



Meeting Minutes June 6-7, 2023

The Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Advisory Committee (MCSAC) met on June 6-7, 2023, virtually via Zoom. In accordance with the provisions of Public Law 92-463, the meeting was open to the public.

The following individuals attended:

MCSAC COMMITTEE MEMBERS

Peter Kurdock, Chair, General Counsel, Advocates for Highway and Auto Safety
Adrienne Gildea, Vice Chair, Deputy Executive Director, Commercial Vehicle Safety Alliance
Michael Bray, Co-founder and Chief Commercial Officer, Platform Science
Brandon Buchanan, American Bus Association (June 7 surrogate for Peter Pantuso)
Zack Cahalan, Truck Safety Coalition, (June 6 and 7 surrogate for Dawn King)
Natalie Cruz, Amalgamated Transit Union. AFL-CIO
Tami Friedrich, Citizen for Reliable and safe Highways
Jay Grimes, Owner-Operator Independent Drivers Association (June 7 surrogate for Todd Spencer)
Kevin Grove, American Trucking Associations (June 7 surrogate for Dan Horvath)
Jamie Hamm, Werner Enterprises
David Heller, Vice President of Government Affairs, Truckload Carriers Association
Dan Horvath, Vice President, American Trucking Associations
Dawn King, President, Truck Safety Coalition
John Lannen, Principal, Institute for Safer Trucking
Siddarth Mahant, Mahant Transportation LLC
Jane Mathis, Parents Against Tired Truckers
Stephen Owings, President, Road Safe America
Peter Pantuso, President and CEO, American Bus Association
Lauren Samet, American Federation of Teachers, AFL-CIO
Danny Schnautz, Vice President, Clark Freight Lines, Inc., Pasadena, TX
Holly Skaar, Senior Research Analyst, Idaho State Police, Commercial Vehicle Safety
Todd Spencer, President and CEO, Owner-Operator Independent Drivers Association
Tami Friedrich Trakh, Management Services Officer, Citizens for Reliable and Safe Highways
Ellen Voie, President, CEO, and Founder, Women in Trucking
Greer Woodruff, Senior VP Safety, Security & Driver Personnel, J.B. Hunt Transport, Inc.
Andrew Young, Managing Partner, The Law Firm for Truck Safety

FMCSA AND OTHER GOVERNMENTAL REPRESENTATIVES

The Honorable Robin Hutcheson, Administrator, FMCSA
Larry Minor, Associate Administrator for Policy, and DFO, MCSAC
Shannon Watson, Senior Policy Advisor and Deputy DFO
Loraine Martinez Adorno, Puerto Rico Department of Treasury
William Bannister, Chief of the Analysis Division, FMCSA
Stephanie Chase Volpe Center, US DOT
Richard Clemente, Transportation Specialist, FMCSA
Charity Coleman, Volpe Center
Jenny Guarino, Office of Analysis, Research and Technology, FMCSA



Tom Keane, Associate Administrator for Research and Registration, FMCSA
Kimberly Lambert, Chief, Strategic Planning and Program Evaluation Division, FMCSA
Nicole McDavid, Senior Policy Advisor, FMCSA
Gregory Miller, Attorney Advisor, Office of Chief Counsel, FMCSA
Jonathan Nicastro, New York State DOT
Julie Perrot, National Transportation Safety Board
Cassandra Raposo, Volpe Center
Eran Segev, Volpe Center
Rosie Stahl, Management and Program Analyst, FMCSA
Jeff Steeger, Montana DOT

