2025-2029 Michigan Truck Safety Strategic Plan

Final Report

Submitted by

Dr. Ying Thaviphoke[1]
Dr. Osama Abudayyeh, PE[2]
Dr. Shafayet Ahmed[2]

[1] Industrial and Entrepreneurial Engineering and Engineering Management Department,
[2] Civil and Construction Engineering Department,
Western Michigan University

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INTRODUCTION

In the mid-1980s, the Michigan trucking industry faced a negative perception due to issues such as passenger car-truck crashes, hours-of-service violations, load spillage, and excessive speed by commercial drivers. To address these issues, the Michigan Trucking Association (MTA), the Michigan Brotherhood of Teamsters, the Michigan State Police (MSP), the Michigan Department of Transportation (MDOT), and the Michigan Legislature developed legislation establishing the Michigan Truck Safety Commission (MTSC). Although early legislative discussions focused on increased enforcement, education and training emerged as focal points of the final legislation, with research and enforcement as secondary considerations. The MTA and the state's trucking industry were committed to enhancing the education and safety training of truck drivers and agreed to support an increase in truck registration fees to accomplish that goal.

In 1988, the Michigan Legislature created the MTSC with the enactment of Public Act 348, whose primary provisions were:

- Establishment of an 11-member commission representing a cross-section of transportation safety groups and individuals. Seven members are appointed by the governor with the advice and consent of the Senate. The remaining four members, all of which are public service positions, were by state statute.
- Development of a truck safety fund administered by the Office of Highway Safety Planning (OHSP) within the Michigan State Police.
- Expenditure of truck safety funds to conduct truck driver safety education programs, encouraging, coordinating, and administering grants for research and demonstration projects in truck driver safety education, and conduct special enforcement programs within the MSP Commercial Vehicle Enforcement Division (CVED).

The Michigan Truck Safety Strategic Plan for 2025-2029 has been developed to reflect updates from the previous 2020-2024 plan.

HISTORICAL BACKGROUND

Crashes related to heavy trucks account for a significant number of injuries and fatalities. Efforts to reduce these crashes should focus on developing strategies that address issues from behavioral, environmental, and operational perspectives. A safety strategic plan should set focus areas, define priorities, and allocate resources and processes for managing the attributes of the road, the driver, and the vehicle, to achieve the highest level of highway safety. This can be achieved by integrating the efforts of relevant disciplines, stakeholders, and agencies.

Achieving the desired results requires vast cooperation from the public and private sectors of the industry. The private sector, trucking industries, and motor carriers play the most fundamental role of ensuring compliance with regulations and implementing safety processes beyond compliance that further enhance safety. By focusing largely on regulation and enforcement, while also involving engineering and educational initiatives, the federal, state, and local governments play essential roles in the efforts to reduce crashes and improve safety.

In 1998, the American Association of State Highway and Transportation Officials (AASHTO) approved its Strategic Highway Safety Plan, which was developed by the AASHTO Standing Committee for Highway Traffic Safety with the assistance of the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), and the Transportation Research Board (TRB) Committee on Transportation Safety Management. The plan encompasses strategies in 22 key areas of emphasis that impact highway safety. The plan's goal was to reduce traffic-involved fatalities to 1.0 (or less) for every 100 million miles traveled. Each of the 22 key emphasis areas includes strategies and an outline of what is needed to implement the strategy. One of those emphasis areas is "Commercial Motor Vehicle Safety."

In Michigan, the Governor's Traffic Safety Advisory Commission (GTSAC) commissioned the development of a statewide and comprehensive strategic highway safety plan (SHSP) in October 2004. The GTSAC formed a comprehensive working group comprising a cross-section of the traffic safety community in Michigan and initially identified 12 emphasis areas, one of which is commercial vehicle safety. Appropriately, the MTSC was identified as the entity responsible for addressing commercial vehicle safety issues in Michigan and serving as the action team to address issues within the GTSAC. Consequently, this plan serves as both the MTSC Safety Strategic Plan and the Action Plan for the Commercial Vehicle Safety Action Team. Ownerships of each strategy are also identified in this document.

2025 STRATEGIC WORKSHOP STRUCTURE AND PROCESS

The workshop was held at the Office of Highway Safety and Planning in Lansing, Michigan. The workshop was designed to be highly interactive and was facilitated by the Western Michigan University (WMU) team, which is responsible for developing the strategic plan. Representatives from organizations such as the Michigan Truck Safety Commission (MTSC)/Michigan Technological University, the State Police, the Michigan Department of State, Lake Michigan College, and the Michigan Center for Truck Safety participated in the event. The full list of participants is available in Appendix C.

To foster effective discussions, participants were divided into four groups, each seated at a separate table, ensuring active engagement and interaction. The primary objective of the workshop was to finalize the set of emphasis areas and their corresponding strategies, following an update of the Mission, Vision, and Objectives of the Michigan Truck Safety Strategic Plan.

