

# MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

**May 9, 2018**  
**Meeting Minutes**

## **Commissioners Present**

Dr. Dan Blower, Chair  
Tim Yungfer, Vice Chair  
James Fackler  
Sharon Conklin  
Jill Skutar  
Capt. Mike Krumm  
Amanda Williams  
Michael Prince  
Michelle Taylor  
Charles Moser

## **Commissioners Absent**

Dave Goller

## **Guests**

Lawrence Archer  
Jon Crippen  
John Wallace  
Michelle Zemla  
Brandon Cannon  
Greg Causley  
James Fackler  
Christine Adams  
Joel Gordon  
Randy Coplin  
Steve Sutton

## **OHSP Staff**

Mallory Fox  
Spencer Simmons  
Heidi Ruis  
Charlotte Kilvington

## **ROLL CALL**

The Michigan Truck Safety Commission meeting was called to order by Dr. Dan Blower, Chair, at 9:03 a.m.

## **WELCOME AND INTRODUCTIONS**

Self-introductions were made by those present.

## **APPROVAL OF MINUTES**

Mr. Moser made a motion to approve the March 14, 2018, meeting minutes. The motion was supported by Capt. Krumm. The motion carries.

## **STANDING REPORTS**

### A. Chair's Report – Dr. Dan Blower

Defer to later; Dr. Blower will have a short presentation dealing with standing committees and future projects for the commission.

### B. Commissioners Perspectives

#### Charles Moser – Michigan Transportation Commission

A tugging company has ruptured the transmission cable underneath the straights of Mackinaw and it has released 600 gallons of mineral oil. The main ice breaking tug was made unusable do to engine failure and the transportation lifeline is interrupted due to the lack of breaking ice. Pipe Line 5 is still a concern for many.

#### Sharon Conklin - Representing Private Motor Carriers

MTA and Safety Council will hold their Safety Summit will start May 10 at Boulder Creek Golf Course near Grand Rapids- 100+ attending. There may be an opportunity for discussion of the skid pad.

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Michael Prince - Michigan Office of Highway Safety Planning

OHSP 2017 Crash Data has been released- numbers and stats were discussed from Mr. Prince's handout.

Capt. Mike Krumm - Commercial Vehicle Enforcement Division, Michigan State Police

Westbound weigh station will break ground in June and will take a few months to get going. Another recruit school will begin August 5 though recruit numbers are low. Smart Roadside Screening is a new technology that will help filter trucks and their locations and will easily identify the carrier. New tech is coming to Pontiac weight station.

James Fackler- Michigan Department of State

Replacement of computer systems and estimated that the next meeting they will begin staff testing and training. The current IRP system is moving along fast.

Jill Skutar - Michigan Trucking Association

Truck Driver Championship will be taking place this summer with 400+ attendees. Winner of inspection contest will go to Columbus to compete nationally.

C. Financial Report - Mr. Spencer Simmons - Office of Highway Safety Planning

Mr. Simmons gave a brief report of the Truck Safety Fund. Report is current through March 31. As a reminder, grantees have 30 days after the end of a period to submit reports. According to the numbers, 6 months out looks good. There has not been a review of any reimbursement requests and zero of those funds have been liquidated. One thing not shown on the budget handout is the miscellaneous funds. As of FY 17, 8,750 have been expended and it's been set aside in a special fund, not included in the truck fund.

Period updates to the commission have been requested of Mr. Simmons.

D. Enforcement Grant Activity Report- Randy Coplin- CVED

The first 6 months of the fiscal year is typically a slower period to use truck safety funding and there is projected to be an increase in spending as the year progresses. A handout was given to the commission regarding the reduction of percentage gaps between trucks and fatalities involving trucks. Fatalities are not especially higher from last year as the crashes, overall, are coming down but there are more trucks involved in crashes- though deaths have not gone up.

There are 10-12 new recruits.

The automated weight station project was discussed, though not a grant program. Hopefully the construction for this project will begin in August with the new PRISM-IRP system in place. New advances in this technology will let authorities know when the IRP plate needs to be suspended due to failure of service. These requirements have already been met, though the deadline isn't until October 2020.

E. Education Grant Activity - Ms. Michelle Zemla - Michigan Center for Truck Safety

Michelle Zemla gave an update report on the Truck Center.

50% of all goals listed below have been met. The biggest issue has been Goal #5 due to tech errors from the software writing program. Simulator specialists are on the road every day and they are now fully staffed, though may be looking to hire a part time administrative assistant. A major marketing and media plan was relayed to the Commission. Six billboards, PSAs and a mass radio campaign are what the communication plan consists of.

- Goal #1 – Provide new entrant safety management to 75 motor carriers; 44%
- Goal #2 – Provide driver performance measurement (DPM) evaluations to 100 drivers; 34%
- Goal #3 – Provide national safety council defensive driving for professional truck drivers (PTD) to 300 individuals; 48%
- Goal #4 – Provide simulator training to 500 drivers and provide demonstrations to 1,200 individuals; 58% / 46%
- Goal #5 – Provide online fatigue training to 300 individuals; 7%
- Goal #6 – Provide various safety seminars to 2,000 individuals; 59%
- Goal #7 – Provide phone technical assistance (incoming/outgoing calls); 64%
- Goal #8 – Distribute truck drivers guidebook (TDG); 10875 for quarter (no numerical goal set)
- Goal #9 – Increase social media and outreach; increased by 43 (no numerical goal set)

Dr. Blower inquired about the end goal for the communication plan. Ms. Zelma responded that they really need to get more traffic to the center and more requests for services and believes this media plan will help that along.

At the next MTSC meeting, Ms. Zemla will have concrete quotes for services needed and discussed.

