailies. Do you use a password, a user name and password, or some code where you are the only one who has access? That's basically an electronic signature. Both of those methods, if it's not an AODRD, they have to be able to print it.

The ones that have signatures aren't required to be printed, the ones that don't have signatures, they have to have the prior dates printed from the stop. The guidelines tell the officer that they can request print copies from anyone who has electronic signatures but they are supposed to note in the comment section of their inspections. If the driver has this on their smart phone, the Officer does not want to take the phone back to their car. The most common reason is what would happen if I get sideswiped walking back to the car?

QA: Crash Spacing. Will they be changing the methodology then of what they have right now as they expand on how you decide who's a bad crash risk? I wouldn't know the details of that. It's my understanding that crash spacing is not made public for the reasons that we talked about

for the past several years. But no, as far as the safety rating is concerned, there are no changes and we are not going to use the crash spacing to impact your safety.

QA: So it's still going to be involved instead of at fault at the end of the day? We can't accurately determine that ability right now. We can only do it manually, and we just don't have the resources to do that. So that's why we are keeping that from the public. So it's not going to have an impact on your safety rating.

Mr. Fields stated that he heard a little bit about the URS. As I understand it, that's going to replace the MC number and the USDOT number. Are the MC and USDOT numbers still going to be in existence, even when URS is in effect? I think so.

The MC number's going away and the USDOT number stays as of next week.

The roll out has been delayed so what I know is what I've been briefed on and what I have also read.

Just to follow up on a couple of John's comments – On the crash accountability there is a private sector, a group called Vignal World that tracks CSA data right now. We are in a pilot with them to determine a private sector answer to the crash accountability. So we are hoping that in three to six months that we can stream line the process of how to review crashes, find out what's truly preventable and what's not. Then perhaps sharing that information with the authorities so that they can adopt something closer to what is being worked out in the private sector. I was fortunate enough to hear Annette Sandberg speak yesterday at Indianapolis at a conference and she talked about the Safety Fitness determination and she said the biggest challenge that she sees with that is that the data from CSA is acquired from the states. Only FMCSA has the authority to downgrade a carrier and that's thru a compliance review. So the challenge would be using

state data without a review to automatically downgrade a carrier. So there might have to be some legislation or at least the laws, the potential rules going to be challenged based on Congress's objective of who has the authority to downgrade a carrier. She talked a bit about the electronic logs and other regulations that were coming out. She doesn't expect any big change until after Scott Darling becomes the Acting Administrator for the FMCSA, and they are still waiting for confirmation of this appointment. So Chief Giles at the FMCSA is just going to sit on some of those rules including ELD's until there is a solid administrator that is not acting but is confirmed. She talked about the coercion of the ELD Electronic Logging Services component of where drivers have to be. The coercion against a driver has to be proved and how the shipper is counted in to that. The driver goes to a shipper and they take four hours to load a truck, then the driver runs out of hours. They have no hours to drive down the road to a safe haven, and the shipper says you have to go on the highway because you're on private property, that is coercion, coercion against the driver. What the FMCSA has already done is enter a Memorandum of Understanding with the States OSHA's, so since FMCSA wouldn't have authority over a shipper, they would have OSHA of that state and say here is the complaint you would hear from the driver and they would pay a visit to the shipper to be able to enforce what the shipper's actions were against the driver and the carrier. We have personally had it happen a few times. Two times the local police had been summoned to remove us from the property. So it is a real issue and basically the officer is saying "I don't know, and I don't care, I'm just a local cop here but we have the right to throw you off. This is private property, so if you don't leave voluntarily we will have you towed. So what do you want to do?" So those are the biggest challenges. That rule is going to get down to the shipper.

QA: Dr. Nwabueze asked, so in that respect on where the trucker ran out of hours, what happens then when you drive off with the truck? Then they are in violation. As soon as they are on a

public road and they are out of hours they are in violation. There are two options. Distributors I talked to after this said you should have sent a truck with more hours. We had enough time to get a driver there, load the truck and drive to a safe haven, but it was because of their actions that caused that. Our counter then is okay if we can't get loaded in a certain amount of time; we leave the dock right then, then go to the safe haven, then try to reschedule a time to come back. That's just not a good message we are sending to the shipping company or drivers of what's right or who's responsible at that time.

