



# Michigan Truck Safety Commission **Annual Report** Fiscal Year **2023**



**MTSC**  
MICHIGAN TRUCK  
SAFETY COMMISSION



**MTSC**  
**MICHIGAN TRUCK  
SAFETY COMMISSION**

MICHIGAN TRUCK SAFETY COMMISSION  
ANNUAL REPORT FISCAL YEAR 2023  
October 1, 2022 – September 30, 2023

Pursuant to Public Act 348 of 1988, as amended, MCL 247.675

Prepared by the  
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[Michigan.gov/ohsp](https://Michigan.gov/ohsp)

The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Michigan Truck Safety Commission or the Michigan Office of Highway Safety Planning. This report was prepared in cooperation with the Michigan Office of Highway Safety Planning and Michigan Truck Safety Commission. This material was developed through a project funded by the Michigan Truck Safety Fund.

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# 2023 MICHIGAN TRUCK SAFETY COMMISSIONERS

The Michigan Truck Safety Commission (MTSC) shall carry out all responsibilities as mandated by Public Act 348 of 1988, as amended (MCL 247.675), by the Michigan Constitution, and by statute. The Commission shall promote truck safety through truck driver safety educational programs, research and demonstration projects, truck safety enforcement efforts, and other methods it deems appropriate with the state. The following are serving as commissioners on the MTSC:

**Capt. Rick Arnold (Chair)**

Representing Michigan State Police, Commercial Vehicle Enforcement Division

**Ms. Katie Bower**

Representing Office of Highway Safety Planning

**Mr. Jeremy Burleson**

Representing Michigan Community Colleges

**Mr. Randy Coplin**

Representing General Public

**Mr. John Harris**

Representing Secretary of State

**Ms. Carol Heinowski**

Representing Private Motor Carriers

**Mr. Matthew "Brian" Hitchcock**

Representing Michigan Trucking Association

**Ms. Kim Kelly**

Representing General Public

**Mr. Jeffrey Lee**

Representing Organized Labor

**Dr. Jeremy Worm**

Representing Michigan's Four-Year Colleges and Universities

**Vacancy**

Michigan Transportation Commission

## **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.*

## INTRODUCTION

*For 35 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 CMV enforcement is conducted by the MSP-Commercial Vehicle Enforcement Division (CVED).*

# GLOSSARY OF ACRONYMS

<b>CDL .....</b>	<b>Commercial Driver License</b>	<b>MSP-CVED ..</b>	<b>Michigan State Police-Commercial Vehicle Enforcement Division</b>
<b>CMV .....</b>	<b>Commercial Motor Vehicle</b>	<b>MSP .....</b>	<b>Michigan State Police</b>
<b>CVED .....</b>	<b>Commercial Vehicle Enforcement Division</b>	<b>MTA .....</b>	<b>Michigan Trucking Association</b>
<b>DDC .....</b>	<b>Defensive Driving Course</b>	<b>MTSC .....</b>	<b>Michigan Truck Safety Commission</b>
<b>DPM .....</b>	<b>Driver Performance Measurement</b>	<b>OHSP .....</b>	<b>Office of Highway Safety Planning</b>
<b>FY .....</b>	<b>Fiscal Year</b>	<b>OSHA .....</b>	<b>Occupational Safety and Health Administration</b>
<b>GTSAC .....</b>	<b>Governor’s Traffic Safety Advisory Commission</b>	<b>SHSP .....</b>	<b>Strategic Highway Safety Plan</b>
<b>MCDD .....</b>	<b>Michigan Center for Decision Driving</b>	<b>SOM .....</b>	<b>State of Michigan</b>
<b>MCORS .....</b>	<b>Motor Carrier Officer Recruit School</b>	<b>STET .....</b>	<b>Special Transportation Enforcement Team</b>
<b>MCTS .....</b>	<b>Michigan Center for Truck Safety</b>	<b>UCR .....</b>	<b>Uniform Carrier Registration</b>
<b>MDOS .....</b>	<b>Michigan Department of State</b>		
<b>MOP .....</b>	<b>Miscellaneous Operating Project</b>		

# 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 Michigan Departments of Education, Health and Human Services, State, State Police, and Transportation; the directors of the OHSP and the Aging and Adult Services Agency; and, three local representatives. Four broad traffic safety emphasis areas were identified: 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. The 2020-2024 Strategic Plan serves as both the MTSC Strategic Plan and the SHSP CMV Safety Action Plan for the GTSAC action team.