Workshop Proceedings

The workshop began with a brief introduction session, during which the facilitators outlined the purpose and expectations of the event. This was followed by an introduction of all participants.

The discussions were structured into three key sessions:

1. **Development of the 2025-2029 Vision, Mission, and Objectives**
   - The first session focused on reviewing and finalizing the Vision, Mission, and Objectives of the new strategic plan.
   - After an interactive discussion, the participants collectively agreed on the final versions of these elements.
2. **Discussion on Emphasis Areas**
   - The second session focused on evaluating the emphasis areas.
   - The previous strategic plan contained seven emphasis areas, and three additional emphasis areas were proposed for consideration.
   - Each group discussed whether the existing emphasis areas remained relevant or required modifications. They also assessed the significance and applicability of the proposed new emphasis areas.

   As a result of these discussions:
   - All seven previous emphasis areas were retained, though some were refined in wording.
   - Out of the three newly proposed emphasis areas, the commission decided to keep one, which is emphasis area 8.
   - Consequently, the 2025-2029 strategic plan will consist of eight emphasis areas.
3. **Strategy Development for Each Emphasis Area**
   - The final session involved evaluating the strategies under each emphasis area.

- Each group reviewed the existing strategies to determine their continued relevance and assessed newly proposed strategies for the additional emphasis area.
- Participants were provided with booklets containing all the strategies categorized under each emphasis area.
- Following an in-depth discussion, the groups edited, added, or removed strategies as necessary.
- The finalized booklets, incorporating participant feedback, were submitted to the Western Michigan University team for further refinement.
- Subsequently, the commission decided to assign ownership for all strategies.

Workshop Conclusion

The workshop concluded with a summary presentation by the Western Michigan University team, highlighting key takeaways and outlining next steps. The event ended with a token of appreciation extended to all participants for their valuable contributions and commitment.

MISSION

To enhance truck safety in Michigan by providing the trucking industry and the public with impactful educational programs and addressing key safety challenges through collaboration, innovation, transformational research, and effective enforcement.

VISION

To be the nation's leader Toward Zero Deaths and injuries on Michigan roadways through continuous improvement in education and in commercial and passenger motor vehicle safety.

OBJECTIVES

To fulfill the mission and vision of the Michigan Truck Safety Commission (MTSC), the following objectives (MTSC Pillars) have been identified:

- **Transformative Research (TR):** Research, develop, and deploy advanced safety and enforcement technologies to decrease the frequency of CMV-related crashes.

- **Enforcement (E):** Promote a safe driving culture (behavior and attitude) among all roadway users

- **Education, Training, and Outreach (ETO):** Provide CMV training and retention strategies through targeted education, outreach, and public awareness campaigns to ensure a highly skilled and safety-conscious workforce.

EMPHASIS AREAS

To support the mission and vision of the MTSC, emphasis areas and strategies were identified. To identify emphasis areas and strategies relevant for Michigan, an analysis of Michigan crash data, a comprehensive review of other states' strategic highway safety plans, and a strategic workshop were conducted. Emphasis areas are identified, followed by corresponding strategies. Each strategy aligns with MTSC's 3-pillar objectives: Transformative Research (TR), Enforcement (E), and Education, Training, and Outreach (ETO).

The following eight emphasis areas were identified:

Emphasis Area 1: CMV Driver Training

Emphasis Area 2: Vehicle Maintenance and Inspection

Emphasis Area 3: Technology for Safety and Efficiency

Emphasis Area 4: Seat Belt Use, Fatigue, and Distracted Driving

Emphasis Area 5: CMV Driver Shortage and Retention

Emphasis Area 6: CMV Driver and General Public Awareness

Emphasis Area 7: Truck Safety Initiatives and Best Practices

Emphasis Area 8: Partnership with Internal and External Research Programs

Emphasis Area 1: CMV Driver Training

Background: Driver action or inaction has been documented as the major cause of CMV-involved crashes. According to the Michigan Truck Safety Commission's 2024 Annual Report, there were 15,088 CMV-involved crashes in 2023, a slight decrease from 15,802 in 2022 (1). Despite this reduction, the prevalence of CMV-related incidents underscores the need for enhanced driver training programs. Driver training programs are crucial for helping drivers identify potential driving issues and learn how to enhance their driving skills to prevent crashes. For instance, a study published in Accident Analysis & Prevention examined the effectiveness of different training types on the skill levels of CMV drivers, highlighting the need for a minimum standard of entry-level CMV driver training. Many training programs do not provide adequate behind-the-wheel driving time and often use outdated equipment, resulting in limited exposure to modern telematics (2).

