



MICHIGAN TRUCK SAFETY COMMISSION

Annual Report Fiscal Year **2019**





MICHIGAN TRUCK SAFETY COMMISSION
ANNUAL REPORT FISCAL YEAR 2019
October 1, 2018-September 30, 2019
Pursuant to Public Act 348 of 1988
As of November 15, 2019

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.

2019 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. Jeremy J. Worm

Representing Michigan's four-year colleges and universities

Ms. Carol M. Heinowski

Representing private motor carriers

Mr. John Harris

Representing Secretary of State

Mr. Jeffrey T. Lee

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

Mr. Gregory H. Causley

Representing Michigan Trucking Association

Ms. Michelle K. Taylor

Representing Michigan's community colleges

Ms. Kim W. Kelly

Representing general public

Mr. James P. Shea

Representing general public

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INTRODUCTION

For 31 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).



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:

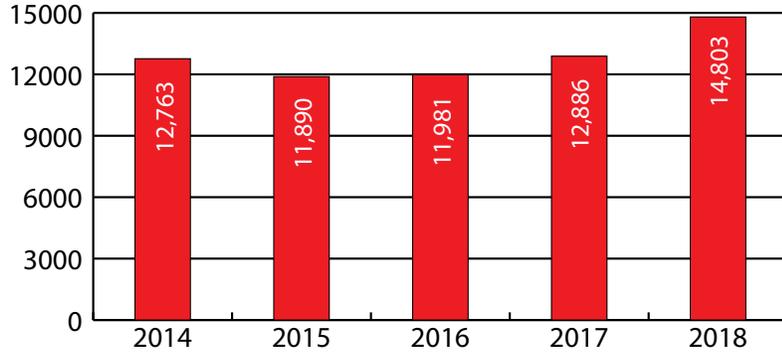
- Reduce the CMV-related fatality rate (fatalities per 100 million commercial motor vehicle miles traveled) below the national rate.
- Reduce CMV-related crashes through deployment and use of effective truck safety and enforcement technologies.
- Develop safe driving culture among users through education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

EMPHASIS AREAS

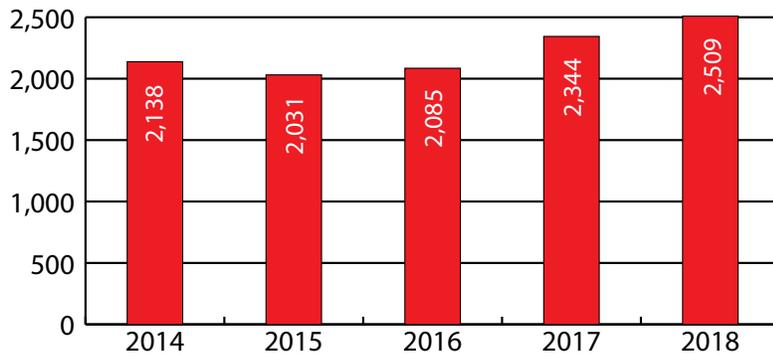
Emphasis areas and strategies were identified. The emphasis areas were derived from an analysis of Michigan crash data and a survey of truck drivers. Also, a focus group meeting with the MTSC commissioners was held to refine the emphasis areas as well as the strategies. The SHSPs and relevant literature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

