

MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

7150 Harris Drive, Dimondale, Michigan 48821

Wednesday, January 12, 2022
Meeting Minutes

Commissioners Present

Capt. Rick Arnold
Jeremy Burelson
Randy Coplin
John Harris
Carol Heinowski
Brian Hitchcock
Kim Kelly

Commissioners Absent

Jeffrey Lee
Jeremy Worm

OHSP Staff

Kimberlee Kenyon
Charlotte Kilvington (virtual)
Heidi Parker (virtual)

Guests

Osama Abudayyeh (virtual)
Ahmed Al-Bayati (virtual)
Siddharth Bhandari (virtual)
Lt. George Bracco
John Crippen (virtual)
Charlie Culton (virtual)
Nathan Peaslee (virtual)
Jill Skutar (virtual)
Chelsea Thelen (virtual)
Michelle Zemla (virtual)

ROLL CALL

The Michigan Truck Safety Commission meeting was called to order at 9:10 a.m.

APPROVAL OF MEETING MINUTES

Mr. Harris motioned to approve the October 27, 2021 meeting minutes; Mr. Coplin seconded the motion.
All Ayes. Motion passed

PRESENTATION

Commercial Motor Vehicle Retention/Shortage Research Project - Dr. Siddharth Bhandari

Dr. Bhandari provided commissioners with an overview of the project, which includes the vision and objectives. He also shared information on economic theory and findings from previous studies on the trucking industry. Dr. Bhandari indicated that the reduction in the workforce is a complex problem and not just due to wages. He explained that a different research methodology is needed to understand and address the driver retention/shortage issue. The team is going to conduct a social constructivist research methodology (language-based) rather than positivistic approach research (hypothesis-driven) to understand the culture of the trucking industry and build a culture model. The next steps are to conduct interviews with employers, truck drivers, and public officials; analyze interviews; and draft a school guidance counselor interview research protocol development.

Commissioner Heinowski and Commissioner Hitchcock volunteered to serve as panel experts for the project.

STANDING REPORT/UPDATES:

A. Chair's Report – Capt. Rick Arnold

Captain Arnold discussed the update to the Michigan Open Meetings Act effective January 1, 2022, regarding meetings that include an electronic/virtual attendance option. All members of a public body are required to attend the meeting in person to legally participate in the discussion.

B. Commissioners' Perspectives

Commissioner Harris provided an update on House Bill 4787 – Military Even Exchange Bill. The legislation passed and the Department of State is working on implementing it.

They are looking at an implementation date of February 7, 2022 for the entry-level CDL driver's training program. The process: individuals will be able to take the written test prior to receiving their learner's permit. Then, they will take the classes for the program.

Commissioner Heinowski shared an issue that drivers are experiencing with having drug tests performed at clinics due to Covid=19 testing. They must wait for long periods of time and are not allowed to leave if it is a random drug test.

Commissioner Hitchcock discussed the impact of the federally mandated COVID-19 vaccine for international truck drivers.

Commissioner Burluson informed the commission that the two and three-week CDL courses were combined due to only having one instructor. The certification is provided by Tr-Area Trucking School. The courses are full into April. The class rate increased from \$4,300 to \$4,900.

Ms. Sledge shared truck/bus crash data with the commission. The data has not been finalized yet for 2021. The current report shows there were 13,620 truck/bus crashes, which is a 24 percent increase from 2020. However, that number is down 8 percent from 2019 crashes. There have been 140 truck/bus crashes thus far in 2022.

C. Enforcement Grant Activity – Lt. George Bracco – MSP CVED

Fourth Quarter Report

Goal 1: Reduce commercial motor vehicle (CMV) involved fatal crashes through high visibility patrols. Use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) in accordance with the Commercial Vehicle Enforcement Division’s (CVED) Action Plan by September 30, 2022.

Activity: The CVED will dedicate approximately 11,000 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 will focus on unsafe driving behaviors and defective equipment violations.

