



MICHIGAN TRUCK SAFETY COMMISSION
Annual Report Fiscal Year **2014**



MTSC
MICHIGAN TRUCK
SAFETY COMMISSION



MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT Fiscal Year 2014
October 1, 2013-September 30, 2014
Pursuant to Public Act 348 of 1988
As of November 15, 2014

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.”

2014 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission 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. Fred Bueter, Chair

Representing Secretary of State

Mr. Thomas O'Brien, Vice-Chair

Representing Michigan's community colleges

Dr. Daniel Blower

Representing Michigan's four-year colleges or universities

Ms. Sharon Conklin

Representing private motor carriers

Mr. David Goller

Representing organized labor

Mr. Walter Heinritzi

Representing Michigan Trucking Association

Capt. Mike Krumm

Representing Michigan State Police, Commercial Vehicle Enforcement Division

Mr. Charles Moser

Representing Michigan Transportation Commission

Mr. Michael Prince

Representing Michigan Office of Highway Safety Planning

Mr. Robert Ramels

Representing general public

Mr. Tim Yungfer

Representing general public

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INTRODUCTION

For more than 25 years, the Michigan Truck Safety Commission (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 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 Truck Safety Fund is administered by the Michigan 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, commercial motor vehicle enforcement, and research on commercial motor vehicle safety initiatives.

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



TRUCKS TAKE EXTRA YARDS TO STOP

LEAVE MORE SPACE FOR TRUCKS

◀ 10 ◀ 20 ◀ 30 ◀ 40 50 40 ▶ 30 ▶ 20 ▶ 10 ▶

2 70092

an Office of Highway Safety Planning

STRATEGIC PLAN

In Michigan, development of a 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 Community Health, Education, State, State Police, and Transportation; the directors (or their designees) of the OHSP and Office of Services to the Aging; and three local representatives. The SHSP was originally developed in 2004, and updated in 2007, and again in 2012.

In the 2013-2016 SHSP, four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. Commercial motor vehicle (CMV) safety was identified under the at-risk road users emphasis area. Since the MTSC was already in place, the GTSAC selected the commission to serve as the action team for CMV safety. The 2012-2015 MTSC Strategic Plan will be updated in 2015.

EMPHASIS AREAS

In the MTSC strategic plan, data-driven emphasis areas and strategies were identified to support the mission of the MTSC.

These emphasis areas include strategies derived from the National Cooperative Highway Research Program (NCHRP) Report 500 Series, Implementation Guide-Volume 13 Guide for Reducing Collisions Involving Heavy Trucks, and the University of Michigan Transportation Research Institute 2007 report Strategies to Reduce Commercial Motor Vehicle-involved Crashes, Fatalities, and Injuries in Michigan.

The MTSC emphasis areas include:

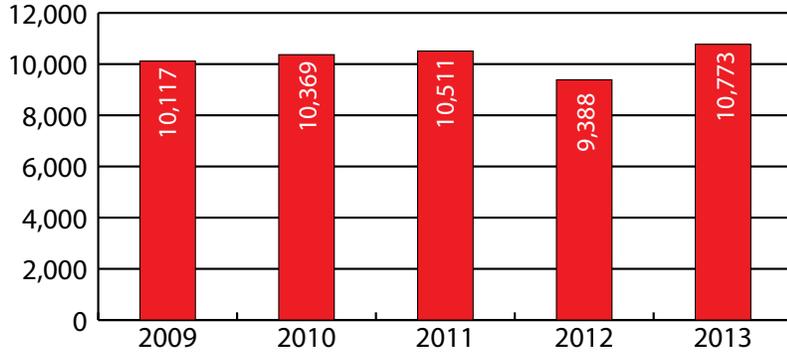
- Improving CMV driver performance through education and enforcement
- Reducing fatigue-related crashes
- Strengthening commercial driver's license programs
- Increasing knowledge on how CMVs and cars can share the road
- Improving maintenance of heavy trucks
- Identifying and correcting unsafe roadway infrastructure and operational characteristics
- Improving and enhancing truck safety data
- Deploying truck safety initiatives, technologies, and best safety practices