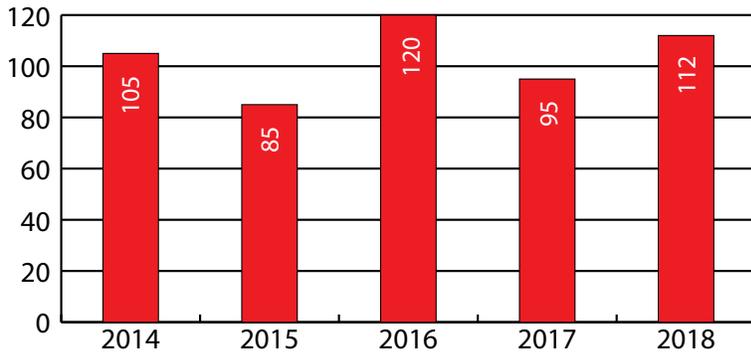
CRASH PROFILE 2014-2018



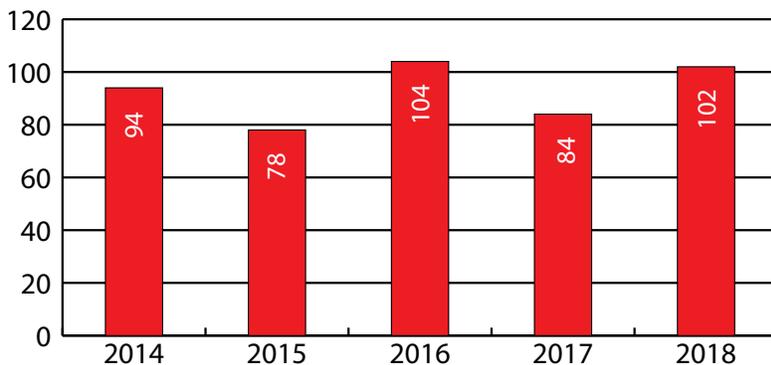
CMV-INVOLVED CRASHES



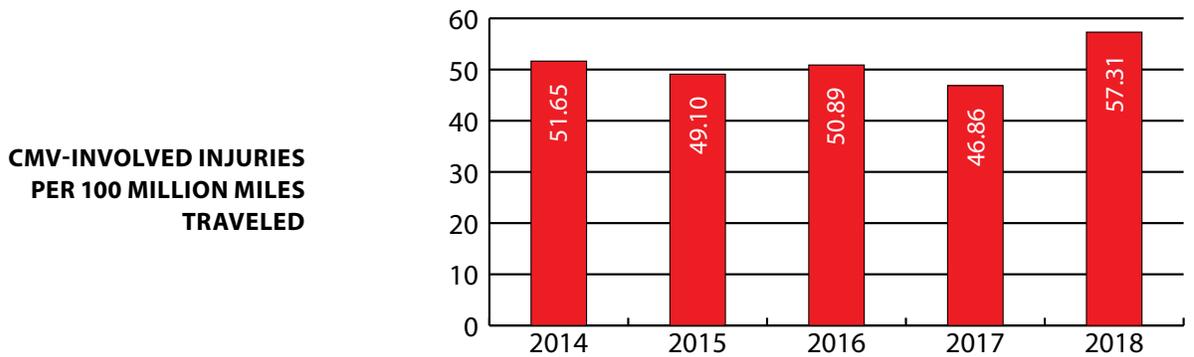
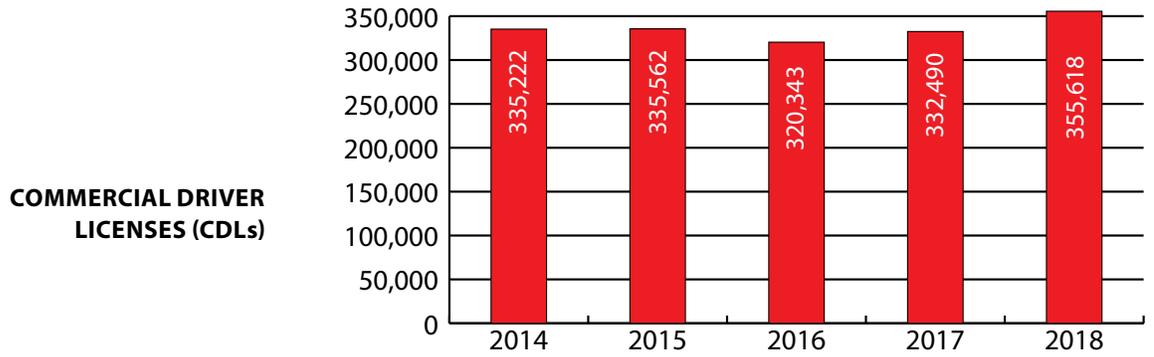
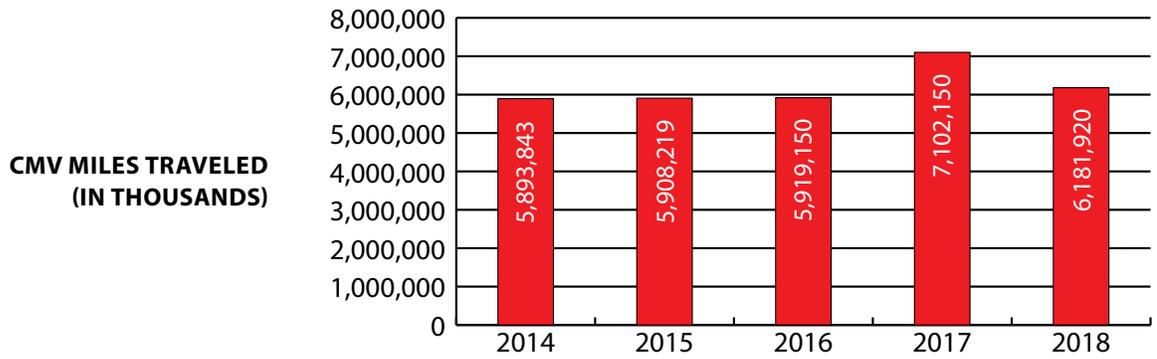
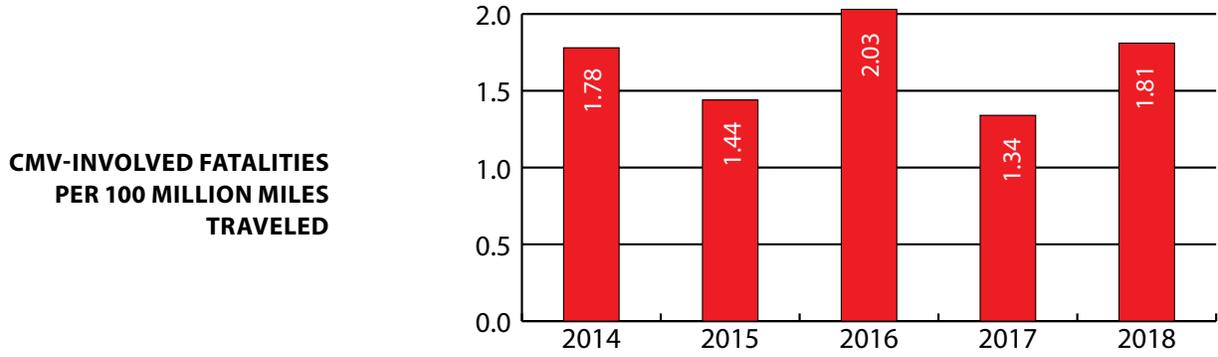
CMV-INVOLVED INJURY CRASHES