Toward Zero Deaths: The CVED will utilize an additional 1300 hours of overtime for patrol and enforcement activities. This will occur during peak times, locations when and where CMV-related crashes occur, and other periods of high traffic density, such as summer and holiday weekends. Patrols will occur in areas identified by each district’s safety plan.

Progress Report: See the STET Activity Table, including the STET Hours Worked in this report for Year to Date (YTD) activity. The CVED would like to ensure the commission we plan to meet our goals and properly utilize the funds granted.

Progress Report

STET Activity – Year-to-Date Totals

ACTIVITY	FY22 TSF YTD	FY22 TZD YTD
Stops	1691	86
Inspections	1370	74
Verbal Warnings	1310	61
Citations	554	37
TOTAL HOURS	2745	110

CMV-Related Crash Comparison – FY 2022

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
FY22 to date	66069	2565	176	17	3.8/9.6
FY21 to date	66540	2828	239	16	4.2/6.6
Change	-.7%	-9.3%	-26%	+6%	

STET Activity 10-1-21 till 12-21-21. Crash data source: MSP Numeric on 12-21-21.

D. FY2021 Project Updates – Charlotte Kilvington – OHSP

MTSC Annual Report

The 2021 MTSC Annual Report was approved by the MTSC on October 27, 2021. The final report will appear online and be provided once the financials are recorded.

FY2022 Projects

Project Name: Truck Driver Safety Education Project
 Recipient: Michigan Center for Truck Safety (MCTS)
 Grant Award: \$1,000,000 **[Pending Amendment Approval from the DTMB and MSP Bureau (+\$199,953)]**

Description: Fund staffing and administration for training programs.
 Status: Grant approved.

Project Name: Commercial Motor Vehicle (CMV) Enforcement and Outreach
 Recipient: Michigan State Police Commercial Vehicle Enforcement Division (MSP-CVED)
 Grant Award: \$2,000,000
 Description: Fund overtime CMV traffic enforcement.
 Status: Grant approved.

Project Name: Commercial Motor Vehicle Driver Shortage/Retention Research and Solutions
 Recipient: Western Michigan University College of Engineering and Applied Sciences
 Grant Award: \$106,698
 Description: Fund staffing and research to identify innovative solutions for addressing the CMV driver shortage and retention problem in Michigan.
 Status: Grant approved.

FY2023 REQUEST FOR PROPOSALS (RFP)

Needs MTSC approval to send to applicants:

Commercial Motor Vehicle Seat Belt and Hand-Held Device Use Direct Observation Survey
 Commercial Motor Vehicle Project Solicitation Based on the Strategic Plan 2020-2024

Projects in the Exploration Phase

Project Name: Michigan Center for Decision Driving (MCDD) Skid Pad
 Project Description: With the closing of the Eaton Corporation skid pad in 2015, the MCDD Committee was exploring the feasibility of a new MCDD.
 Status: The Skid Pad Committee met with the OHSP to discuss the next steps, which may include the development of a request for proposal (RFP) established through the DTMB as a state contract amendment through the MCTS contract. Mr. Coplin volunteered to chair the Skid Pad Committee and met with Spencer Simmons and Charlotte Kilvington to discuss funding and sample RFPs.

Projects on Hold

Project Name: Records Management System for MCTS
Project Description: Based on the recommendations made by the 2015 UMTRI report, the MCTS may consider obtaining a records management system for all training records for trucking companies, safety managers, and CMV drivers if funding becomes available.
Status: The MCTS put this project on hold in FY2016. The costs continued to be explored in FY2022.

Project Name: Truck Safety Road Team
Project Description: The Road Team had been an MCTS-sponsored event in the past. Various members supported resurrecting this educational program that involves taking a truck to various locations to educate drivers on how to share the road safely with large vehicles.
Status: This project has been tabled for future consideration.