OBJECTIVES

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

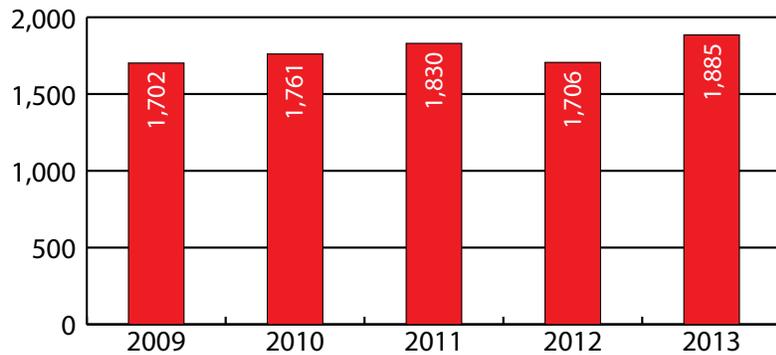
- Reduce the number of CMV-involved fatal crashes by a statistically significant number below the five-year trend line taking into consideration the CMV miles traveled each year by 2015
- Reduce the percentage of CMV-involved fatalities per 100 million CMV miles traveled by a statistically significant number below the five-year trend line by 2015
- Increase the CMV seat belt use rate by a statistically significant percentage by 2015
- Evaluate the use of the CMV simulator to determine the effectiveness of this training by examining use rates by drivers and crash trend line statistics after the training by 2015

CRASH PROFILE 2009-2013



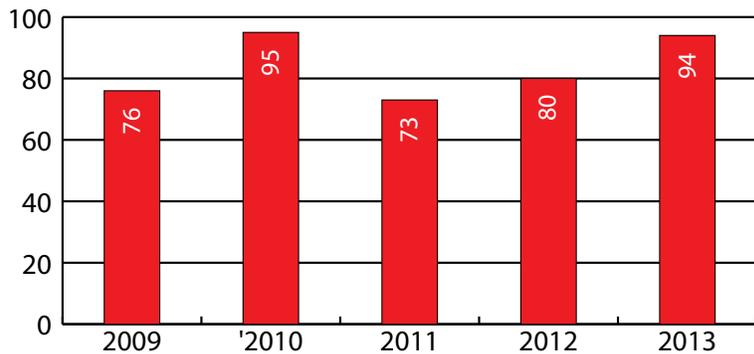
COMMERCIAL MOTOR VEHICLE CRASHES

CMV crashes have increased 6.5 percent since 2009.



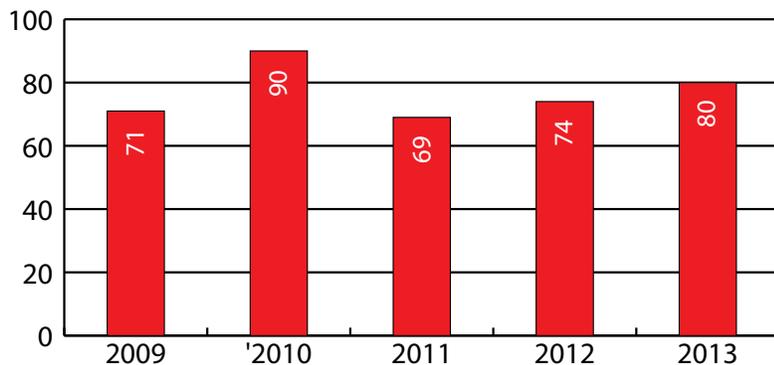
COMMERCIAL MOTOR VEHICLE INJURY CRASHES

CMV injury crashes have increased 10.8 percent since 2009.



