



Annual Report Fiscal Year 2018



MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT FISCAL YEAR 2018
October 1, 2017-September 30, 2018
Pursuant to Public Act 348 of 1988
As of November 15, 2018

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.

2018 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) 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:

Dr. Daniel Blower, Chair

Representing Michigan's four-year colleges and universities

Mr. Tim Yungfer, Vice Chair

Representing general public

Ms. Sharon Conklin

Representing private motor carriers

Mr. James Fackler

Representing Secretary of State

Mr. David Goller

Representing organized labor

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

Ms. Jill Skutar

Representing Michigan Trucking Association

Ms. Michelle K. Taylor

Representing Michigan's community colleges

Ms. Amanda Williams

Representing general public

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INTRODUCTION

For 30 years, the 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 (CMV) 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 fund is administered by the 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, CMV enforcement, and research on CMV safety initiatives.

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



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MICHIGAN TRUCK SAFETY STRATEGIC PLAN

Michigan's 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 Education, Health and Human Services, State, State Police, and Transportation; the directors of the OHSP and Aging and Adult Services Agency; and three local representatives.

The 2016-2019 strategic plan, prepared under a grant with Western Michigan University, serves as both the MTSC Strategic Plan and the SHSP CMV Safety Action Plan for the GTSAC action team.

Four broad traffic safety emphasis areas were identified which included at-risk road users, high-risk road users, engineering infrastructure, and system administration. CMV safety was identified under the at-risk road user emphasis area. Since the MTSC was established, the commission agreed to serve as the action team for CMV safety.

OBJECTIVES

To achieve the mission and the vision of the MTSC, the following objectives were identified:

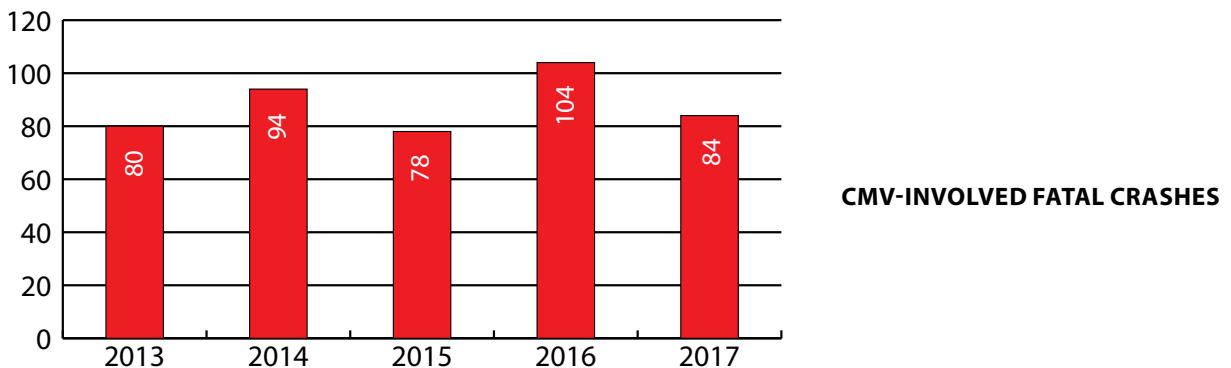
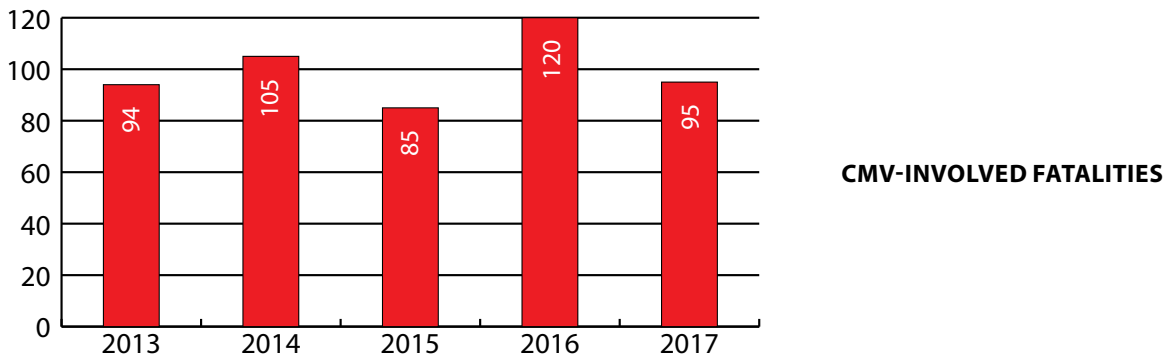
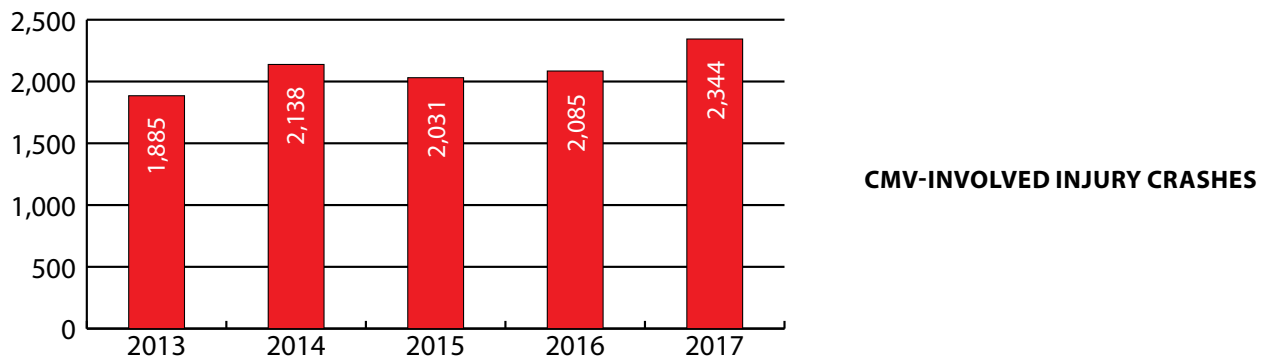
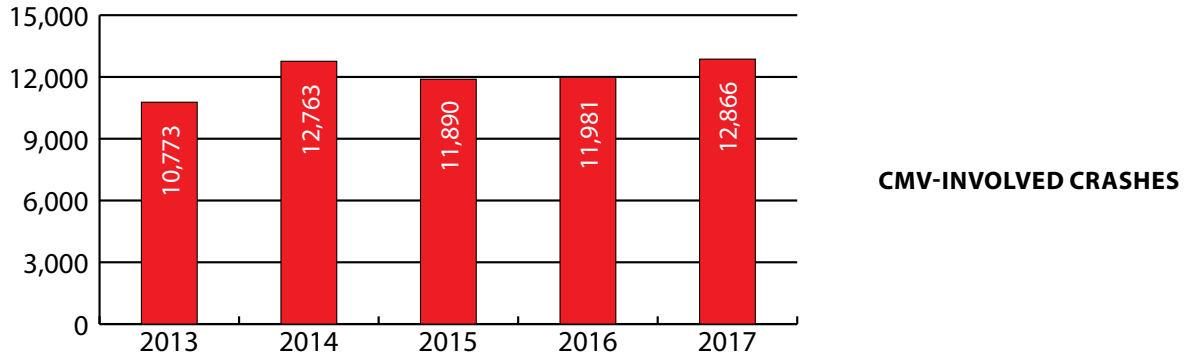
- Reduce the CMV-related fatality rate (fatalities per 100 million commercial motor vehicle miles traveled) below the national rate.
- Reduce CMV-related crashes through deployment and use of effective truck safety and enforcement technologies.
- Develop safe driving culture among users through education and public awareness programs.
- Improve truck drivers' recruitment and training programs.