E. Financial Report – Ms. Heidi Parker – OHSP

Truck Safety Fund (PA 348 of 1988) Statement of Changes in Fund Balance For Fiscal Year 2022 As of December 31, 2021

	Received/ Expended Year to Date	Annual Budget	Remaining Budget	% Received/ Expended Year to Date
Revenues:				
Truck Registration Fees (SOS)(1)	\$472,940	\$2,220,000	\$1,747,060	21.30%
Uniform Carrier Fees (CIS) (2)	192,500	770,000	577,500	25.00%
Total Revenues	\$665,440	\$2,990,000	\$2,324,560	22.26%
Expenditures				
Administration (3)	\$9,843	\$100,000	\$90,157	9.84%
Commissioner Expenses (4)	0	5,000	5,000	0.00%
Education (3)(5) *	0	1,000,000	1,000,000	0.00%
Enforcement-MSP (3)(6)	0	750,000	750,000	0.00%
Total Expenses	\$9,843	1,855,000	\$1,845,157	0.53%
Excess of Revenues over Expenditures	\$655,596	\$1,135,000	\$479,404	

Fund Balance				
Beginning Fund Balance	\$3,604,118	\$3,604,118		
Payable Write-Off	\$0	0		
Total Beginning Fund Balance	\$3,604,118	\$3,604,118		
Excess of Revenues over Expenditures	655,596	1,135,000		
Ending Fund Balance	\$4,259,714	\$4,739,118		

*2021 Beginning Balance subject to change after State of Michigan closeout is completed.

- (1) Authority: PA 346 of 1988; MCL 257.801
- (2) Authority: PA 347 of 1988; MCL 478.7
- (3) Per PA 348 of 1988; MCL 247.675- Administration is not to exceed 5% of total revenues, up to \$100,000;
Education must be not less than 30% of total revenues, but not less than \$1,000,000;
Enforcement must be not less than \$750,000 of the balance of funds.
- (4) Not considered an Administration expenditure, per 10/95 MTSC meeting
- (5) Michigan Center for Truck Safety
- (6) Michigan State Police Commercial Vehicle Enforcement Division

F. Education Grant Activity – Ms. Michelle Zemla – MCTS

FY2022 October – November 2021

Goal #1 – Provide Commercial Motor Vehicle (CMV) Safety Training to Drivers and Industry Personnel
The stated ambition for this goal is to provide commercial motor vehicle (CMV) safety training for up to 1,500 CMV drivers and industry personnel during the 2022 fiscal year.

For the first 2 months of the 1st Quarter of FY22, MCTS provided safety training to 89 CMV drivers and industry personnel.

Goal #2 – Strengthen CDL Programs by Providing Outreach to Include Seminars and Community Events

The stated ambition for this goal is to strengthen CDL Programs by providing outreach to include seminars and community events to up to 5000 individuals during the 2022 fiscal year.

For the first 2 months of the 1st Quarter of FY22, 798 individuals attended safety-related seminars, 44 individuals attended zoom training programs, and 509 individuals viewed Facebook Live safety videos. In addition, 48 individuals participated in demonstrations with the Mobile Simulator and 26 individuals attend other outreach.

Goal #3 – Additional CMV Safety Activities

The stated ambition for this goal is to provide additional CMV safety activities during FY2022.

For the first 2 months of the 1st Quarter of FY22, additional CMV safety activities include:

- Distributing 2,139 Truck Drivers Guidebooks as well as other resources.
- Assisting with 867 phone calls to the Centers two hotlines.

Goal #4 – Develop or Expand at least one Training Deliverable

The stated ambition for this goal is to develop new or expand and improve, at least one training-related deliverable for the CMV drivers and industry during FY2022.

The Center developed during FY21 and now available for FY22 a new certificate program: "Improving Driver Safety" includes 6 segments focusing on improving driver behaviors. Please see attached course description.

The Center as developed "CDL Driver Refresher: Driving Safety" seminar topic is now available for presentations and training. This seminar provides CMV drivers with a review of important driving techniques that they may have learned but forgotten or failed to use. Please see attached course description.

Goal #5 – Public Information and Education Campaign

The stated ambition for this goal is to develop or expand and improve public information and education campaigns during the 2022 fiscal year

The Center will reach out to firms after the first of the new year to start the process.

Updates

The Center has hired a replacement for the open Simulator Safety Specialist vacancy. Mr. Nathan Peaslee will begin work after the first of the year.