COMMERCIAL MOTOR VEHICLE FATALITIES

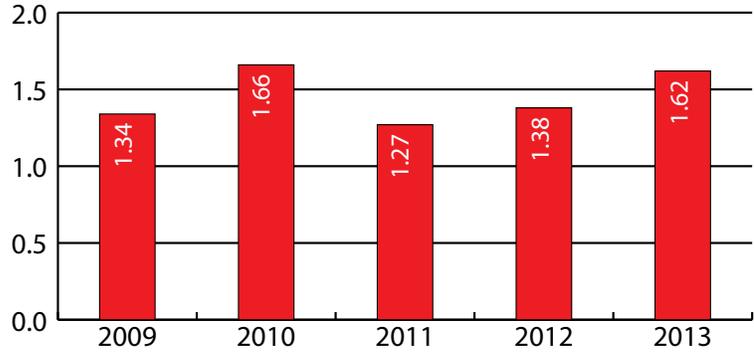
CMV fatalities have increased 23.7 percent since 2009.



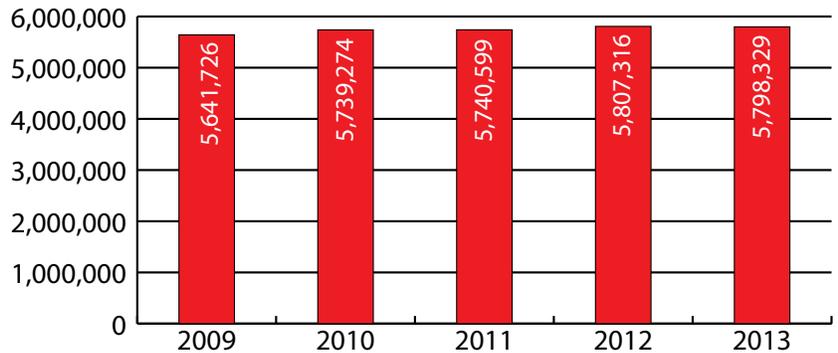
COMMERCIAL MOTOR VEHICLE FATAL CRASHES

CMV fatal crashes have increased 12.7 percent since 2009.

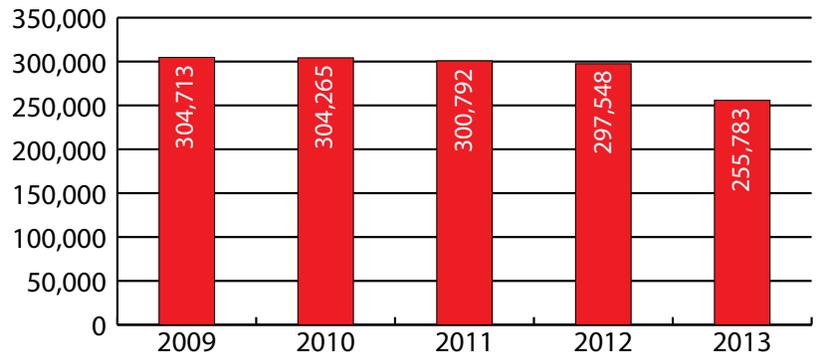
COMMERCIAL MOTOR VEHICLE FATALITIES PER 100 MILLION MILES TRAVELED
 CMV fatality rate has increased 21 percent since 2009.



COMMERCIAL MOTOR VEHICLE MILES TRAVELED (IN THOUSANDS)
 CMV miles traveled have increased 2.8 percent since 2009.



COMMERCIAL DRIVER LICENSES (CDLs)
 CMV driver licenses have decreased 16.1 percent since 2009.



**Note: The number of CDLs in 2010 was incorrectly reported in the FY2011 MTSC Annual Report.*

An analysis of trend data by the University of Michigan Transportation Research Institute (UMTRI) shows that over the past five years increases in fatalities, fatal crashes, injuries, and injury crashes occurred. These increases took place largely between 2012 and 2013. The CMV fatality rate increased 18 percent whereas the fatal crash rate increased only 9 percent. According to UMTRI, the increase in the fatality rate is attributed to an increase in the number of crashes where there were multiple fatalities. For example, in 2013 the number of CMV-related fatal

crashes with two fatalities per vehicle increased by 50 percent from 2012. The number of fatal crashes with three fatalities per crash increased from zero in 2012 to three in 2013.