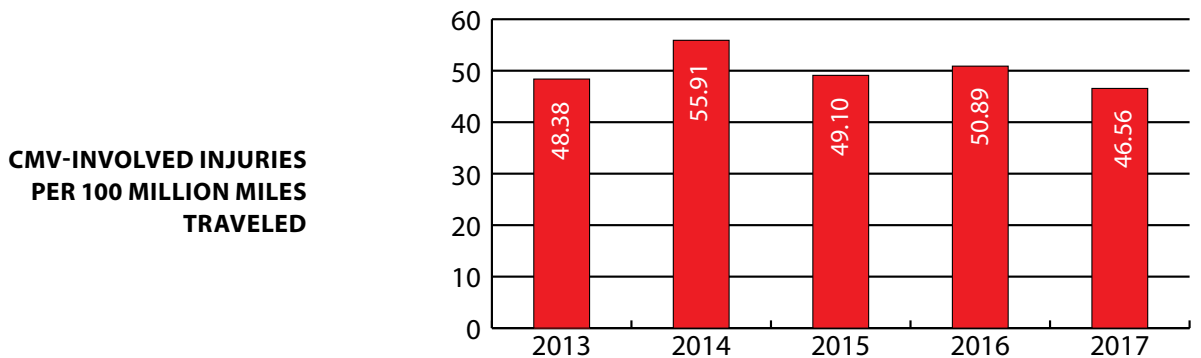
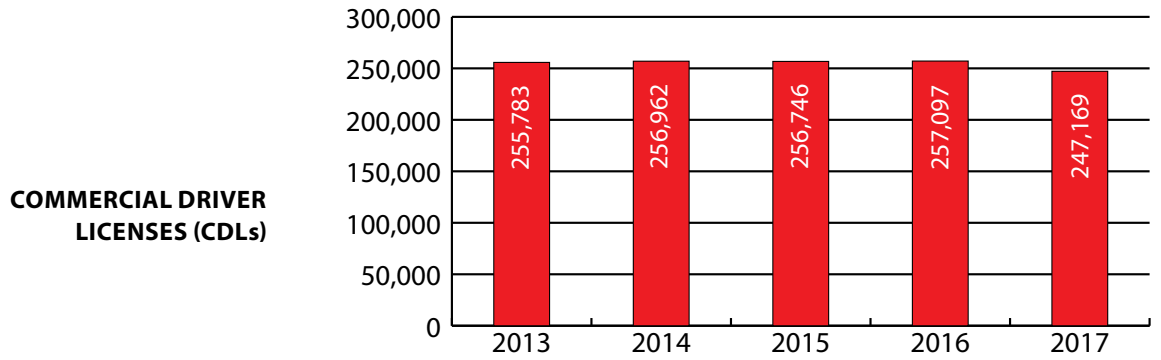
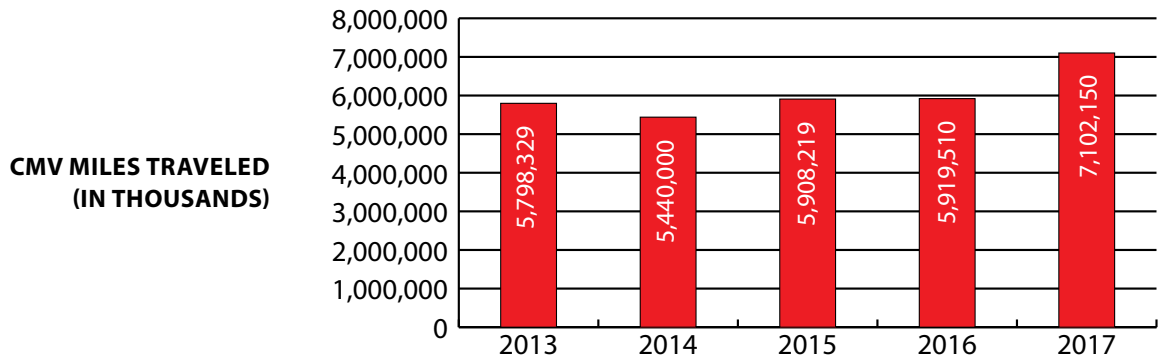
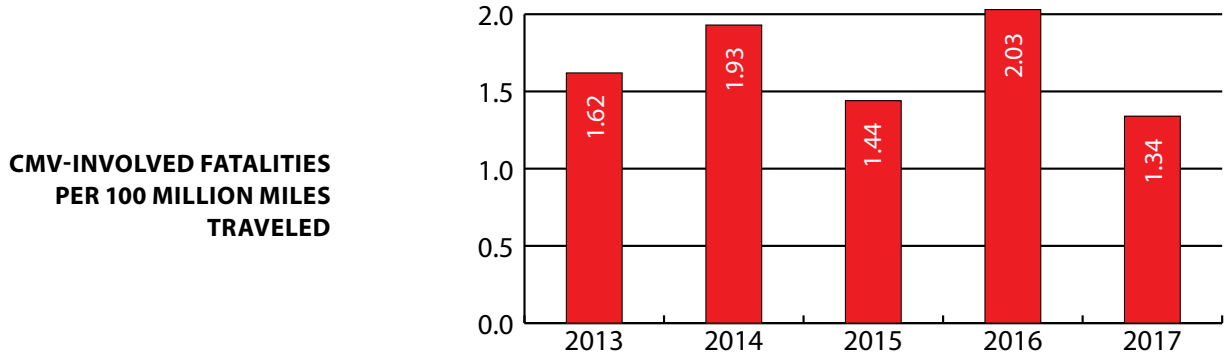
EMPHASIS AREAS

Emphasis areas and strategies were identified. The emphasis areas were derived from an analysis of Michigan crash data and a survey of truck drivers. Also, a focus group meeting with the MTSC commissioners was held to refine the emphasis areas as well as the strategies. The SHSPs and relevant literature of other states were reviewed to identify emphasis areas and strategies relevant for Michigan. The following emphasis areas were identified:

- CMV driver training and license programs.
- Vehicle maintenance and inspection.
- Technology for safety and efficiency.
- Seat belt use, fatigue, and distracted driving.
- Driver shortage.
- CMV driver and general public awareness.
- Truck safety initiatives and best practices.