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## 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 CMV miles traveled) below the national rate of 1.6\*.
- 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.

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## EMPHASIS AREAS

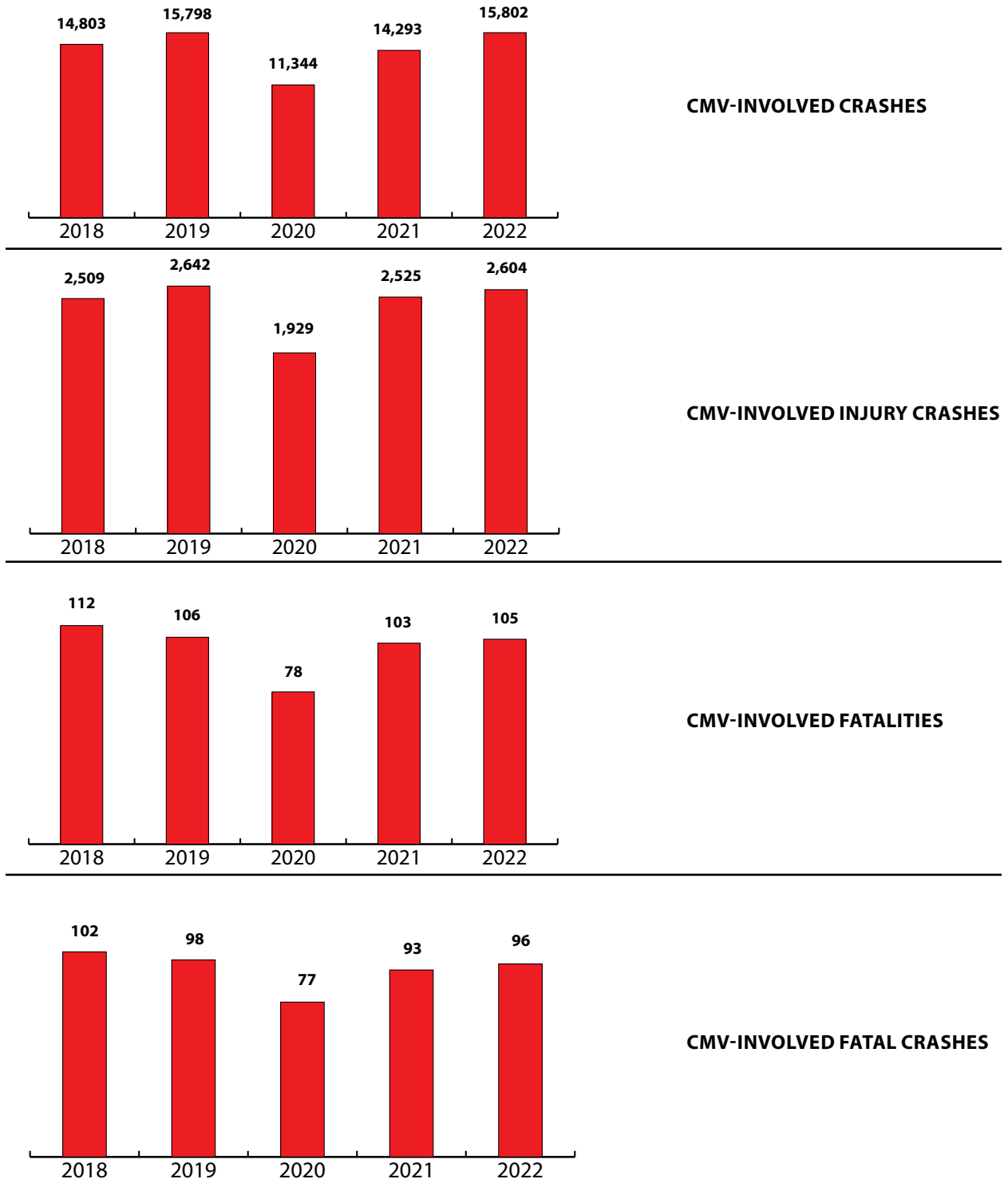
Emphasis areas and strategies were identified. The emphasis areas were derived from an analysis of Michigan crash data and a survey of truck drivers. Also, a focus group meeting with the MTSC commissioners was held to refine the emphasis areas, as well as the strategies. The SHSPs and relevant literature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