QA: Is this something that's going to happen with OSHA or something they are thinking about? It's already done. The memo of Understanding, that agreement has already been established between FMCSA and other states. So when I get a call from the driver that got kicked off of the property, where do I send them? And that's where it's going with the ELD license. I got a call a couple of days ago from someone wondering where he can file a complaint. Because he got kicked off the property and he knew there was a place to go and I had no idea. That won't be available until EOD final rules is out later this year.

QA: When are you expecting some sort of report that you are willing to share? How big is the group that is working on the project in the first place? I don't know. I know there are four people involved in the project at Vigual, I don't know how many carriers are involved. This just started last week. There is one manager and three accident investigators right now. This is the group that will look at all the information. So the concept is I would list my accidents that Vigual tracks and they are all off of the FMCSA account by DOT number. I would give that the crash number, here is my supporting documents, here is my UD 10, here is whatever information I can support that with, whether it's a venue event report or other statements, they would then have a determination. The crash investigators assigned to that crash would look at it. It's not as simple as I was driving along and someone hit me. As a professional driver you need to be

diligent. Did you knowingly slow down for that hazardous situation or did you fly by at 60 MPH and then somebody pulled out in front of you? So they are really taking, in my opinion, a really good stand that they only allow the truly non-preventable crashes to be removed. It takes all the grey area out of it. That's the way I understand it. I'll report back as I get more information on this.

Michigan Center for Truck Safety

In place of Alfred Newell, Chuck Simmons reported that by this time everybody knows that Michigan Center for Decision Driving (MCDD) is closed and we are still waiting for information on that. As far as I know they are going to put out a request for proposals to see if anyone is interested in starting it back up. This coming budget year I have the OK if OHSB put money in the budget to do what we do if somebody comes up with a spot and wants to run it.

I thought I would have news today but they canceled the Michigan Truck Safety Commission meeting yesterday and moved it back to September 24th. So I was hoping to say yea or nay that I get to open a Detroit Office, but I have to wait another week to find out. I don't see any reason why they would vote it down, but we are hoping to open an office in the greater Detroit area. That's going to have 750 square feet and they will have a truck driver simulator in the office. The reason that we came up with this is, every time I go over to the South Eastern part of the state I talk with drivers and they have never heard of us, they have never heard of the Truck Driver's Guide Book and I feel that the only way to respond is to actually have an office in the area where two thirds of the trucking companies in the State of Michigan operate out of. So I'm waiting to give my presentation next week Thursday at the Commission meeting and see what they say. One thing that we are doing is to have all of my specialists trained in October in what is called the "Driver Performance Measurement" (DPM) and basically it's a very technical check

rite. If you get a new driver you normally send him out... Where this differs is this was compiled by professors at Michigan State University and went thru the routes and has aspects. Once every one of my specialists are trained, anyone of them can go out to any area, no matter where, it's done pretty much the same way, same directions, and the same things they will be looking for. It's not what they think but what they observe. It's all on the driver's behavior behind the wheel while driving the truck thru the prescribed route. So by the end of October the specialist will be trained, I got trained in this and it's not fun. I'm going to be up in St. Ignace at the truck show. We were up in the UP at the U.P. State Fair and won an award for the "Best non-food vendor" at the U.P. State fair. We have been answering a lot of questions, so that's why I like to keep up on new information, so we can get that information out to make sure we are doing it right. Any complaints or criticisms you have heard about out there I would like to hear it. I understand we have a slight problem with the way we worded the weight issue. Unfortunately I'm not going to pull back 30,000 Trucker Guide Books so I'm looking to send the inspector an email asking him how he would like the wording to be and then we will put that on our website.

QA: What is the problem with the wording? He doesn't like normal loading, because normal loading is 1, 2, 3. It's a single axle 18, any other group of axles is 13 unless there is three and a half feet between then it's 9. We have got it as designated which is 32 and that kind of stuff.

QA: How long does the DPM test last? All told about 1 ½ hours. The specialist meets with the driver in their truck, then they discuss what's going to happen, this takes 10 to 15 minutes or longer if the driver has any questions, the routes normally take anywhere from 30 minutes to an hour depending on traffic. We try not to schedule this during peak traffic time. Then the specialist spends another 15 to 20 minutes giving the driver the critique and afterwards the

specialist types out a form that gets sent to the company with their review. It's all pretty straight forward.

