

# MICHIGAN TRUCK SAFETY COMMISSION **MTSC**

July 11, 2018  
**Meeting Minutes**

## **Commissioners Present**

Tim Yungfer, Vice Chair  
James Fackler  
Sharon Conklin  
Jill Skutar  
Capt. Mike Krumm  
Amanda Williams  
Charles Moser

## **Commissioners Absent**

Dr. Dan Blower, Chair  
Dave Goller  
Michael Prince  
Michelle Taylor

## **Guests**

Lawrence Archer  
John Wallace  
Michelle Zemla  
Brandon Cannon  
Greg Causley  
John Holder  
Carissa McQuiston  
David Menke  
Chuck Simmons  
Cheryl Llano

## **OHSP Staff**

Spencer Simmons  
Heidi Ruis  
Charlotte Kilvington  
Anne Readett

## **ROLL CALL**

The Michigan Truck Safety Commission meeting was called to order by Mr. Tim Yungfer, Vice Chair, at 9:01 a.m.

## **WELCOME AND INTRODUCTIONS**

Self-introductions were made by those present.

## **APPROVAL OF MINUTES**

Mr. Moser made a motion to approve the May 9, 2018, meeting minutes. The motion was supported by Capt. Krumm. The motion carries.

## **STANDING REPORTS**

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

Dr. Blower was absent; no report given.

### B. Commissioners Perspectives

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

Recruit school to start August 5; hoping to have about 10 applicants. Wireless weigh station systems in New Buffalo and Coldwater; procurement process underway and closing bids; hoping to have up and running in March.

#### James Fackler- Michigan Department of State

Still working on system updates and with MSP on the LEIN program; IRP registration process—pushing people to the online system so the offices are not as busy.

#### Sharon Conklin - Representing Private Motor Carriers

Still an interest in the Skid Pad project and updates—According to Anne Readett, OHSP, Mike Prince did request drawings on the facilities.

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 June 30. Administration line is fairly low because of time coding issues in SIGMA; amount with change due to adjustments that have been made to get the number to where it should truly be—the next financial report will show a significant increase.

D. Enforcement Grant Activity Report- MC Lt. John Holder- CVED

Nearly 8,950 hours have been utilized through the first three quarters to conduct STET operations, which focus on unsafe driving behaviors and defective equipment violations. 632 hours have been utilized for the Toward Zero Deaths Campaign through the first three quarters. A slight increase has been noted in fatal crashes involving commercial vehicles.

Input from Capt. Krumm: An initiative the department is taking on is a focus on the I-94 corridor to create more awareness, especially for those from out of state, on how dangerous this stretch of road is from border to border. Goal is to be under 90 for fatalities for the fiscal year; currently at 71. Michigan has been the lowest fatal mid-west state for the past several years.

Question from guest: can the report be broken down into CDL and non-CDL? Lt. Holder will look into the possibility of offering a separated report to display this.

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

Truck simulator is a priority; demonstration goal is exceeded; DPM goal is exceeded as of today, but report shows 99%. 46 billboards throughout the state, including the UP; 800 radio ads; 900 PSAs

- Goal #1 – Provide new entrant safety management to 75 motor carriers; 91%
- Goal #2 – Provide driver performance measurement (DPM) evaluations to 100 drivers; 99%
- Goal #3 – Provide national safety council defensive driving for professional truck drivers (PTD) to 300 individuals; 88%
- Goal #4 – Provide simulator training to 500 drivers and provide demonstrations to 1,200 individuals; 85% / 117%
- Goal #5 – Provide online fatigue training to 300 individuals; 11%
- Goal #6 – Provide various safety seminars to 2,000 individuals; 142%
- Goal #7 – Provide phone technical assistance (incoming/outgoing calls); 91%
- Goal #8 – Distribute truck drivers guidebook (TDG); 19162 to date (no numerical goal set)
- Goal #9 – Increase social media and outreach; 298 followers (no numerical goal set)

**PRESENTATIONS**

A. AV Presentation, Autonomous Vehicles - Mr. James Fackler

Mobility and safety are hand in hand—this is what needs to be kept in mind when thinking of autonomous vehicles. The most complicated part to explain is the different levels of AV—there are five levels, ranging from no automation to full automation. There are different bills in place; the PowerPoint goes over each bill and breaks down the laws.