The Mobile Simulator Trailer will go in for repairs and be unavailable the first part of January. The trailer should be fixed and ready for our January 18th event.

G. Skid Pad Update – Mr. Randy Coplin

Proposed Training

Course time commitment of eight hours divided in two segments: orientation/classroom instruction and driving practicum. Course participation would be limited to 10-16 students, three days per week (initially). The long-term goal is to offer the training five days a week if warranted. Students will be required to complete a training form.

Procurement Process (Options)

The Office of Highway Safety Planning (OHSP) is required to utilize DTMB for all procurement processes, including the acquisition of a grantee to manage the truck education responsibilities.

1. Add the process to the existing Michigan Center for Truck Safety (MCTS) contract. The MCTS would be responsible for the required documents, financial reporting, and progress on the goals and objectives. DTMB limits may apply to the amount of increase.

2. Issue a Request for Proposal (RFP) e.g., open for bids. It may be more costly. DTMB Procurement Center is short-staffed and currently, there is no replacement buyer for the MCTS. May also be necessary if an amendment to increase the MCTS contract exceeds the DTMB limitation.
3. Build a track on state-owned property; the previous attempt resulted in a long process without any definitive feasibility and numerous obstacles.

Funding Requirement

1. Startup cost
 - Power equipment – truck tractor, straight truck, and various trailers.
 - Office and facility supplies - electrical message boards, communication equipment (2-way radio), printer, and curriculum revision. Purchased equipment with grant funds that are shared with other entities not related to the skid pad will be reimbursed at a prorated amount.
 - Course fee may include prohibited grant-funded upgrades. Course fees will be calculated by dividing the annual cost of the training by the number of estimated students. Upgrades to non-state property e.g., building and ground improvements may be prohibited.
2. Annual expense
 - Fuel, maintenance & repairs (vehicles), insurance, personnel (labor/other liabilities), administration, technology, legal consultants, marketing, etc.
 - Facility – lease/rent agreements.

Funding history - FY2015 the MTSC provided \$379,000 for 1,500 scholarships at \$252 each. Carrier cost (\$50 Michigan-based, \$200 out of state) per student.

Estimate Cost for Defensive Driving/Skid Pad Initiative

1. Startup
 - Truck tractors and semitrailer combinations
 - Day cab truck tractor – (used 2010-2015, \$20,000 - \$35,000)
 - Trailer – (used 2011/older, \$5,000 - \$8,000)
 - Straight truck - (used 2010-2015, \$15,000 - \$20,000)
 - Electric signal signage, communication equipment, computers - \$12,000
2. Annual Cost
 - Facility utilities, technology, office supplies - \$120,000
 - Rent \$1936/day x 144 sessions - \$278,784
 - Vehicle storage \$200 per vehicle/month - \$9,600
 - Fuel onsite - \$388,000
 - Vehicle maintenance - \$35,000
 - Administration – trainers, admin support, benefits, public relations - \$240,000

*Industry may be willing to donate used equipment.

ACTION ITEMS

- A. **Skid Pad Request for Proposal (RFP)**
Mr. Coplin motioned to complete and submit an RFP for the defense driving skid pad training; Ms. Kelly seconded the motion. All ayes. Motion passed.
- B. **Seat Belt Observation Study RFP**
Captain Arnold motioned to hold off on the RFP for the direct observation seat belt study; Mr. Harris seconded the motion. All ayes. Motion passed
- C. **Open-ended Call for Projects the Support the Strategic Plan RFP**
Captain Arnold motioned to distribute the RFP related to research projects tied to the MTSC's Strategic Plan. Mr. Coplin seconded the motion. All ayes. Motion passed.

DISCUSSION ITEMS

ANNOUNCEMENTS

PUBLIC COMMENTS

None

NEXT MEETING

Wednesday, March 9, 2022 at 9 a.m. - Michigan Center for Truck Safety

ADJOURNMENT

Mr. Coplin motioned to adjourn the meeting; Mr. Burleson seconded the motion. All ayes
Meeting adjourned at 12:02 p.m.