An additional factor impacting these fatality numbers was the weather. During the winter months, fatalities on icy roads increased by over 300 percent from three in 2012 to 13 in 2013. Fatalities on snowy roads increased over 100 percent and fatalities on wet roads doubled. The number of fatalities in January alone nearly doubled from 2012 to 2013.



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 information programs with offices in Lansing and Iron Mountain.

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

The *Are You Truck SMART? (Safe Monitoring and Responsible Training)* campaign is designed to remind CMV drivers and passenger vehicle drivers to safely share the road. The campaign focuses on educating drivers about the limitations of large trucks, including information on blind spots, stopping distances, and proper merging. Campaign brochures are distributed through the mail and at industry and public events.

The MCTS staff maintains relationships with the Michigan Department of State, Michigan Department of Transportation, Michigan Driver and Traffic Safety Education Association, MSP, and the Eastern and Western Safety Councils.

GOALS

Each fiscal year, the center must submit goals for approval by the MTSC. The Fiscal Year 2014 goals are:

- The MCTS will hire a truck safety simulator training specialist by May 17, 2014—**goal achieved.**
- The MCTS will ensure the truck training simulator is fully functional and operational by June 1, 2014—**goal achieved.**
- The MCTS will hire a new truck safety specialist by June 1, 2014—**goal achieved.**

- The currently employed two truck safety specialists will educate 875 participants by September 30, 2014—**goal not achieved.**

Achieving this goal was challenging due to a delay in grant submission and the hiring of new MCTS staff in the second half of the fiscal year. Despite these challenges, truck safety specialists achieved nearly 64 percent of the goal, educating 557 participants by the end of the fiscal year.

- The MCTS will update the online MCTS fatigue awareness educational program by August 1, 2014—**goal not achieved.**

This goal is in progress in conjunction with the new website development.

- The MCTS will hire an administrative assistant/bookkeeper by May 1, 2014—**goal achieved.**
- The MCTS shall provide revised FY2014 goals to the truck commission and OHSP based on UMTRI's 2014 Evaluation of the Truck Education Center report. The center shall present the goals to the truck commissioners at the May 14, 2014, meeting—**goal achieved.**
- The MCTS will contact new entrants into the Michigan trucking industry by mail each quarter promoting MCTS best practices/safety initiative programs using the mailing list obtained from the FMCSA by September 30, 2014—**goal achieved.**



TRAINING

The MCTS offers training for commercial motor vehicle drivers and safety managers. There are five training categories: fatigued driving, commercial driver licensing, how to share the road with CMVs and learning about driving safely around trucks, heavy truck maintenance and industry safety best practices, and use of technology.

Classes include safety management training, decision driving course (skid pad), company-specific training, truck simulator training, professional driver coaching, new entrant contact program, cargo securement, fatigue awareness, and the National Safety Council's Defensive Driving Course for the Professional Truck Driver (DDC-PTD).

The center also provides new information regarding federal regulation updates, size and weight issues, border crossing, hours of service, and how different legislation affects companies.

MOBILE TRUCK SIMULATORS

The MCTS owns two mobile truck simulators. The simulators are used to train drivers on crash avoidance techniques and to educate the public on the limitations of large vehicles by providing an interactive hands-on experience. The center is working to expand participation from trucking companies by increasing awareness of this resource.

Ongoing repair and maintenance work is needed to keep the simulators at peak performance. Repair work on the simulators' trailer was completed in June. This included diesel generator maintenance, kingpin modification, new electric lift entry steps, truck hitch modification, new lighting, and new chairs and tires. In addition, the center purchased a new heavy-duty truck to transport the simulators safely. In order to provide the best instruction to students, staff was trained on the simulators and the computer programs.