CMV-INVOLVED FATALITIES



CMV-INVOLVED FATAL CRASHES



MICHIGAN CENTER FOR TRUCK SAFETY

TOTAL GRANT AWARDED \$1,100,000.00

The MCTS is responsible for education programs sponsored by the 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 2019 goals were:

TRUCK DRIVER SIMULATOR TRAINING

- The MCTS will provide Mobile Truck Driver Simulator (TDS) training, education, and outreach to approximately 515 drivers. The TDS is also used at special public events to conduct demonstrations of the difficulties of driving a CMV to approximately 1,235 individuals.

Results: The training and demonstrations took place throughout the state, including the Upper Peninsula. Simulator training was provided to 539 drivers and demonstrations reached more than 3,200 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: The New Entrant Safety Management training was provided to 90 motor carriers. **Goal achieved**

FATIGUE

- The MCTS will provide training on driver fatigue through a computer-based online training program to 100 individuals. Individuals will be able to access this training through the MCTS website.

Results: 100 individuals completed the online course.

Goal achieved

SOCIAL MEDIA, WEB

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

Results: The MCTS Facebook page has 440 followers.

DRIVER PERFORMANCE MEASUREMENT (DPM)

- The MCTS will provide Driver Performance Measurement (DPM) evaluations of drivers' behaviors to 53 drivers. This program provides a comprehensive approach to evaluating a driver's behavior while driving a CMV.

Results: The DPM training was provided to 61 individuals. **Goal achieved**

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

- The MCTS will provide 325 CMV drivers PTD-DDC training established through the National Safety Council (NSC). This training, the Professional Truck Driver – Defensive Driving Course, (PTD-DDC) requires trainers to be certified through the National Safety Council.

Results: The PTD-DDC was provided to 602 individuals.