B. Weigh Station Screening & Virtual Weigh Stations - MC Lt. John Holder, CVED

- Commercial Vehicle Information Exchange Window (CVIEW) - shows information on different carriers including safety scores, USDOT number/status, location, tax ID number, etc.
  - Data shared between states regarding IFTA & IRP status
  - inSPECT is the inspection software
- Smart roadside technology:
  - License plate reader cameras
  - USDOT reader cameras
  - Thermal imaging cameras
    - Identify defective brakes
    - Weigh in motion technology on the ramp
  - Current plan is to deploy technology to two weigh stations—Coldwater and New Buffalo
- Data captured from the cameras is downloaded to the CVIEW system
- Next: Virtual Weigh Stations: utilized in areas where there are no weigh stations; pixel rod in the road that uses vibrations to determine the weight, used as a screening tool—citations cannot be written from this data
  - Data captured from a virtual weigh station site is sent to the officers' mobile data computer in the patrol car; the patrol car can be located off the highway
  - Can be fixed or mobile
  - Primary focus is to get the weigh stations up and running before identifying needs for further virtual sites
- Pontiac, Ionia, and Fowlerville areas were deemed insufficient from a study done by Western Michigan University, so upgrades were necessary.
- Virtual weigh station advantages:
  - Place of safety for both the motor carrier and the officer
  - If the vehicle or driver is placed out of service, the driver has facilities to utilize
  - The motor carrier can make arrangements for necessary repairs

A. FY18 MCTS Grant Revision – Ms. Michelle Zemla

Issue was identified by the budget committee; conceptually approved during the last meeting. This revision was moved from a request for FY19 to FY18 due to excess funds to be utilized in the current fiscal year.

OHSP has looked at the revision and approves the transfers as submitted.

Mr. James Fackler moves to support the revision; vote taken; motion passes.

**DISCUSSION ITEMS**

A. MSP CVED FY19 Grant Application

MC Lt. Holder went through the purpose and goals of the grant. The primary goal is to reduce CMV fatal crashes. There are no major changes from the FY18 grant application; numbers have already been submitted to OHSP and it looks good.

B. MCTS FY19 Grant Application

Ms. Zemla went through the goals for the FY19 grant application, though they are very similar to the current fiscal year's grant.

C. Marijuana Referendum

Dr. Blower's focus is on traffic safety and, more specifically, CMV safety. There has been an increase in crashes involving drugs, especially in states that have legalized recreational use of marijuana.

From Dr. Blower, Resolution on:

- It is the mission of the Michigan Truck Safety Commission to improve truck safety in Michigan through education and addressing significant truck safety issues.
- The Michigan Marijuana Legalization Initiative on the November 6, 2018, election provides for the effective legalization of recreational use of marijuana in Michigan.
- Other states that have legalized recreational marijuana use have experienced an increase in crash rates and marijuana-related traffic crashes, as shown in well-controlled scientific studies.
- Moreover, Michigan, along with other states, is experiencing a shortage of qualified truck drivers.
- However, marijuana use will continue to be illegal under Federal law and U.S. Department of Transportation regulations. The experience of states that have legalized recreational use of marijuana has been to reduce the pool of available truck drivers.
- Therefore, it is the view of the Michigan Truck Safety Commission that legalization of recreational marijuana use is significant issue both for truck safety and for the health of the trucking industry in Michigan.
- Accordingly, the Michigan Truck Safety Commission opposes the adoption of the Michigan Marijuana Legalization Initiative.

\*\*State agencies cannot take a position on the matter; MTA is choosing to not take a position\*\*

Capt. Krumm discussed the difficulties in identifying drug use by MCOs; for alcohol there is a PBT, but there is not currently an instrument to test of marijuana use on-site. There is only one DRE in CVED, which makes it difficult to get them to the scene when needed.

There was also a discussion on different carriers' policies on drug use/screening/positive result policies/etc.

**ANNOUNCEMENTS**

None

**PUBLIC COMMENTS**

None

**NEXT MEETING**

Wednesday, September 12, 2018, Michigan Center for Truck Safety.

**ADJOURNMENT**

The meeting was adjourned at 11:02 a.m.