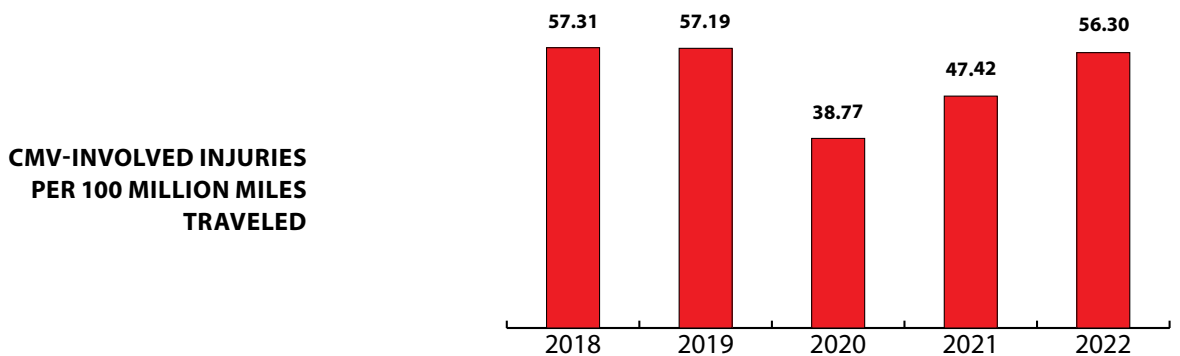
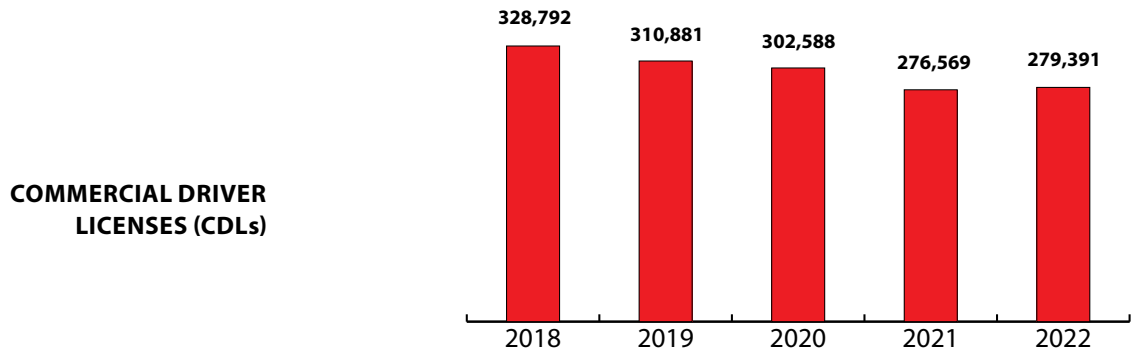
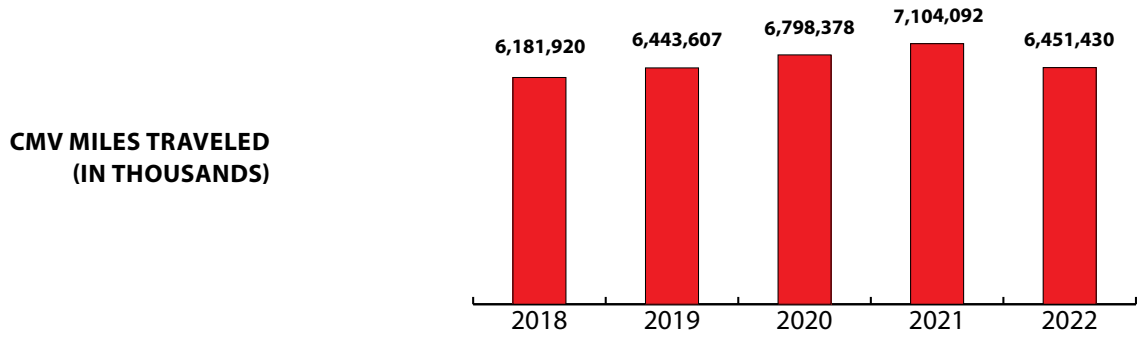
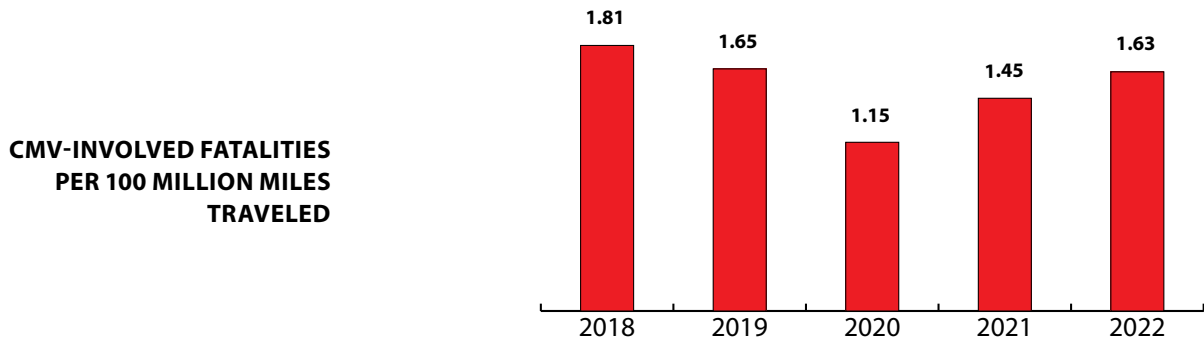
- CMV driver training and license programs.
- Vehicle maintenance and inspection.
- Technology for safety and efficiency.
- Seat belt use, fatigue, and distracted driving.
- Driver shortage.
- CMV driver and general public awareness.
- Truck safety initiatives and best practices.