OTHER ATTENDEES

Robert Abbott, Drivewyze
Nikki Angeles, Super Transport International
Frances Appenteng, International Brotherhood of Teamsters
Travis Baskin, Motive Technologies
April Bassett, DMC Insurance
John Billa, Arka Express, Inc
Sage Block, Arch Street Communications
Tess Brennan, Venable LLP
Ingrid Brown, Rollin'B LLC
Brandon Buchanan, American Bus Association (June 6)
Denis Bucher, First Energy Corp
Jim Callen, FirstEnergy
Joesph Camerlengo, Truck Accident Law Firm
Kellie Case, Republic Services
Myra Castillo, Pacific Green Trucking, Inc
Gary Catapano, MAGTEC Products Inc. & The Safe Operating Speed Alliance
Scott Caylor, North Park
Carlton Comte, Volvo
Brent Davis, Texas Specialty Insurance
Enjoli DeGrasse, International Brotherhood of Teamsters
Rachel Duffy, Student, Boston University Metropolitan College
Allen England, Tennessee Highway Patrol
James Fetzer, Land Line Now
Matthew Fox, Sysco
Andy Fredes, Fredes Logistics LLC
John Gallagher, FreightWaves
Rodolfo Glacoman, Commercial Vehicle Safety Reliance
Shawn Gobble, Virginia State Police
Steve Gold, 160 Driving Academy
Jay Grimes, Owner-Operator Independent Drivers Association, (June 6)
Cindy Gutierrez, City of Edinburg, TX
Michelle Hanby, Intellistop
Gregory Handy, Jr., Louisiana State Police
Christina Helsel, Wyoming Highway Patrol
Jim Hemphill, National Safety Council



Matt Hendrickson, Presidio Government Solutions
Bethany Hobbs, Lee Trans
DJ Hoff, EVA
Caroline Ibarra, Arch Street Communications
Zaheer Iqbal, NIC Federal/ Tyler Technologies
Marianne Karth, AnnaLeah and Mary for Truck Safety
Lesley Keaveney, Auora
Brian Keefer, Continental Express
Steve Keppler, Scopelitis Transportation Consulting
Kevin Frederick King, Span Alaska
Jared Klukas, Arch Street Communications
Brenda Lantz, North Dakota State University-UGPTI
Angie Lincoln, Tyler Tech – NIC Federal
Michael Lindsay, NC A&T State University
Ray Lloyd, Coca Cola Beverages of Florida
Isidro Lopez, Vestolit
Luke Loy, Self
Curtis Macysyn, National School Transportation Association
Nora Madonick, Arch Street Communications
Tyra McCorkle, McCorkle Laboratory Enterprise LLC
Jason McDaniel, Endeavor Business Media
Eric Miller, Transport Topics
Marc Moncion, Fleet Complete
Nicolas Morales, Driver
Jason Musselman, Transportation Compliance Services USA
Laura Nedelk-Stallings, FirstEnergy
Tommy Nguyen, Volvo Trucks North America
Andrew Okuyiga, UPS
George Oliver, Bulkmatic LLC
Abigail Potter, Washington Trucking Associations
Alec Petrillo, National School Transportation Association
Allison Rivera, National Cattlemen's Beef Association
Helen Russell, Tyler Technologies
Martha Santos, Texas Sterling Company
Mark Schremmer, Land Line Magazine
Jeff Shanker, Black Tie Transportation Bus Charters
Preston Smith, Databricks
Sara Steele, Steele Tech Services
Melissa Szefi, FedEx Ground
David Taube, Industry Drive
Scott Thompson, Land Line Now
Jeff Turner, Asphalt Specialties
Ervis Topalli, Lily Transportation
Jack Van Steenburg, Motor Carrier Safety Inc.
Casey Watkins, Ballard Spahr LLP
Steve Wilhems, TVC Pro-Driver
Michelle Williams, Georgia State Patrol



Tuesday, June 6, 2023

Peter Kurdock, Chair, called the meeting to order at 9:30 AM. Shannon Watson, Deputy DFO, welcomed everyone and asked the members to introduce themselves, then introduced Administrator Hutcheson.

A Visit with FMCSA Administrator Robin Hutcheson

Administrator Hutcheson acknowledged MCSAC's dedication to providing guidance and support to FMCSA. She noted MCSAC's strong reputation, highlighting FMCSA's safety strategy, which calls for achieving zero roadway fatalities, and emphasized the importance of MCSAC's deliberations in helping FMCSA reach these goals.

PRESENTATIONS

Annual Ethics Briefing

Gregory Miller, Attorney, FMCSA

Mr. Miller conducted the required annual ethics training for MCSAC, suggesting ways for members to navigate scenarios that require careful consideration of ethics. Mr. Miller encouraged members to consult with the Agency's ethics official as appropriate.