Goal achieved

SEMINARS

- MCTS will provide to 2,060 individuals education and outreach in various aspects of commercial truck driving rules, regulations, and laws designed to keep commercial motor vehicles (CMVs) and drivers operating safely on the roadways. Such outreach subjects will include, but are not limited to, the following:

- Hours of service and electronic logging devices
- Drug and alcohol program requirements
- Driver qualifications and records retention
- Cargo securement
- Non-CDL CMV requirements
- General regulations overview
- State and federal regulation Updates

Results: Other education/outreach seminars were provided to 2,595 individuals. **Goal achieved**

ADDITIONAL ACTIVITIES

The MCTS has handled more than 8,000 calls through

the hotline. Approximately 27,000 copies of the 19th Edition Truck Drivers Guidebooks (TDGB) have been distributed. The 19th Edition Truck Drivers Guidebook is a resource guide of the industry. Items included in the TDGB include 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: commercial driver's license requirements and restrictions, defensive and distractive driving, cargo securement, hours-of-service, safety management/record keeping, and various other programs as requested by companies. Safety specialists also participate in presenting at the Michigan Safety Conference, the Traffic Safety Summit, the Waste Water Conference, and the Michigan Green Industry Association trade show.

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 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, the Upper Peninsula State Fair, the Construction Career Day in Detroit, as well as having the simulator available at Michigan Welcome Centers.

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

20 years in the non-profit sector

JON CRIPPEN, SAFETY SPECIALIST & DDC/DPM INSTRUCTOR—LANSING OFFICE

40 years in the trucking industry (Safety Manager, Driver and Recruiter)

CHARLIE CULTON, SAFETY SPECIALIST—LANSING OFFICE

30 years with MSP—CVED, 12 years with Lansing Community College

DANIEL LITZNER, SAFETY SPECIALIST—UPPER PENINSULA REGION

25+ years with MSP—CVED

DAVE PHETTEPLACE, SAFETY SPECIALIST—LANSING OFFICE

2011—Present Mott Community College Adjunct Professor—Certified Occupational Safety and Health Administration (OSHA) Instructor
30 years with General Motors—Management OSHA

JUSTIN JAHN, SAFETY SPECIALIST & SIMULATOR PROGRAM INSTRUCTOR—LANSING OFFICE

8 years served in active duty, Air Force—Logistician/Training

TARA DAVIS, ADMINISTRATIVE ASSISTANT

20+ years in Administrative Support

DOLORES THOMAS, SAFETY SPECIALIST—LANSING OFFICE

30+ years with MSP—CVED

ERICK KESTILA, SAFETY SPECIALIST—UPPER PENINSULA REGION

31 years with MSP—CVED



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.

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

To enhance CMV safety and commercial motor vehicle enforcement efforts, MSP CVED used grant funds to partially fund the hiring and training of four new Motor Carrier Officers in FY19. The 23rd Motor Carrier Recruit School graduated on Dec. 19, 2019. The 23rd Motor Carrier Recruit School began on Aug. 5, 2019.

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 FY2019, grant funding was awarded for the following patrols:



TRUCK SAFETY ENFORCEMENT (TSF) STATISTICS FOR FY2019

YEAR	2015	2016	2017	2018	2019
Safety Inspections	7,678	7,926	6,718	6,571	6,383
Verbal Warnings	5,528	6,361	5,857	5,659	5,545
Total Vehicle Stops	11,377	12,525	10,870	10,082	8,625
Total Citations	7,402	7,813	6,398	5,147	4,299
Speeding	2,089	2,464	1,282	1,124	1,004
Moving Traffic	360	367	357	467	626
Seat Belts	855	973	1,041	799	682
CDL	226	266	257	216	95
Illegal Parking	124	98	179	75	105
Log Book	389	320	220	130	92

TICKETING AGGRESSIVE CARS AND TRUCKS (TACT)

Total Grant Awarded \$188,999: \$160,649 (FMSCA) + \$28,350 (MTSC)

In an effort to reduce the fatality rate of truck-related crashes, the Federal Motor Carrier Safety Administration (FMCSA) and other agencies within the United States Department of Transportation are working to educate motorists on how to share the road safely with commercial motor vehicles. One result of these efforts was the development of a high-visibility enforcement strategy called Ticketing Aggressive Cars and Trucks (TACT; FMCSA, 2012). The TACT program aims to reduce truck-related crashes, injuries, and fatalities by combining outreach, education, and targeted enforcement activities to raise awareness among car and truck drivers about safe driving behaviors. The TACT program focuses on specific unsafe driving behaviors such as unsafe lane changes, tailgating, failing to yield the right of way, speeding, and aggressive driving (a combination of two or more unsafe driving behaviors) and many more.