## **PRESENTATIONS**

### A. Skid Pad Project Update- Joel Gordon and Steve Sutton

Plans are moving along with the training and storage buildings. Though there have been multiple options proposed, there needs to be additional investigation regarding wetlands near the development site. For every (1) acre of forest wetland that will be disturbed, 1.5 acres would have to be mitigated. Contact was made with MDOT regarding the transfer of the already mitigated land. The cost is unknown. Because it would be agency to agency transfer, there may not be a cost. Mr. Gordon has not heard back from MDOT. There may need to be some slight adjustments to the original goal, but the end product will hopefully be very similar to the original plan.

The cost associated with this project is estimated to be \$5 million, with \$2.5 million going to site costs, \$2 million in infrastructure costs, and \$500,000 in miscellaneous costs. Because the skid pad flooding will be recycled water, this is a significant savings versus getting fresh water each time the pad is flooded.

There are not a lot of extra “frills” to the proposed project. The buildings are functional, yet not lavish. Having equipment stored inside will cut down on maintenance costs in the long run and there is talk about having the storage unit temperature controlled. An area of concern brought up was the maintenance of the actual pad. Mr. Sutton explained that the base, below the asphalt will be made of a much tougher material though resurfacing maintenance may have to be done periodically (Marshall skid pad every 8-10 years).

Structures: The storage facility will have 8 bays and will have 2 doors to be able to pull in and out of. Located NE of the pad will be the training facility with 2 work stations that have full view of the skid pad, a training area, restrooms, storage and access to the trainee parking lot and skid pad; about 30-40 trainees can be in the training space.

### B. CMV Awareness of Young Drivers

Ms. Christine Adams from MDOS presented on the current Michigan curriculum for driver's education. Within the curriculum, there is a unit that discusses truck safety and what to do around large vehicles while on the road. Instructors have the option to present supplemental materials to the students regarding

this issue, though not required. Some instructors offer hands on approach and bring in a truck so the students can see what it is like as a truck driver and what his or her blind spots are. There are only 2 questions from the CMV safety section that are pulled to be put on the 80 question test that the students must pass in segment 1. Sixteen questions regarding truck safety are available from the question bank. There is an adult test that also has only 2 questions involving driving around large trucks.

Discussion took place regarding the concern about only having 2 questions to pass the test. Ms. Adams stated that once you identify the issue, we have the opportunity to submit new questions and give to MDOS because it is an “open-book” timeframe as of right now on revising the current test.

## **ACTION ITEMS**

### A. Budget Recommendations:

Factors that went into recommendations:

- There is a “revolving” fund that is pretty healthy at the moment. Open to spending that down at a moderate level. Maintain a reasonable balance in case unfortunate events take place.
- Set aside money to support the skid pad going forward, put in for capital expenditures. They need all the funds in an account before first shovel hits the ground. The stakeholders need to help us raise money but we want to show our support by putting in money towards the capital costs. Once its built, we should have continuing expenditure going forward. Inflation, other expenditures 3-4 hundred thousand once we get it built. \$250k towards skid pad, place holder for our earnest.
- Administration and commission expenses, written into the statutes \$105,000
- \$100,000 for research. Placeholder might go up or down. Ms. Adams presentation—what more do we need to know about the way young drivers act around CMV’s and go from there. Potential research topic.
- \$30,000 ticketing aggressive cars and trucks- TACT- project will start in next fiscal year- application going in next week
- \$1,705,927 MSP- CVED Division- Predictions of revenues- Result in the dipping into the revolving fund almost \$400,000. Reduce that to make less of a target from outside sources.
- \$1.1 million MCTS- mandated to support. Spencer put together liquidation of funds on previous grants and the center. Largely the issue at the Truck Center has been the staffing issues- coming in under liquidated- 34% weren’t expended and in 2016- 20% were not liquidated. It was decided that this budget will be revisited as the fiscal year develops but so far the center has been running under the baseline in terms of grant levels. Suggested that it start at \$ 1.1 million and see how the expenditures go and revisit going forward. The overall feedback is positive and happy to see the goals being met.
  - \$100,000 to replace vehicles, vehicle graphics wrap- that was estimated and Ms. Zemla will have a more certain quote at the next meeting.
  - Estimated by Ms. Zemla that it would cost \$15,000 to get the line for a new server.

\*Because funds are available this year for the truck center, it would require modification of this year's grant so it's not a part of FY 2019. A motion was made to make a revision request in the 2018 grant. Funds will have to be expended by September of 2018. An official written document needs to be submitted to be put in the grant to be approved.

Three motions were made to approve revisions of CVED, CTS, and TACT

Motion to approve each was made by Captain Krumm.

All three motions were separately approved by 11:35am by all commissioners present.

### **DISCUSSION ITEMS**

#### A. Marijuana Legalization impact on Truck Safety- Dr. Blower

Dr. Blower discussed the main ballot initiative provisions. Revenue will go to multiple agencies within Michigan. Effects of marijuana use across the board are negative- for driving statistics and insurance purposes.

Potency of marijuana has gone up significantly in the past 30-40 years. Estimated 20%-30% THC potency in today's marijuana being sold, but government studies are using marijuana with only 3%-6% potency.

Is it appropriate for the commission to take a public opinion on the marijuana referendum? Should MTSC adopt a resolution against it?

Commissioners are asked to think about this and get back with him. Can those representing state agencies make an opinion? Dr. Blower has asked the commission to think about this and the issue will be put on the agenda for the July 2018 meeting.

### **ANNOUNCEMENTS**

None

### **PUBLIC COMMENTS**

None

### **NEXT MEETING**

The next meeting of the MTSC is scheduled for Wednesday, July 11, 2018, at the Center for Truck Safety.

### **ADJOURNMENT**

The meeting was adjourned at 12:19 p.m.