Traffic Safety and Commercial Motor Vehicle (CMV) Safety Data

Jessica Powell, Statistician, Analysis Division, FMCSA

Ms. Powell updated MCSAC on fatal truck crash data in the National Highway Traffic Safety Administration's Fatality Analysis Reports System and Crash Report Sampling System.

Discussion Points

- MCSAC offered additional data elements to consider, including driver gender and CDL status, as well as crash time of day. These factors help qualify or quantify FMCSA's current dataset and may address misconceptions the public may have about CMV crashes.
- With an increase in the crash data for Class 3 trucks, it may be helpful to split the data by personal use and commercial use.
- The environment and geographic location of the driver is important in understanding differences in causal factors, which could shed light on why the crash occurred.

FMCSA Large Truck Crash Causal Factors Study Plan and Objectives

Jenny Guarino, Statistician, Analysis Division, FMCSA

Ms. Guarino updated the committee on the study plan's status and next steps. She explained that the original study, conducted between 2001 and 2003 using nearly 1,000 injury and fatal crashes involving large trucks, is still widely used today. In the past 25 years much has changed, including driver behavior, vehicle design, and roadways. Lessons learned from the previous study design were presented for the new study plan.

Discussion Points

- Questions about seat belts and school bus aides, when the vehicle is a bus, could be added to the study in the future.
- Several members asked when and how data would become publicly available.
- FMCSA is determining how to display findings while the study is ongoing. MCSAC supports creating a dashboard to mine data for large trucks and buses.
- Incorporate human factors into survey questions and findings.



FMCSA FY 2024-2027 Strategic Plan Goals and Objectives

Kimberly Lambert, Chief, Strategic Planning and Program Evaluation Division, FMCSA
Ms. Lambert addressed the proposed goals and objectives for the Strategic Plan, including a discussion of the government strategic planning requirements and their tie to the FMCSA Administrator's priorities and alignment with current strategic goals.

Discussion Points

- With the primary goal of increasing enforcement and safety, the national consumer company database and findings from that database could be valuable to the public at large in understanding what types of things are being reported.
- Consider including the number of new audits initiated in the last year, as well as those completed, as well as those completed on time and how many are outstanding.

Task 23-2: FMCSA Strategic Plan Development

MCSAC is charged with discussing and identifying which programs and safety initiatives should be FMCSA's focus over the next 4 years.

Discussion Points

- Unbelted truck occupants and fatality rates can be addressed with outreach education, especially for drivers of specific demographics and geographical areas recorded in the findings. Promote outreach through social media messaging, education in schools, and training at the company level, holding owners of the vehicle accountable.
- Distracted driving is an issue for CMV drivers and passenger vehicles who rear-end CMVs. Many work-zone related incidents involve a distracted driver rear-ending a large truck. New entrants provide an opportunity to expand this.
- A dual lens for looking at safety technology, including driver-assisted technologies, may help drivers. An example would be the use of simulation assistance in training on terrains with which a driver may be less experienced.
- Develop a better understanding of causal factors due to driver level of risky behavior, including the stressors a driver may experience, and how that correlates with crashes.
- Find opportunities to increase collaboration among FMCSA and other DOT agencies, NTSB, and industry stakeholders. Collaboration may focus on a variety of safety initiatives, such as a vision zero approach within a national road safety strategy.
- Improved collaboration with the courts could help increase drivers' and vehicle owners' accountability for safety violations.

PUBLIC COMMENTS

- Gary Catapano, MAGTEC Products Inc., suggested that FMCSA resubmit its compliance rulemaking, noting that regulations were meant to be minimum standards for a carrier to operate safely. Mr. Catapano suggests encouraging the kind of discretionary effort needed by carriers to go beyond the minimum standards and beyond the regulations. This is why compliance with the regulations warrants at best only a satisfactory rating under the Safety Fitness Standards for Motor Carriers under 385.5. This could include implementing beyond compliance along with a focused effort regarding the usage of safety technology for CMV drivers.
- Marianne Karth, AnnaLeah and Mary for Truck Safety, noted that railroad grade crossings are a safety concern and that she has heard opposition to side guards on trucks. She asks that FMCSA take a safety systems approach to address hazards; for railroad crossings she



suggests collaborating with the Federal Railroad Administration to better understand the risks of low ground clearance vehicles, and how detection and warning systems could warn truck drivers when they are near a clearance limit.