During FY2014, the simulators traveled throughout the state to promote truck safety training, including

the Upper Peninsula State Fair in Escanaba, the University of Michigan Flint campus "Touch a Truck" event, and truck safety events at Lansing Community College and in Howard City. Additional outreach also included displays that promoted the MCTS and the simulators at the Timberlands Association meeting, MTA's Truck Driver's Championship event, and the Monroe Welcome Center Fourth of July event.

The simulators, despite needing replacement due to outdated computer programs, were used for demonstrations and gained a great deal of interest from Michigan companies. The simulators are scheduled for upgrades to the latest version of hardware and software in the fall of 2014.

MICHIGAN CENTER FOR DECISION DRIVING

The Michigan Center for Decision Driving (MCDD) provides advanced, hands-on truck driver training using the facility's skid pad and classroom. The MTA manages the day-to-day operations for the MCDD. MCTS provides scholarships for training. To receive a scholarship, the attendee must have a valid Michigan driver's license and/or be employed by a Michigan-based, or Michigan operational, business or school. MCTS provided scholarships for 455 out of 627 attendees. The remaining attendees did not qualify for scholarships because they were from out of state or Canada.

MATERIALS

The MCTS offers print materials and DVDs including:

- *Home Run for Safety* brochure
- *Mature Drivers and Trucks* DVD
- *Teens and Trucks* DVD
- *Truck Driver's Guidebook*
- *Truck and Tractor-Trailer Inspection* DVD
- *Share the Road* DVD
- *End the Confusion* card (only available at Secretary of State branch offices)



MEET THE STAFF

Alfred Newell, *Project Director*

Mr. Newell was hired in March as the new project director and oversees all aspects of the MCTS. He retired as a command officer with the MSP CVED after 30 years of service. He brings extensive knowledge and experience regarding the trucking industry to the center.

Ron Edwards, *Truck Safety Specialist, Lansing Office*

Mr. Edwards is a long-time employee with the center and provides education, training, and seminars on the trucking industry throughout Lower Michigan.

Jan Charles, *Truck Safety Specialist, Iron Mountain Office*

Ms. Charles is a veteran employee with the center and provides education, training, and seminars on the trucking industry throughout Michigan's Upper Peninsula. She also handles the day-to-day operations of the Iron Mountain office.

Chuck Simmons, *Truck Safety Simulator Specialist*

Mr. Simmons was hired in May and is an experienced employee in the trucking industry as a commercial vehicle driver and safety manager. He also has an extensive background in the information technology industry.

Jon Crippen, *Truck Safety Driver Performance Measurement Specialist*

Mr. Crippen was hired in September and has a long history in the trucking industry as a commercial vehicle driver and safety manager.

Michelle Zemla, *Administrative Assistant*

Ms. Zemla was hired in April. She has knowledge and experience with non-profit organizations and office administration.



MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION

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, and criminal interdiction. Motor carrier officers also conduct high-visibility traffic enforcement and address homeland security issues, and infrastructure protection through CMV enforcement activities.

ENFORCEMENT

Special Transportation Enforcement Teams (STET) are highly mobile operations allowing motor carrier officers to address driver and vehicle violations in areas at a higher risk for CMV crashes. 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 FY2014, grant funding was awarded for the following patrols:

- 13,800 regular STET hours
- 960 additional regular STET hours for Wayne, Oakland, Macomb, Genesee, and Kent Counties which have the highest percent of CMV crashes
- 324 hours of weekend and holiday overtime
- 3,544 hours of overtime patrol to be used for reducing unsafe CMV driver behavior within targeted areas without reducing the effectiveness of regular patrols.

EDUCATION AND AWARENESS

To assist with adjudication of CMV enforcement cases, through the Truck Safety Grant, MSP CVED purchased and distributed copies of the Federal Motor Carrier Safety Regulations to all Michigan district court judges and magistrates.