*\*The most recent available national rate is from 2020 located here: <https://www.fmcsa.dot.gov/safety/data-and-statistics/large-truck-and-bus-crash-facts-2020>*



# CRASH PROFILE 2018-2022





# MICHIGAN STATE POLICE COMMERCIAL VEHICLE ENFORCEMENT DIVISION (CVED)

## **Total Funding Awarded: \$2,000,000**

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.

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## **ENFORCEMENT**

Using Data-Driven Approaches to Crime and Traffic Safety, the MSP-CVED deploys Special Transportation Enforcement Teams (STETs) to patrol in areas at a higher risk for CMV crashes. The STETs are highly mobile enforcement operations that allow 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, and careless/distracted driving.

## **STETS**

The CVED dedicated approximately 15,000 hours, divided among all districts to conduct STET operations, as mandated by MCL 247.675(4)(c), for the purposes of reducing CMV-related crashes and fatalities. These operations focused on unsafe driving behaviors and defective equipment violations.

## **TOWARD ZERO DEATHS OVERTIME**

The CVED utilized an additional 3,300 hours of overtime for patrol and enforcement activities. This occurred during peak times, locations when and where CMV-related crashes occur, and other periods of peak traffic density, such as summer and holiday weekends. These patrols occurred in areas identified by each district's safety plan.

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## **GOALS**

1. The CVED will maintain a CMV-involved fatal crash rate percentage of 9.2% or less by September 30, 2023.
2. Enhance CMV enforcement efforts by partially funding the hiring and training of approximately 20 new motor carrier officer recruits by September 30, 2023.

## **RESULTS**

CMV-involved crash percentage out of all fatal crashes, that is 9.1% (96/1,053).