CRASH PROFILE 2013-2017





MICHIGAN CENTER FOR TRUCK SAFETY

TOTAL GRANT AWARDED \$1,137,230

The MCTS is responsible for the education programs sponsored by MTSC. It is funded through a grant to the Michigan Trucking Association Education Center, Inc. The MCTS serves as the central source for CMV truck driver training and information programs, with offices in Lansing and Escanaba.

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

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

GOALS

Each fiscal year the MCTS submits goals for approval by the MTSC. The Fiscal Year 2018 goals were:

TRUCK DRIVER SIMULATOR TRAINING

- The MCTS will provide Mobile Truck Driver Simulator Training (TDS) education and outreach to approximately 500 drivers. The TDS is also used at special public events to conduct demonstrations of the difficulties of driving a CMV to approximately 1,200 individuals.

Results: The training and demonstrations took place throughout the state, including the Upper Peninsula. Simulator training was provided to 529 drivers and demonstrations reached more than 2,500 individuals. **Goal achieved**

NEW ENTRANT MANAGEMENT TRAINING

- The MCTS will provide regulatory compliance education to 75 motor carriers through New Entrant Safety Management training.

Results: New Entrant Safety Management training was provided to 93 motor carriers. **Goal achieved**

FATIGUE

- The MCTS will provide training on driver fatigue through a computer-based online training program to 300 individuals. Individuals will be able to access this training through the MCTS website.

Results: 40 individuals completed the online course. **This goal was not achieved due to technical issues.**

SOCIAL MEDIA, WEB

- The MCTS continues to look for ways to increase outreach and awareness among the CMV driver community and the motor carrier industry.

Results: The MCTS Facebook page has 308 followers.

DRIVER PERFORMANCE MEASUREMENT (DPM)

- The MCTS will provide DPM evaluations of drivers' behaviors to 50 drivers. This program provides a comprehensive approach to evaluating a driver's behavior while driving a CMV.

Results: DPM training was provided to 64 individuals. **Goal achieved**

NATIONAL SAFETY COUNCIL DEFENSIVE DRIVING FOR PROFESSIONAL TRUCK DRIVERS (PTD)

- The MCTS will provide 300 CMV drivers Professional Truck Driver – Defensive Driving Course (PTD-DDC) training established through the National Safety Council (NSC). The PTD-DDC requires trainers to be certified through the NSC.

Results: PTD-DDC was provided to 308 individuals. **Goal achieved**

SEMINARS

- The MCTS will provide to 2,000 individuals education and outreach in various aspects of commercial truck driving rules, regulations, and laws designed to keep CMVs and drivers operating safely on the roadways of Michigan. Such outreach subjects will include, but are not limited to:

- Hours of service and electronic logging devices
- Drug & alcohol program requirements
- Driver qualifications and records retention
- Cargo securement
- Non-commercial drivers license (CDL) CMV requirements
- General regulations overview
- State and federal regulation updates

Results: Education/outreach seminars were provided to more than 3,100 individuals. **Goal achieved**

ADDITIONAL ACTIVITIES

The MCTS has handled more than 9,000 (10/1-9/30/2018)

calls through on the hotline. Approximately 25,000 copies of the 18th Edition Truck Driver's Guidebooks have been distributed. This is a resource guide of the industry. Items included in the guidebook are Federal Motor Carrier Safety Regulations, the Michigan's Motor Carrier Safety Regulations, and the Michigan Motor Vehicle Code.

TRAINING

The MCTS offers training for CMV drivers and trucking company safety managers. There are several training programs available: CDL requirements and restrictions, defensive and distracted driving, cargo securement, hours-of-service, safety management/record keeping, and various other programs as requested by companies.

The MCTS also provides new information regarding federal regulations updates, size and weight issues, border crossing, and how legislation affects trucking companies. There are items on the MCTS website which are no longer in print, such as the Motor Carrier's Guide to Improving Highway Safety and the Border Crossing Guide. These guides can be downloaded and printed.

MOBILE TRUCK SIMULATORS

The MCTS has two truck driving simulators contained in a 42-foot trailer. This allows the simulators to travel to trucking companies and train CMV drivers onsite. It helps trucking companies maintain work schedules while allowing the CMV drivers to obtain training. The simulators are also used at events where the general public can see the difficulties involved in driving a CMV.