Among the important trainings that CMV drivers need is understanding and managing the dynamics of their vehicles. For example, how the CMV configuration and weight affect braking maneuvers is crucial. The most common hazardous action committed by drivers in CMV-involved crashes was "unable to stop within assured clear distance," accounting for 8% of CMV drivers, as reported in the Michigan Truck Safety Strategic Plan 2020-2024 (3). In 2023, Michigan reported 287,953 traffic crashes statewide, with 1,095 fatalities and 71,085 injuries. About 5.2% of these crashes involved heavy trucks or buses. Analysis of crash causes revealed that trucks are more prone to certain driving errors – specifically, improper turning, backing, and lane use errors occur more frequently in heavy-truck crashes than in those not involving heavy trucks (4). Being able to control and stop within a safe distance is critical for the safe operation of a CMV. A skid pad enables practical training for CMV drivers on how to manage the dynamics of their vehicles when braking. From the 2025-2029 MTSC objectives, there are three main pillars. The strategies will be categorized accordingly.

Strategies for Emphasis Area 1:

- (E) Promote the awareness of the skid pad facility in Michigan
  Owner: MTA** and MDOS.
- (E) Underscore the importance of training in stopping, backing maneuvers, and skid control for CMV drivers
  Owner: MTA**
- (ETO) Continue providing Driver Performance Measurement training to truck drivers through the Professional Driver Coaching program.
  Owner: MTA**
- (ETO) Improve defensive driving knowledge through the National Safety Council's Defensive Driving Course for the Professional Truck Driver.
  Owner: MTA**
- (ETO) Continue to educate motor carriers.
  Owner: MTA**

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Emphasis Area 2: Vehicle Maintenance and Inspection

Background: Regular inspection and maintenance of commercial motor vehicles (CMVs) play a vital role in preventing crashes caused by mechanical defects. In Michigan, the Commercial Vehicle Enforcement Division (CVED) of the Michigan State Police is responsible for overseeing these inspections. Among all truck defects, brake issues are the most prevalent nationwide, affecting 27% of large trucks involved in crashes, according to a federal study (5). The U.S. Department of Transportation's Large Truck and Bus Crash Facts 2019 reported that vehicle-related factors (mechanical defects, tire problems, etc.) were coded for about 5% of large trucks involved in fatal crashes in 2019. While crashes resulting from truck defects account for only a limited number of serious injuries each year, their consequences can be severe. For instance, in 2019 alone, 12 fatal crashes were linked to mechanical failures, and over 80 incapacitating injuries were attributed to defect-related crashes (6).

From 2014 to 2023, the Michigan State Police Special Transportation Enforcement Teams (STET) conducted roadside inspections, as shown in Table 1. These statistics underscore the ongoing need for truck inspections. Sustaining and enhancing these efforts is essential to mitigating future risks posed by defective trucks on Michigan roads.

Table 1: STET Statistics (2014-2023)

Year	Safety Inspections	Verbal Warnings	Total Vehicle Stops	Total Citations	Speeding	Moving Traffic	Seat Belts	CDL	Illegal Parking	Logbook
2014	8,950	7,007	13,783	8,889	2,396	378	1,087	252	146	341
2015	7,678	5,528	11,377	7,402	2,089	360	855	226	124	389
2016	7,926	6,361	12,525	7,813	2,464	367	973	266	98	320
2017	6,718	5,857	10,870	6,398	1,282	357	1,041	257	179	220
2018	6,571	5,659	10,082	5,147	1,124	467	799	216	75	130
2019	5,943	5,207	8,051	3,990	931	702	620	55	101	90
2020	5,601	5,579	7,589	2,874	480	374	377	44	53	78
2021	6,349	6,049	8,165	3,194	551	388	397	62	48	107
2022	5,269	5,204	6,635	2,369	527	326	251	28	48	127
2023	8,004	7,621	9,363	2,901	561	237	349	231	41	130

Source: Michigan Truck Safety Commission Annual Report, Fiscal Year 2023 & 2020-2024 Michigan Truck Strategic Plan

Strategies for Emphasis Area 2:

- (E) Promote "Periodic Inspection Training" seminars for maintenance personnel. Owner: MTA**
- (ETO) Highlight the importance of driver training on how to identify problems such as but not limited to brake systems and tires to minimize the chances of their vehicle to be placed out-of-service (OOS) in an inspection. Owner: All Commission Members.

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- (ETO) Support efforts in conducting inspections, increase compliance by truck drivers and carriers with applicable statutes and regulations, and weigh station operations.
  Owner: CVED.
- (ETO) Advocate efforts to conduct targeted enforcement for regulatory compliance by drivers.
  Owner: CVED.

Emphasis Area 3: Technology for Safety and Efficiency

Background: The integration of technology is one of the most effective ways to enhance truck safety and efficiency. While vehicle-based technologies directly support drivers in improving truck performance, advanced enforcement technologies can further enhance overall roadway safety. Innovations such as lane departure warning, blind spot detection systems, and integrated safety systems are becoming increasingly essential in modern trucking due to their ability to reduce risks and optimize operations. Research indicates that blind spot detection systems reduce all lane-change crashes by approximately 14% and lower lane-change crashes with injuries by about 23% (7). Additionally, a 2020 study by the Insurance Institute for Highway Safety (IIHS) examining 62 trucking companies found notable safety improvements with collision mitigation technologies. Trucks equipped with Forward Collision Warning (FCW) experienced 22% fewer crashes overall. In comparison, those with Automatic Emergency Braking (AEB) experienced a 12% reduction in crash involvement compared to similar trucks without this technology (8).