State Police/Commercial Vehicle Enforcement Division

Sgt. Austin reported that there is only a couple of things. I do medical programs and medical waivers for the State so that's the things I keep up with. FMCSA has just proposed a rule to change the insulin requirements for the medical cards. I think the accounting period is over already. Basically I believe the intent is if the treating condition will certify that the person is well controlled, the medical examiner can give them a medical card and they won't have to go thru the waiver process. I have no idea if and when that will go anywhere, but like I said it was published as an opposed rule. I believe the comment period was over in July. Because of some issues with Volunteer Firefighters and Michigan Act 181 conflicts a little bit with the Federal Regulations and the Federal Regulations have a blanket government exemption and the State of Michigan Act 181 turns around and says they are exempt except 391, 392 and 393. So they need medical cards and Volunteer Firefighters and some Ambulance companies have concerns about Hours of Service which doesn't apply to them anyway. The medical card issue, the Legislature has come to us about some changes to make and we have basically said you can remove that paragraph if you want. I think that's what they are planning on doing. The government with the Section of Act 181 which adopts the Federal Regs as State Law that brings government back into some of the regulations they may be exempt from everything, eventually. But I don't know if that bill has been introduced yet.

QA: Joe do you want to talk a little bit about the Sherriff Associations request for Wireless WIM information? I don't have a lot of personal information on that. Just right here in the background I know that there have been a couple of sheriffs over on the East side of the state that

know we have Wireless WIM and want access to it and our position is that they don't have WIM access. CVED's position was if the Wireless WIM's on the roads that MDOT owns they are enforced by State Police and will remain that way. There should be no other access to the WIM's. The Michigan Sherriff's Association petitioned the Governor's office to get access to the Wireless WIM's because they have moments that would be beneficial to their departments. The Governor's office put out a position saying "no we are not going to allow it". We are going to limit the access to the State Police because of privacy issues, grant issues that they open it up, it's policing the interstates and now that other people are, it could jeopardize the State funds from the Highway. Those funds are billed from Federal Highway grants and have nothing to do with WIM's. That was the position the Governor's office took. They now have an opinion and position and that may solve the issue.

Dr. Nwabueze reported that the absolute cut over date from LARA to MSP is the beginning of the fiscal year, October 1st. In the mean time we have been with the State Police for a couple of months now but our finances are still with LARA.

An update I think you should have that is important is how we are doing with our new IT platform. I will say this, I'm not too happy with where it is, but I'm not walking away from it. It went thru a split when we came over to MSP. It took 1 month, 3 weeks and 4 days for them to fix it. Just when we had our go live date of October 12th, we had a wait a minute moment. They wanted to push version 8.0 before we were to go live. I said OK if that's what you're going to do, we won't go live on October 12th. Push the version and then we will fix any bugs that crop up. When all the bugs are worked out then we will go live. In the meantime we will be working with the Legacy system, translated all 1,900 envelopes will be going in the mail on September 28th. One important point I want to please ask, and please put out the word. We need your

correct email address. That is how we will communicate with the IT platform. I'll ask that you bear with us, we are trying to do a good job with the MSP and the MSP does have some standards that I need to make sure that I meet. Inspector Coplin and Captain Krumm have been made aware and we are all in agreement that this needs to be done right. We are hoping to use our latest system and be up and running somewhere mid-November. By that time the staff will be trained and ready to use it. When we get the OK we will do the extra work and get everybody transferred to the new system. You will see applications that look a little different from what you have previously seen. You will see that all of the safety requirements have been removed. Since we are on the same floor, the key thing that is important since we are there, Safety and those type of things are there, we've taken all of those things off of our applications. The form is a little bit thinner and we've cleaned up a lot of things. Our phone numbers are listed on the forms, so if you have any questions please call, there is always someone there to answer.

Herb Fields stated to add to what Nick said the IT platform isn't ready so we are doing renewals just the way we have always done it, matter of fact they are stuffing the envelopes as we speak. We got the new decals ordered and they came in Tuesday. They are red this year with white lettering and the MSP emblem on them. They look really nice. We got our renewals set up for the UCR and will be starting that with-in the next week or so. There are 14,000 carriers that we will be sending them to. We are just gearing up for the renewals right now.