MSP-CVED started the 26th Motor Carrier Officer Recruit School (MCORS) on January 22, 2023, with 17 recruits. A total of 8 new motor carrier officers graduated on May 25, 2023.



**STET ACTIVITY - QUARTERLY AND YEAR-TO-DATE TOTALS**

Activity	Q1 TSF	Q2 TSF	Q3 TSF	Q4 TSF	FY23 TSF YTD	Q1 TZD	Q2 TZD	Q3 TZD	Q4 TZD	FY23 TZD YTD
<b>Stops</b>	1,357	1,803	2,219	2,010	7,389	598	400	602	374	1,974
<b>Inspections</b>	1,125	1,580	1,916	1,721	6,342	530	347	498	287	1,662
<b>Verbal Warnings</b>	1,044	1,502	1,815	1,624	5,985	468	338	496	334	1,636
<b>Citations</b>	396	564	689	713	2,362	173	90	177	99	539
<b>Total Hours</b>	<b>2,340</b>	<b>3,169</b>	<b>4,149</b>	<b>3,820</b>	<b>13,478</b>	<b>837</b>	<b>580</b>	<b>887</b>	<b>584</b>	<b>2,888</b>

**STET 2018-2023 STATISTICS**

Activity	2018	2019	2020	2021	2022	2023	Totals
<b>Safety Inspections</b>	6,571	5,943	5,601	6,349	5,269	8,004	<b>37,737</b>
<b>Verbal Warnings</b>	5,659	5,207	5,579	6,049	5,204	7,621	<b>35,319</b>
<b>Total Vehicle Stops</b>	10,082	8,051	7,589	8,165	6,635	9,363	<b>49,885</b>
<b>Total Citations</b>	5,147	3,990	2,874	3,194	2,369	2,901	<b>20,475</b>
<b>Speeding</b>	1,124	931	480	551	527	561	<b>4,174</b>
<b>Moving Traffic</b>	467	702	374	388	326	237	<b>2,494</b>
<b>Seat Belts</b>	799	620	377	397	251	349	<b>2,793</b>
<b>CDL</b>	216	55	44	62	28	231	<b>636</b>
<b>Illegal Parking</b>	75	101	53	48	48	41	<b>366</b>
<b>Logbook</b>	130	90	78	107	127	130	<b>662</b>

**NON-CMV VERSUS CMV-RELATED NON-FATAL AND FATAL CRASHES FY2023 YEAR-TO-DATE**

Evaluation period	Total Number of crashes	Total number of Truck/Bus crashes	Total number of fatal crashes	Truck/Bus fatal crashes	Percentage CMV related crash/fatal
<b>FY23 to date</b>	297,392	15,359	1,015	92	5.7/9.1
<b>FY22</b>	300,129	15,754	1,103	95	5.3/8.7
<b>Change</b>	-.9%	-2.5%	-8%	-.5%	

Crash data source: TCRS/Numetric on October 9, 2023.

TSF = Truck Safety Fund

TZD = Toward Zero Deaths

## MICHIGAN CENTER FOR TRUCK SAFETY (MCTS)

**Total Funding Awarded: \$1,512,970**

The MCTS is responsible for educational programs sponsored by the MTSC and funded through a grant to the Michigan Trucking Association (MTA) Education Center, Inc. The MCTS serves as the central source for CMV truck driver education and training programs, with offices in Lansing and Escanaba. The MCTS staff answers questions and provides information about CMV truck safety, rules and regulations, and educational programs through the MCTS website and hotline. The staff at the MCTS also maintains relationships with the Michigan Department of State (MDOS), the Michigan Department of Transportation, the Michigan Driver and Traffic Safety Education Association, the MSP, and the MTA Eastern and Western Safety Councils.

## GOALS

1. The MCTS will provide CMV safety training for up to 1,500 CMV drivers and industry personnel by September 30, 2023.
2. MCTS will reach up to 5,000 people annually through outreach events by September 30, 2023.
3. The MCTS will provide additional CMV safety activities in Michigan by September 30, 2023.
4. The MCTS will develop new or expand and improve, at least one training-related deliverable for the CMV drivers and industry by September 30, 2023.
5. The MCTS will develop or expand and improve public information and education campaigns by September 30, 2023.