As the industry moves toward autonomous heavy-duty trucks, elevating fleet safety beyond the minimum required standards is increasingly important. Investing in truck safety technologies, such as electronic braking systems, high-performance tires, convex and side-mounted mirrors, along with advanced driver-assistance systems like collision avoidance warnings, adaptive cruise control, and backup cameras, will help improve both safety and efficiency in the commercial trucking industry.

Strategies for Emphasis Area 3:

- (TR) Explore implementing systems that use advanced technologies to assist law enforcement in identifying potential violators.
  Owner: CVED and All Commission Members.
- (TR) Support truck safety technologies (collision avoidance, dash cameras, lane assist, braking systems, etc.)
  Owner: CVED and MTA**
- (TR) Facilitate research proposals that improve truck safety.
  Owner: All Commission Members.
- (TR) Explore the feasibility of automating the collection of inspection data to facilitate enforcement.
  Owner: CVED.

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Emphasis Area 4: Seat Belt Use, Fatigue, and Distracted Driving

Background: Driver fatigue and distracted driving are significant contributors to CMV-involved crashes, impairing reaction time, reducing situational awareness, and compromising judgment. National FMCSA data indicates that fatigue was a factor in approximately 1.3–1.4% of fatal large truck crashes between 2018 and 2020. In 2020 alone, 68 out of 4,777 truck drivers involved in fatal crashes (1.4%) were reported as fatigued (9). Distracted driving further increases the risk of crashes, particularly with the use of handheld electronics, which are restricted under federal regulations 49 CFR 392.80-329.82. Research has shown that texting while driving increases crash risk by 23 times, while dialing a hand-held phone makes a crash 12 times more likely (10). These statistics underscore the critical need for enforcement and education efforts to reduce incidents related to distraction.

Fatigue remains a key safety concern, particularly when unrealistic scheduling pressures drivers to exceed safe operating hours. Ensuring shippers, carriers, and receivers adopt responsible scheduling practices can help mitigate fatigue-related crashes. One of the most effective and easily implementable safety measures for CMV drivers is the use of seatbelts. While Michigan law mandates the use of seatbelts for CMV operators, compliance remains inconsistent. Failure to wear a seat belt is among the most common violations issued during roadside inspections. During the 2019 National Roadcheck Blitz, enforcement officials issued 748 seatbelt violations to CMV drivers in just three days (11). With Michigan's overall seat belt usage rate at 92.4% in 2023, CMV drivers still lag, with compliance estimated at 85–90%. To address this, law enforcement agencies continue to prioritize seat belt enforcement through roadside inspections, awareness campaigns, and safety initiatives, aiming to improve compliance and enhance driver safety.

Strategies for Emphasis Area 4:

- (E) Promote efforts to increase fatigue awareness among CMV drivers, shippers, carriers, and all other drivers.
  Owner: MTA**
- (E) Focus on programs and enforcement to promote the use of seatbelts.
  Owner: All Commission Members.
- (ETO) Advocate for the education of motor carriers, CMV drivers, and the public on the dangers of distracted driving.
  Owner: All Commission Members.

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Emphasis Area 5: CMV Driver Shortage and Retention

Background: The modern supply chain depends on a well-functioning trucking industry. The past few years have demonstrated the impact of turmoil in this vital industry on a country's socio-economic fabric. The rise of eCommerce, compounded by an aging industry, threatens the foundations of the U.S. economy. It is, therefore, not surprising that the shortage of truckers is crippling an industry, and this deficit is directly impacting every single citizen in the United States. The shortage of workers is a two-pronged issue with concerns on both the recruitment and retention sides. The retention issue is compounded by the fact that the commercial motor vehicle (CMV) driver workforce is aging at a higher rate than other major industries and remains primarily male-dominated. These types of changes pose a significant threat to the very sustainability of the trucking business. According to the American Trucking Association, over 6% of truck drivers quit the industry during the pandemic, exacerbating the issues that contributed to the supply chain crisis in 2022. Despite significant industry efforts to address the capacity crisis by offering financial incentives to younger generations entering the job market to join the trucking workforce, the looming challenge has not yet been adequately addressed.

Strategies for Emphasis Area 5:

- (ETO) Promote inclusion of CDL training in community colleges and technical schools.
  Owner: All Commission Members.
- (ETO) Encourage retention in the trucking industry.
  Owner: All Commission Members.