Mobile truck simulators participated in outreach events this year including the Michigan Safety Conference in Novi, the Michigan Traffic Safety Summit in East Lansing, and the Upper Peninsula State Fair.

MATERIALS

The MCTS offers printed materials and DVDs, available by mail or through the website. The most requested publication is the Truck Driver's Guidebook. Individuals are directed to the MCTS website to find information no longer available in print form.



THE STAFF

MICHELLE ZEMLA, PROJECT DIRECTOR

As project director, Michelle oversees all aspects of the MCTS. Michelle has more than 15 years of knowledge and experience with nonprofit organizations and office administration.

JON CRIPPEN, SAFETY SPECIALIST

Jon has a long history in the trucking industry. He has knowledge and experience as a CMV driver and safety manager.

CHARLIE CULTON, PART-TIME SAFETY SPECIALIST

Charlie retired from the MSP CVED in 2002 as an inspector and assistant division commander. His vast knowledge of the trucking industry helps when answering questions communicated to the MCTS hotline.

DANIEL LITZNER, SAFETY SPECIALIST, UPPER PENINSULA REGION

Daniel retired from the MSP CVED in 2014 with an extensive background as an instructor for the Commercial Vehicle Safety Alliance (CVSA) inspection program and trucking industry in the Upper Peninsula.

WILLIAM MASSEY, SAFETY SPECIALIST

William retired from the MSP CVED in 2015. He has extensive experience conducting new entrant safety management training.

DAVE PHETTAPLACE, PART-TIME SAFETY SPECIALIST

Dave has a long career in workplace safety which helps when researching regulations for the trucking industry.

CARL VOGLER, SAFETY SPECIALIST

Carl is an experienced employee in the trucking industry. He has knowledge and experience as a CMV driver and safety manager.



MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION

Total Grant Awarded: \$1,705,927

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, criminal interdiction, licensing of intrastate for-hire carriers, and administration of the Unified Carrier Registration Agreement. Motor carrier officers also conduct high-visibility traffic enforcement, address homeland security issues, and focus on infrastructure protection through CMV enforcement activities.



To enhance CMV safety and commercial motor vehicle enforcement efforts, MSP CVED used grant funds to partially fund the hiring and training of eight new Motor Carrier Officers in FY 2018. The 22nd Motor Carrier Officer Recruit School graduated on December 21, 2017. The 23rd Motor Carrier Officer Recruit School began August 5, 2018.

ENFORCEMENT

Using Data-Driven Approaches to Crime and Traffic Safety, CVED deploys Special Transportation Enforcement Teams (STET) to patrol in areas at a higher risk for CMV crashes. STETs are highly mobile enforcement operations allowing motor carrier officers to address driver and vehicle violations in high-risk areas. 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 FY2018, grant funding was awarded for the following patrols:

- 13,500 regular STET hours
- 750 hours overtime patrol hours in support of the Drive to Zero/Drive to Save Lives traffic safety campaign.



TRUCK SAFETY ENFORCEMENT (TSF) STATISTICS

TSF Enforcement Statistics for FY2018

STET ACTIVITY	FY2017 TOTALS	FY2018 TOTALS
Total Vehicle Stops	10,870	10,072
Safety Inspections	6,718	6,571
Total Citations	6,398	5,147
Speeding	1,282	1,124
Seat Belt	1,041	799
Driver's License	257	216
Illegal Parking	179	75
Equipment	408	390

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2018

	FY2017	FY2018
REVENUES		
Truck Registration Fees	\$2,153,631	\$2,218,178
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$750,000	\$769,384
Total	\$2,903,631	\$2,987,562
EXPENDITURES		
Administration	\$59,183	\$42,688
Education	\$724,069	\$865,983
MCDD Site Planning Project	\$8,750	\$33,050
Enforcement	\$1,537,088	\$1,620,918
Research/Other	\$24,727	\$-
Total Expenses:	\$2,353,817	\$2,562,639
EXCESS OF REVENUES OVER EXPENDITURES	\$549,814	\$424,923
BEGINNING FUND BALANCE	\$2,801,449	\$3,251,568
ENDING FUND BALANCE		
Total Carry-Forward	\$3,351,263	\$3,676,491
*Payable Write-Off: (\$1,260 still pending, will be written off in 2019)		
Sub-Total	\$3,351,263	\$3,676,491
Miscellaneous Operating Project (MOP)-MCDD Site Planning	\$(100,000)	\$29,047
Additional Adjustment	\$305	
Total Ending Fund Balance	\$3,251,568	\$3,705,538

*Additional adjustment of \$305 was applied in 2018

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.

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 MDOS 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 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 Transportation and Tourism 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.