Dr. Nwabueze made the comment that we will bring a copy of the decal for the next meeting so you can see how nice the look.

Transportation

Aarne Frobom emailed Dr. Nwabueze that he was unable to attend the meeting today and attached a copy of the bills before the legislature. Dr. Nwabueze will be forwarding this email to the board members after the meeting.

State

Dawn Wilson reported that their September renewal has started. September is our biggest renewal month and we are behind where we were last year so I think the last few days of September are going to be really busy. If you haven't renewed and you have a September expiration date, you may want to beat the crowd.

There is an IRP, IFTA manager and Law Enforcement meeting in San Antonio in October. I will be there as well as Sgt. Tim Byrne from MSP. I apologize that I didn't bring a copy of the agenda, but I will forward it to you so you can take a look at it. If you have any questions or concerns regarding the agenda, please let me know and I'll take that to the meeting and see what they have to say about them.

Treasury

Seth Martin reported that with IFTA everything is going smooth, nothing much to report. We also will be entering the renewal stage starting November 1st. We are back on target this year because of the new system. We got our decals on Monday and they are light blue. As far as the new system report, everything is going smooth especially if you're a compliant tax payer or IFTA licensee. If you're not complaint things are pretty rough, there is a huge backlog of resolutions. The new system has really opened up everything from non-payers to non-filers or anyone who was delinquent in the past and this new system really exposes that. So there are a

lot of folks that would like to get licensed but they have issues from the past that they have to get resolved. Our backlog as far as those resolutions is quite great, but at least it's making everyone compliant.

QA: Is it November 1 that we can log-in for renewals? That is correct. November 1 you can go on and renew your license, basically answer three questions, then you can print your license off immediately and the decals go into process to be mailed out the very next day.

QA: The system is working very good? Better than I anticipated. Even though there is a lot of administrative work. I will say having a third party vendor involved in this as well as the fact that we went out on a limb and did a consortium with five other jurisdictions, California, New Hampshire, Connecticut, Kentucky, and Maryland. The fact that we have the ability to meet every week, I was on a conference call yesterday. We have two conference calls a week and one is for the audit. The system does so well as far as making everything electronic with-in the system. November 1 starts the renewal and I'll be in Kentucky. The ability to actually walk away to go to Kentucky to finalize the training on the audit package and know that the renewal is going to take place all on its own, on that system is quite a relief. The only thing I have to worry about is if someone's there to stuff envelopes with decals each and every day for that week.

Legislation Update

Aarne Frobom was not present.

Comment

QA: There has been a discussion regarding younger drivers, and how do we find 18 to 21 year olds and get them into trucking? While most states allow 18 year old truck drivers, Federal rules prohibit interstate commerce before 21 years. What is the rule for someone hauling a load that is

an interstate or a continuation move but does not move outside of the state borders? Is that still considered an interstate move and do they have to be 21? Yes

QA: Is there a study going on with that or a proposed rule to allow 18 year olds to cross state lines? The best way to think about whether it's allowed or not allowed, intrastate or interstate is who has jurisdiction over the move. If FMCSA has jurisdiction over the move, then it's an interstate move whether it's a continuation of interstate. If it's strictly an intrastate move then Michigan has an exemption of 18 versus 21 that's allowed. There are proposed rules out there and I haven't read them all, regarding new drivers, training and things like that. I know the state, both intrastate and interstate people are all where do we get new drivers, and that might be behind the insulin changes. There are a lot of drivers that quit because they are on insulin. I can't believe how many drivers call me, that haven't been driving for years because they went on insulin not knowing that they have options.

Well on that I forgot exactly where I read it but the people who are against it, the one argument they used and I just rolled my eyes at is "do we really want these 18 year old drivers drive 100's of miles across state lines" and I'm like people, people a young driver can take a load from Detroit and go up to Ironwood, that's almost 600 miles and never leave the state of Michigan. Your reasoning behind that just fell flat on its face because we have drivers that are driving 3, 4, 500 miles in the state of Michigan that are 18 years old.