MEDIA CAMPAIGN

Since CMV operators are more susceptible to distractions behind the wheel than a passenger car driver, MSP CVED launched a two-month distracted driving awareness media campaign which included 18 billboards, posters, and a 60-second public service radio announcement in the months of August and September.



TRUCK SAFETY GRANT STATISTICS

STET ACTIVITY	FY2013 TOTALS	FY2014 TOTALS (YTD)
Total vehicle stops	12,548	13,783
Safety inspections	7,167	8,950
Total citations	8,283	8,889
Speeding	1,994	2,396
Moving traffic	345	379
Seat belt	1,078	1,087
Driver's license	239	252
Illegal parking	139	146
Equipment	451	514



TARGETING AGGRESSIVE CARS AND TRUCKS (TACT)



The MTSC, along with the Federal Motor Carrier Safety Administration (FMCSA), provided funding to conduct a TACT program in Michigan during FY2014. The goal was to reduce fatalities and injuries resulting from unsafe driving behaviors by car and truck drivers, such as tailgating and speeding. The program combined targeted enforcement of aggressive light-vehicle and large truck interactions with a public information and education campaign. Enforcement took place on two 25-mile segments of freeways near Grand Rapids during a two-week period at the beginning of October, November, and December 2013. Participating agencies included the MSP, the MSP CVED, the Ottawa and Kent County Sheriffs' Offices, and the Walker and Wyoming Police Departments.

During the enforcement waves, OHSP introduced a *Leave More Space for Trucks* campaign which included a 60-second radio commercial and billboards. The messages encouraged drivers to leave more space for trucks by allowing one car length for every 10 miles of speed and not tailgating. The program kicked off in

October with a news event at Van's Delivery Service in Grand Rapids which included the opportunity for reporters to ride along the enforcement route with truck drivers.

Evaluation of the TACT program was an integral component of the program. UMTRI conducted the evaluation, which included both process and program outcome evaluations.

According to the analysis and evaluation report, the TACT program did not result in a statistically significant amount of change in safe driver behavior or decrease the amount of truck-involved crashes. The main issue cited was the timing of the TACT enforcement during the late fall and early winter months. The winter of 2013 set snowfall records dating back 100 years and was noted as one of Michigan's worst winters in recorded history. Despite these results, UMTRI made the recommendation that the TACT enforcement project should take place again during the summer months to increase its potential to achieve the desired effectiveness.

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2014

	FY2013	FY2014
REVENUES		
Truck Registration Fees	\$1,931,973	\$2,034,722
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$750,000	\$750,000
Total	\$2,681,973	\$2,784,722
EXPENDITURES		
Administration	\$68,695	\$80,101
Education Programs	\$598,783	\$599,359
Enforcement	\$1,917,691	\$2,182,009
Research/Other	\$256,252	\$20,508
Total	\$2,841,421	\$2,881,977
EXCESS OF REVENUES OVER EXPENDITURES	(\$159,448)	(\$97,255)
BEGINNING FUND BALANCE		\$2,834,589
BEGINNING FUND BALANCE (INCLUDES \$295,445 PAYABLE WRITTEN OFF IN 2013)		
ENDING FUND BALANCE		
Total Before UCR Carry-Forward	\$1,970,912	\$2,737,334
Excess MSP CVED UCR Fees	\$568,232	\$182,023
Total Ending Fund Balance	\$2,539,144	\$2,919,357

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 ending fund balance in FY2011 includes an excess in UCR fees from the MSP CVED general account. This amount was added to the enforcement grant in FY2012 and is included in the reported expenditures.

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 Michigan Department of State 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 of 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.



A semi-truck is shown from a side-front perspective, with an orange overlay covering the entire image. The truck's front wheel, fender, and part of the cab are visible. The text 'MTSC' is prominently displayed in the center, with 'MICHIGAN TRUCK SAFETY COMMISSION' written below it in a smaller font.

MTSC
**MICHIGAN TRUCK
SAFETY COMMISSION**