## RESULTS

Goal Activities	Q1	Q2	Q3	Q4	Totals
<b>Training</b>	431	292	227	125	<b>1,001</b>
<b>Seminar</b>	588	927	978	199	<b>2,692</b>
<b>Facebook Live Video Views</b>	753	1,375	457	502	<b>3,087</b>
<b>Simulator Demos</b>	178	319	407	1,963	<b>2,867</b>
<b>Outreach</b>	100	305	480	2,183	<b>3,068</b>
<b>Phone Calls</b>	778	1,016	933	751	<b>3,478</b>
<b>Truck Driver Guidebooks</b>	4,469	13,757	5,062	3,153	<b>26,441</b>
<b>Other Materials (DVDs, brochures)</b>	60	179	22	177	<b>438</b>

### CLASSROOM TRAILER

- MCTS has ordered a state-of-the-art classroom trailer from Virage Simulations.
- Delivery expected in January 2024, remainder of payment is required after receipt, verification, and acceptance of the trailer.

### SIMULATORS (2)

- MCTS has ordered state-of-the-art simulators from Virage Simulations.
- Delivery expected in January 2024 where remainder of payment is required.

### NEW STAFF

The center hired Ms. Susan Gregus in August 2023 for the open Administrative Assistant position. Ms. Gregus will work for both the MCTS/MCDD projects.

### OUTREACH

- The center staff participated in numerous outreach events throughout the fiscal year.
- The center staff began following up with the industry who received MCTS services and/or training prior to COVID-19 to remind them of our services and training programs.
- A statewide digital media campaign was implemented in the 3rd/4th quarter of FY23. Digital media included online television (tv) ads, regular tv ads, pre-roll ads, targeted emails and click ads. The targeted areas for FY23 included Detroit, Grand Rapids, and the Upper Peninsula.

### STAFF

Ms. **Michelle Zemla**, Project Director  
Email address: [mzemla@truckingsafety.org](mailto:mzemla@truckingsafety.org)

Mr. **Jon Crippen**, Safety Specialist & DDC/DPM Instructor–Lansing Office  
Email address: [jcrippen@truckingsafety.org](mailto:jcrippen@truckingsafety.org)

Mr. **Charles Culton**, Safety Specialist–Lansing Office  
Email address: [cculton@truckingsafety.org](mailto:cculton@truckingsafety.org)

Mr. **Daniel Litzner**, Safety Specialist–Upper Peninsula Region  
Email address: [dlitzner@truckingsafety.org](mailto:dlitzner@truckingsafety.org)

Mr. **Dave Phetterplace**, Safety Specialist–Lansing Office  
Email address: [dphetteplace@truckingsafety.org](mailto:dphetteplace@truckingsafety.org)

Ms. **Dolores Thomas**, Safety Specialist–Lansing Office  
Email address: [dthomas@truckingsafety.org](mailto:dthomas@truckingsafety.org)

Mr. **Erick Kestila**, Safety Specialist–Upper Peninsula  
Email address: [ekestila@truckingsafety.org](mailto:ekestila@truckingsafety.org)

Mr. **Steven Tatum**, Safety Specialist & Simulator Program Instructor–Lansing Office  
Email address: [statum@truckingsafety.org](mailto:statum@truckingsafety.org)

Ms. **Susan Gregus**, Administrative Assistant  
Email address: [sgregus@truckingsafety.org](mailto:sgregus@truckingsafety.org)



# MICHIGAN CENTER FOR DECISION DRIVING (MCDD)

## **Total Funding Awarded: \$1,039,390**

Known as Michigan's "skid pad," the MCDD teaches professional truck drivers defensive-driving techniques both in the classroom and behind the wheel on the facility's skid course. Located at Eaton Corporation's Proving Grounds in Marshall, Michigan, classes to be held three days per week on a first come, first served basis. Online preregistration will be required. Training is administered by MTA safety professionals. The MCDD intends to use both classroom training and hands-on experience to provide commercial drivers the knowledge and skills necessary to avoid collisions before they happen and to give drivers real-time recovery methods to recover control of the commercial vehicle before a crash.