Emphasis Area 6: CMV Driver and General Public Awareness

Background: Many crashes involving Commercial Motor Vehicles (CMVs) result from passenger vehicle drivers' lack of awareness of CMV performance characteristics. Many passenger vehicle drivers are unaware that trucks have substantially different performance characteristics, including longer stopping distances, slower acceleration, and reduced maneuverability. A recent FMCSA data review found that passenger vehicles rear-ending large trucks, often due to following too closely or driver inattention, resulted in approximately 400 fatal crashes, 9,000 injury crashes, and 20,000 property damage-only accidents nationwide in a single year (12). At the same time, CMV drivers also play a role in ensuring road safety. Promoting education on sharing the road with CMVs can significantly reduce crash risks. Promoting educational initiatives and increasing awareness of available safety resources for CMV drivers, passenger vehicle operators, and trucking industry stakeholders can foster greater engagement in CMV safety programs. Strengthening public awareness efforts will help reduce risky behaviors and enhance overall road safety.

Strategies for Emphasis Area 6:

- (E) Increase attention to truck safety in public and private driver education programs and MDOS driver tests.
  Owner: Michigan Department of State (MDOS)
- (E) Promote MCTS programs: CMV Driver and General Public Awareness, focusing on the truck simulator to boost utilization.
  Owner: Michigan Trucking Association (MTA**)
- (E) Enhance the visibility through effective promotions and communications.
  Owner: Office of Highway Safety Planning (OHSP), MDOS and MTA**
- (ETO) Support "Share the Road" messages in materials for car and light vehicle drivers via print and electronic media.
  Owner: All commission members
- (ETO) Increase "Share the Road" awareness at MDOS branches, Michigan Welcome Centers, and highway rest stops.
  Owner: MDOS, OHSP in working with MDOT.
- (ETO) Support MCTS in educating small carriers on available resources.
  Owner: All Commission members
- (ETO) Engage with small carriers to encourage training for new drivers.
  Owner: MTA**
- (ETO) Promote education on safe operations around CMVs to the public and industry.
  Owner: CVED, MTA**
- (ETO) Advocate for safer driving behaviors by supporting laws against aggressive driving.
  Owner: All commission members.

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Emphasis Area 7: Truck Safety Initiatives and Best Practices

Background: Enhancing truck safety in Michigan requires implementing targeted safety initiatives and adhering to industry best practices. Central to these efforts is the collection and analysis of timely, accurate, and accessible data, essential for identifying safety issues involving CMVs, setting priorities, designing interventions, evaluating countermeasures, and detecting emerging problems. Key stakeholders, including law enforcement agencies and the judicial system, must collaborate to collect and maintain comprehensive data on CMVs and their operators. Efficient data entry and compilation can significantly improve problem detection and enable timely interventions. Developing nationally recognized safety management programs that promote industry best practices will further enhance knowledge and implementation of effective truck safety initiatives. One such initiative is Michigan's Ticketing Aggressive Cars and Trucks (TACT) program, which combines enforcement and education to reduce aggressive driving and promote safer interactions between passenger vehicles and CMVs. The program is funded by the FMCSA and the Michigan Truck Safety Commission (13).

From the 2025-2029 MTSC objectives, there are three main pillars. The strategies will be categorized accordingly.

Strategies for Emphasis Area 7:

- (E) Emphasize the timely and accurate reporting of inspection and crash data.
  Owner: CVED.
- (E) Emphasize periodic analyses of crash data to collect information on crashes and compare Michigan with other states.
  Owner: FMCSA, OHSP working with CJIC and UMTRI
- (ETO) Promote engineering and enforcement interventions to improve unsafe roadway infrastructure.
  Owner: All Commission Members.
- (ETO) Advocate for effective use of CMV crash data in decision-making processes.
  Owner: All Commission Members.
- (ETO) Develop cooperative CMV safety programs and strengthen partnerships with state departments (MDOT, OHSP, MDOS, MSP) and other traffic safety partners.
  Owner: All Commission Members.
- (ETO) Support Special Transportation Enforcement Teams (STET) operations in high-risk areas to enhance compliance and safety around CMVs.
  Owner: CVED.

Emphasis Area 8: Partnership with Internal and External Research Programs

Background: Partnerships with internal and external research programs play a critical role in advancing innovation, safety, and evidence-based strategies within the commercial motor vehicle (CMV) industry. These collaborations foster the development of cutting-edge technologies such as autonomous driving systems and predictive analytics while supporting data-driven solutions to address systemic risks. The Federal Motor Carrier Safety Administration (FMCSA) actively participates in research initiatives aimed at understanding the causes of CMV crashes and developing effective strategies to reduce their frequency and severity. The FMCSA's research efforts focus on critical areas, including driver behavior, vehicle safety, and technological advancements, contributing to both improved safety outcomes and enhanced regulatory frameworks (14).

External collaborations also play a pivotal role in refining regulatory practices by integrating industry expertise with academic research and federal resources. Such partnerships help create a culture of continuous improvement within the CMV sector, promoting resilience, competitiveness, and a steadfast commitment to safety. By leveraging insights from diverse research initiatives, the industry can better anticipate challenges, implement best practices, and adapt to evolving safety standards, ultimately leading to safer and more efficient commercial transportation.