The discussion that's going on for a lot of those reasons too what's the difference between radiuses of miles and there was a discussion on maybe having a graduated license. So someone who's 18 that has qualifications, that's been trained and there will be additional training for that young driver they would be monitored more closely, they might not be able to leave or they might have to be home every night. So different ways like we have a graduated license for new

drivers, at 15 you get your learners permit, at 16 you get a restricted license and at 17 if you have no issues you get the unrestricted license. Those are types of ways to getting people into the driving profession before they find other ideas that prevent them from coming back into the industry because they are already established in their careers by the time they are 21 -23 years old.

QA: Where did you read this discussion regarding the younger drivers? I'm thinking that I read this discussion on permitting 18 year olds to operate interstate commerce.

QA: Can you find more information on this for the next meeting please? It's kind of confusing because under 391 an 18 year old can't be involved in interstate commerce but with 383 an 18 year old can operate with-in the State of Michigan so that's where it gets kind of confusing. There is nothing in the works that said that we are discussing letting an 18 year old drive thru the state, of course a person who's 18 can operate a large vehicle driving up to Iron Wood and back without any problems.

I just read an article that the Feds are doing a study or maybe someone is approaching the Feds to allow 18 year olds to operate interstate. I read this just within the last couple of weeks.

I was at the National Private Trucking Council Conference last week and there was a lot of talk around that and PTC is definitely supporting something like that.

So somebody will be doing up a letter for FMCSA. You have your 19 year olds driving from the distribution center to a local store and it has berries in it from Chili, that's an interstate move as I've ever hear it and you've only gone 40 miles and back.

Most of our movement is with-in the State of Michigan but we do go into Ohio and Indiana sometimes so we say all of our drivers have to be interstate even though you only drive in Michigan.

The key is to make a separate move. If you bring all of your berries into the warehouse then move them from there that is a separate move. Moving from the warehouse to the store is an intrastate move. If you order the berries for a store and they pass thru the warehouse that is considered an interstate move. It has to do with whether or not the destination is known at the time of the original shipment.

For example, I make 1,000's of ladders and Lowe's orders 100 of them, I ship them to Lowe's warehouse, when Lowe's sells them, that's a separate move. When I shipped them to Lowe's that's where they were heading. I also make specialty ladders and you ordered one but I don't have the transportation to get it to you. I ship it to Lowe's but on the shipping paper that I send with it, it has your name on it, so until it gets to you, anyone who touches it is operating as an interstate commerce.

Dr. Nwabuese asked if there is no one you want me to bring in to cover any subjects like we had with the last meeting? No, so let's discuss the Certificate for Mike Rushing the Appreciation Packet.

I've been on the board for 17 years as a voting member and four years before that and in the past when somebody left we did a Proclamation that is on Government letterhead with the seal and looks highly professional, something that you would be proud to put on your wall. I just think a Proclamation with all of the fancy wording in script writing just looks phenomenal and that would be my recommendation rather than a service award. The Proclamation comes from the chairman and the board. We were supposed to do this for Carl Brune and I would like to do one for him as well as Mike Rushing, but with all the transition that has taken place I think that fell by the way side.

Does anyone have a copy of a proclamation that we can use as an example? If you do, would you please email a copy of it to Dr. Nwabueze. The motion was made and passed to make and present proclamations to both Carl Brune and Mike Rushing.

Public Comment

New Business

Comment

As I continue to chair this board I continue to see all the great things that you do and I thank you for that. It gives me great joy and if there is anything you need, I will try to get it done. I actually enjoy coming in here to meet you, to listen to the discussions, I appreciate that and I want that to be in the minutes.

QA: We have talked in the past about getting the counties and road commission in, where do we stand on that? Thank you for asking. I had this discussion with the inspector and you know the letter that the board authorized me to sign and send to the members of the House. Our view point is that there are some things that we need but what we are waiting for, the inspector and I discussed it, is for things to kind of settle down from our move to the MSP. It's not that we forgot, but that we are waiting for certain things to happen, then we will engage some officials of the counties and road commission.

Future Meeting Topics

Old Business

Next Meeting Date and Adjournment

The next meeting is scheduled for **November 19, 2015 at 1:30 p.m. in a conference room located at MDOT Horatio S. Earle Learning Center, 7575Crown Drive, Dimondale, MI 48821.**

The meeting was adjourned at 11:00 a.m.

Respectfully submitted,

Nicholas I. Nwabueze Ph.D., Chairman
Motor Carrier Advisory Board