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## **GOAL**

To plan, develop, and manage the MCDD (skid pad) course by September 30, 2023.

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## **RESULTS**

### **Equipment**

- Acquired trucks and trailers and made related adjustments to vehicles necessary for safe use.
- Acquired communication, technology, and office equipment.
- Current equipment includes: eight tractors, five trailers, one school bus, one storage trailer, and one utility vehicle.

- Equipment donors include Meijer Logistics, B&B Trucking, Marathon Petroleum, and Kalamazoo Metal Recyclers.

### **Staffing**

- Employed and trained staff
- Current staff include: one project director, one safety specialist/trainer, and one administrative assistant.
- Future hiring needs include: one safety specialist/trainer and one safety specialist/trainer (part-time)

### **Curriculum**

- Training manuals are being updated
- Evaluations are being updated to include skid pad questions
- Classroom curriculum is being created

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## **STAFF**

Ms. **Michelle Zemla**, Project Director  
Email address: [mzemla@truckingsafety.org](mailto:mzemla@truckingsafety.org)

Mr. **Jon Crippen**, Safety Specialist & DDC/DPM  
Instructor - Lansing Office  
Email address: [jcrippen@truckingsafety.org](mailto:jcrippen@truckingsafety.org)

Ms. **Susan Gregus**, Administrative Assistant  
Email address: [sgregus@truckingsafety.org](mailto:sgregus@truckingsafety.org)

# TRUCK SAFETY FUND

## STATEMENT OF CHANGES IN FUND BALANCE FOR THE PERIOD ENDING SEPTEMBER 30, 2022

	FY2022	FY2023
<b>REVENUES</b>		
Truck Registration Fees	\$2,310,296	\$2,347,128
Variable Interstate Fees/Uniform Carrier Registration (UCR) Fees	\$750,000	\$750,000
<b>Total Revenue</b>	<b>\$3,060,296</b>	<b>\$3,097,128</b>
<b>EXPENDITURES</b>		
Administration	\$30,901	\$41,609
Education	\$867,781	\$1,412,532
CVED-Enforcement	\$1,931,772	\$1,943,789
Research/Other	\$105,589	\$0
<b>Total Expenses</b>	<b>\$2,936,043</b>	<b>\$3,397,930</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>\$155,022</b>	<b>\$300,802</b>
<b>BEGINNING FUND BALANCE</b>	<b>\$3,604,118</b>	<b>\$3,657,340</b>
Total Carry-Forward	\$11,502	\$0
<b>Subtotal</b>	<b>\$3,592,616</b>	<b>\$3,556,538</b>
*Miscellaneous Operating Project (MOP)-Michigan Center for Decision Driving (MCDD) Site Planning	\$0	\$0
Additional Adjustment	64,724	\$2,892
<b>Total Ending Fund Balance</b>	<b>\$3,657,341</b>	<b>\$3,668,844</b>

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 SOM financial reports are not closed until later in the year. Any necessary adjustments in the TSF 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, as amended, Section 257.801 of the Michigan Compiled Laws.
- Interstate registration fees collected by the Michigan Department of Commerce (Public Act 347 of 1988, being Section 478.7 of the Michigan Compiled Laws)
  - Assessments collected by the Michigan Department of Commerce for violations of Public Act 355 of 1988, being Section 479.18 of the Michigan Compiled Laws
  - UCR fees collected as directed by EO 2015-10, Section IV (A)(a), Section IV (A)(c), and Section IV B,C, and D to the MSP. Effective May 18, 2015. [348 of 1988 (MTSC Established) and EO 2015-10]



# PUBLIC ACT 348 OF 1988, AS AMENDED

## Establishment of the Truck Safety Fund and Michigan Truck Safety Commission

Michigan Compiled Law, 247.675

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.