From the 2025-2029 MTSC objectives, there are three main pillars. The strategies will be categorized accordingly.

Strategies for Emphasis Area 8:

- (TR) Support joint, cross-cutting research with other 'Transportation authorities' to ensure the widest impact and use of the results.
  Owner: All Commission Members.
- (TR) Publish the analysis of crashes to identify contributing factors and implement corrective actions.
  Owner: OHSP along with support from CJIC and UMTRI
- (ETO) Support grant programs aimed at transferring innovative technologies that have the potential of improving truck safety to State Agency partners.
  Owner: All Commission Members.

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APPENDIX A

List of Acronyms

AASHTO - American Association of State Highway and Transportation Officials

AEB - Automatic Emergency Braking

CDL – Commercial Driver's License

CJIC - Criminal Justice Information Center

CMV - Commercial Motor Vehicle

CVED - Commercial Vehicle Enforcement Division

FCW - Forward Collision Warning

FHWA - Federal Highway Administration

FMCSA - Federal Motor Carrier Safety Administration

GTSAC - Governor's Traffic Safety Advisory Commission

IIHS - Insurance Institute for Highway Safety

MDOT – Michigan Department of Transportation

MSP – Michigan State Police

MTA** – Michigan Trucking Association

MTSC – Michigan Truck Safety Commission

NHTSA - National Highway Traffic Safety Administration

OHSP – Office of Highway Safety Planning

OOS – Out of Service

STET - Special Transportation Enforcement Teams

SHSP - Strategic Highway Safety Plan

TACT - Ticketing Aggressive Cars and Trucks

TRB - Transportation Research Board

UMTRI - University of Michigan Transportation Research Institute

WMU – Western Michigan University

** MTA is the current contract recipient.

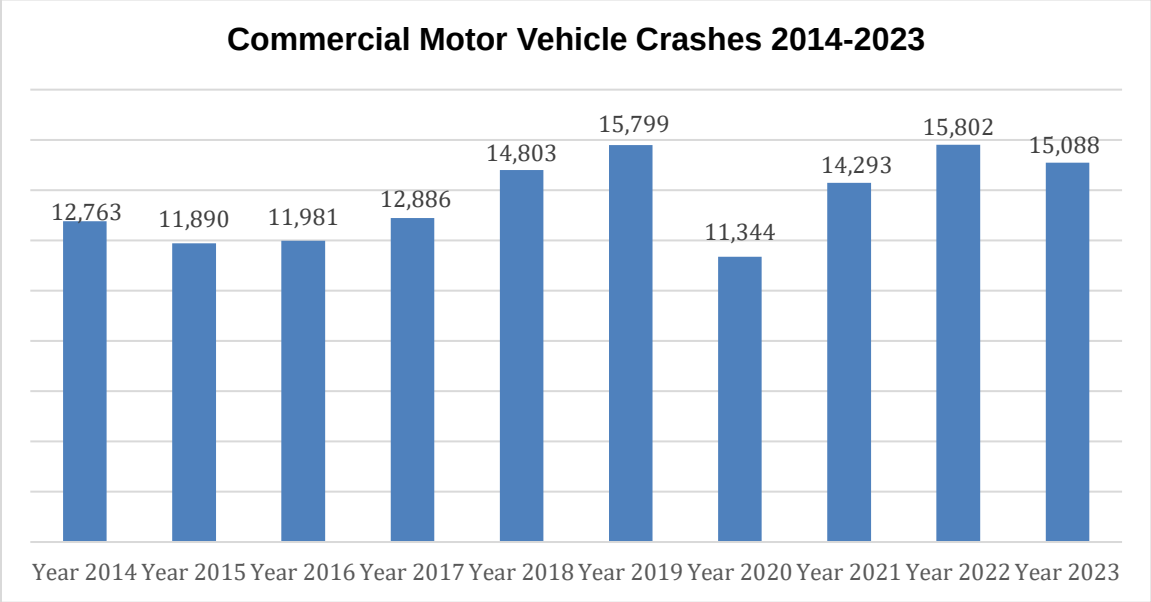
APPENDIX B

Commercial Motor Vehicle Crash Data Analysis (2014-2023)

In 2023, CMVs were involved in 5.23% (15,088 crashes) of the total crashes (287,953). This represents a 4.5% decrease from 2022. From the last 10 years (2014-2023), CMV involved crashes increased by 18.2%.