A team was formed comprised of staff from the OHSP, FMCSA, MTSC, MSP, and OHSP's contracted marketing firm. Based on CMV-involved crash data from 2014-2018, the I-94 corridor was selected between the MSP Jackson Post, the MSP Brighton Post, and the MSP Metro South Post (Taylor) as the target for the combined enforcement and education campaign.

The enforcement took place June 3-14, 2019 from 6 a.m. to 10 p.m. during the weekdays. During the same time, a social media campaign combined with press events, radio, and billboard advertisements were implemented to educate the public about aggressive driving behaviors.

As a result, there were 1,430 traffic stops and 1,071 citations issued by MSP troopers and motor carrier officers.

INCIDENTS	CVED	MSP	TOTAL
Failure to yield violations	0	18	18
Following too close violations	6	28	34
Improper lane change/passing violations	31	86	117
Seat belt citations	24	133	157
CMV equipment violations	7	0	7
Speeding violations	68	386	454
OWI arrests	0	3	3
Careless/reckless driving violations	0	5	5
Impeding traffic violations	3	0	3
Suspended/revoked/no ops license violations	2	69	71
Felony/ misdemeanor arrest warrants	1	28	29
Drug arrests	0	2	2
Other citations	33	217	250
Total citations	175	896	1,071
Total arrests	0	101	101
Verbal warnings	0	139	139

TICKETING AGGRESSIVE CARS AND TRUCKS (TACT)

Total traffic stops: 1,430
 CVED: 222 stops
 MSP: 1,227 stops

MEDIA RECAP

Radio: 4,808,000
 Outdoor: 7,710,519
 Social Media (Twitter and Facebook): 391,997

CMV NON-INSPECTION ENFORCEMENT CONTACTS	CMV NON-INSPECTION ENFORCEMENT CITATIONS	NON-CMV ENFORCEMENT CONTACTS FOR VIOLATIONS IMPACTING CMV SAFETY	NON-CMV ENFORCEMENT CITATIONS FOR VIOLATIONS IMPACTING CMV SAFETY
Zero-all enforcement contacts had at least a level 3 inspection.	140	1,209	896

TRUCK SAFETY FUND

STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2019

	FY2018	FY2019
REVENUES		
Truck Registration Fees	\$2,218,178	\$2,231,102
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$769,384	\$777,386
Total	\$2,987,562	\$3,008,488
EXPENDITURES		
Administration	\$42,688	\$72,463
Education	\$865,983	\$861,378
MCDD Site Planning Project	\$33,050	\$6,265
TACT Grant Match-CVED Enforcement	\$	\$2,209
TACT Grant Match-MSP Enforcement	\$	\$8,863
TACT Grant Match-OHSP Communication	\$	\$12,829
Enforcement	\$1,620,918	\$1,705,927
Research/Other	\$	\$
Total Expenses:	\$2,562,639	\$2,669,934
EXCESS OF REVENUES OVER EXPENDITURES	\$424,923	\$338,554
BEGINNING FUND BALANCE	\$3,251,568	\$3,705,538
ENDING FUND BALANCE		
Total Carry-Forward	\$3,676,491	\$4,044,092
*Payable Write-Off: (\$1,260 still pending, will be written off in 2019)		
Sub-Total	\$3,676,491	\$4,044,092
Miscellaneous Operating Project (MOP)-MCDD Site Planning	\$29,047	\$0
Additional Adjustment		
Total Ending Fund Balance	\$3,705,538	\$4,044,092

*Additional adjustment of \$305 was applied in 2018

*\$55,934 from Truck Safety Fund to support Miscellaneous Operating Project (MOP) for MCDD is the remaining balance from 2019. If \$55,934 is not used within 2020, remaining balance will return to the truck fund.

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.