Table-2: Commercial Motor Vehicle Crashes (2014-2023)

Commercial Motor Vehicle Crashes from 2014 to 2023									
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
12,763	11,890	11,981	12,886	14,803	15,799	11,344	14,293	15,802	15,088

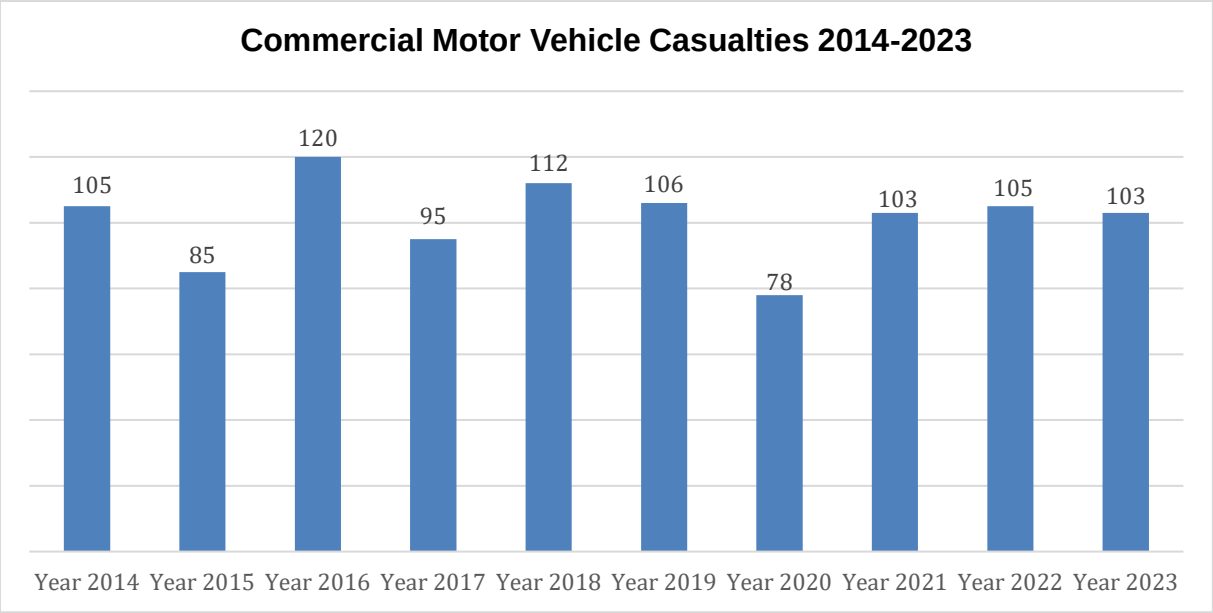


*Source: MSP Traffic Crash Annual Reports and Statistics

There were **103 fatalities** caused by CMV motor crashes in 2023, which had a **1.9% decrease** in death rate compared to the numbers from **2022** (**105 deaths**). From 2014 to 2023, the number of deaths also decreased by the same percentage, as the death numbers were also the same in **2014** (**105 deaths**). The greatest number of casualties within the last 10 years occurred in **2016** (**120 deaths**). The main advantage of CMVs is that they are significantly heavier and taller compared to other vehicles on the road. So, if any accidents occur between a CMV and another type of vehicle, it is most likely that the other vehicle will incur greater loss as well as severe injury to the occupants.

Table-3: Commercial Motor Vehicle Fatalities (2014-2023)

Commercial Motor Vehicle Fatalities from 2014 to 2023									
2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
105	85	120	95	112	106	78	103	105	103

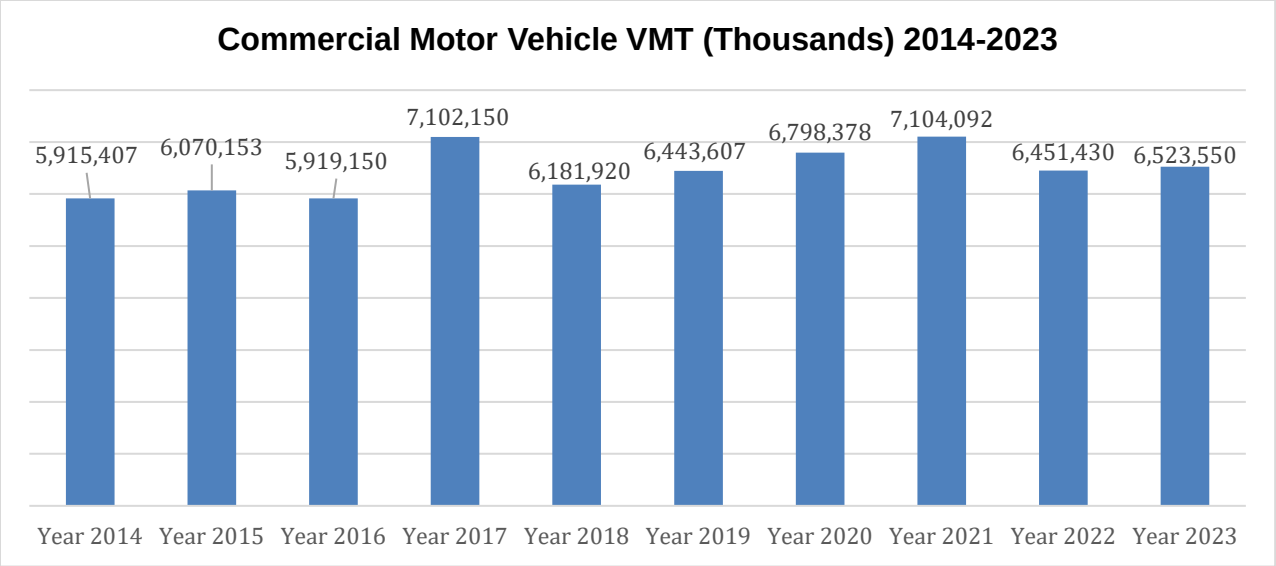


*Source: MSP Traffic Crash Annual Reports and Statistics

From the annual vehicle miles traveled (VMT) data of CMV type vehicles over the last 10 years, it can be seen that the VMT for CMV type vehicles increased by 1.13% from 2022 to 2023. If you compare from 2014 to 2023, the VMT for CMV type vehicles increased by 10.28%.

Table-4: Commercial Motor Vehicle VMT (Thousand) (2014-2023)

Commercial Motor Vehicle VMT (Thousands) 2014-2023									
2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
5,915,407	6,070,153	5,919,150	7,102,150	6,181,920	6,443,607	6,798,378	7,104,092	6,451,430	6,523,550

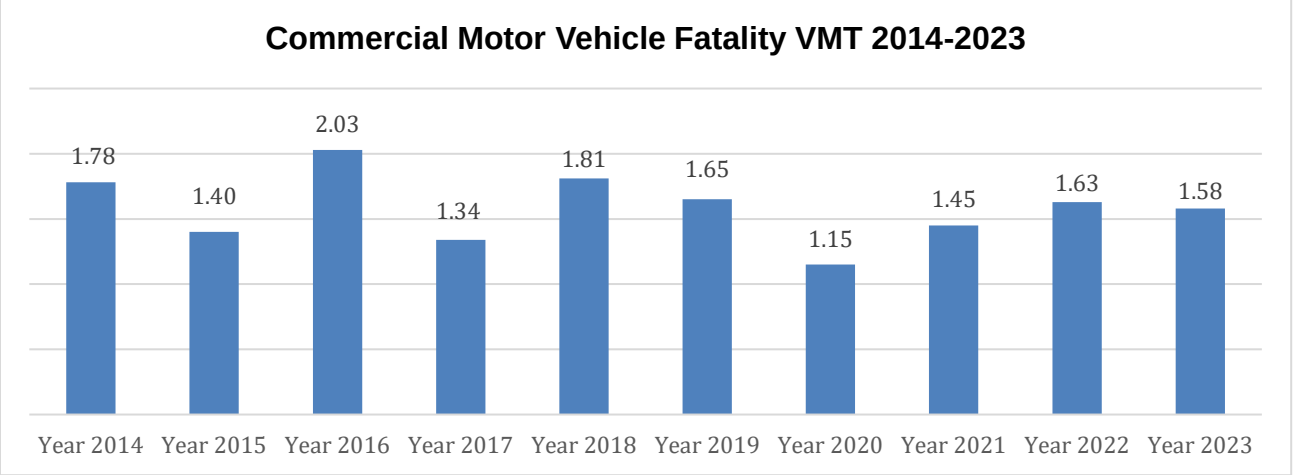


*Source: 2023 Statewide Statistics (MDOT)

The fatality CMV VMT decreased by 3.06 percent from 2022 to 2023. From 2014-2023, the CMV VMT decreased by 11.23 percent which is a positive shift.

Table-5: Commercial Motor Vehicle Fatality VMT (2014-2023)

Commercial Motor Vehicle Fatality VMT 2014-2023									
2014	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
1.78	1.40	2.03	1.34	1.81	1.65	1.15	1.45	1.63	1.58



APPENDIX C

List of Strategic Workshop Participants

1. **MTSC Commissioners**

- Mr. Darrell “Toby” Archambault – Representing the General Public
- Ms. Katie Bower – Representing the Michigan Office of Highway Safety Planning
- Mr. Jeremy Burleson – Representing Michigan Community Colleges
- Mr. John Harris – Representing the Michigan Department of State
- Ms. Carol Heinowski – Representing Private Motor Carriers
- Mr. Matthew “Brian” Hitchcock – Representing the Michigan Trucking Association
- Mr. William “Bill” Kotynski – Representing the General Public
- Mr. Jeffrey Lee – Representing Organized Labor
- Captain Keyonn Whitfield – Representing Michigan State Police – Commercial Vehicle Enforcement Division
- Mr. Heath Salisbury – Representing the Michigan Transportation Commission
- Dr. Jeremy Worm – Representing Michigan’s Four-year Colleges & Universities

2. Michigan Center for Truck Safety

3. Western Michigan University Research Team