- Travis Baskin, Motive Technologies, encouraged MCSAC and FMCSA to highlight the importance of adopting technologies that can have significant safety benefits. The safety benefits of dash camera technology and driver coaching can be large. Dash cameras can be deployed into every CMV in North America when leveraged with a coaching platform to increase safety benefits.
- Julie Perrot, NTSB, thanked MCSAC for its interest in the NTSB recommendations and directed members to the NTSB website. She offered that NTSB could present a full history of any open and closed recommendations at a future MCSAC meeting.

RECESSED: The meeting recessed at 4:28 PM until Wednesday, June 7, 2023, 9:30 AM.

Wednesday, June 7, 2023

REMARKS AND COMMITTEE ACTION

The Committee approved the December 2021 minutes unanimously.

Finalize Action on Task 23-2, FMCSA Strategic Plan Development

MCSAC reviewed and finalized recommendations for Task 23-2.

Presentation: FMCSA and the National Roadway Safety Strategy

Larry Minor, Associate Administrator for Policy, FMCSA, and MCSAC DFO

Mr. Minor outlined FMCSA's efforts in the Department's National Roadway Safety Strategy, a comprehensive effort to reduce the number of serious injuries and fatalities on US roadways. The strategy addresses how to engage stakeholders and the general public to recognize safety problems together to lower crash numbers to zero in the long term. Mr. Minor highlighted the use of safety technologies and additional safety tools to manage CMV speeds and sharing the road with different types of roadway users.

Discussion Points

- Bus crash data with details such as who was involved (e.g., pedestrians) and how (e.g., a student exiting a bus), would be useful.
- The differences between hair-based and urine-based drug testing were noted, as well as how to move forward with hair-based testing.
- Distracted driving and technology use are related.

Task 23-1: The National Roadway Safety Strategy

FMCSA requests that MCSAC identify new actions that FMCSA and its stakeholders should consider to help address the roadway safety challenge.

Discussion Points

- Certify brokers and increase oversight of them.
- Utilize high schools and community colleges for education and outreach to recruit new drivers and instill the importance of safety measures from the start.
- Improve post-crash care for drivers and their families, such as victim advocates and prosecutors reaching out to families in a timely manner.



- Review existing regulations to ensure a direct link to safety.
- Explore the potential of existing vehicle safety technology, such as intelligent speed limiters, automatic emergency brakes and dashboard cameras, to reduce crashes.
- NRSS and FMCSA's strategic plan goals may overlap or conflict.
- The NRSS interactive map may be helpful to a variety of industries and CDL holders, such as school bus drivers. The map can help communities understand data more easily.

PUBLIC COMMENTS

- Travis Baskin, Motive Technologies, encouraged the adoption of safety technologies that can be deployed alongside drivers of CMVs today, such as dashcams and lane departure warnings. Both technologies can be augmented by coaching in the cab.
- Gary Catapano, MAGTech Product Inc, recommends that FMCSA convene a safety summit on at-risk driving behaviors and the top three causes of roadway fatalities. These include speeding impairment in all forms and drivers not wearing seat belts. Last week's USDOT safety stakeholders meeting can be used as a model. He urges FMCSA to move forward with its speed limit rulemaking.
- Michael Lindsay, NC A&T State University, mentioned that hours-of-service rules came into effect in 1938; it is time to collect data from current drivers to update these rules. FMCSA should include CMV drivers of trucks and buses because driving today is very different now. Many drivers today would drive the extra 30 minutes to get home; HOS rules need more flexibility for the driver.
- Abigail Potter, Washington Trucking Associations, suggested that FMCSA work to enhance drivers' ability to upload video from crash incidents. Much of her association's membership has forward-facing cameras that provide useful footage to evaluate crashes. Ms. Potter noted the lag between a training provider's revocation of authority for being out of compliance and the change appearing on FMCSA's website. She suggested FMCSA investigate this process to understand how State and FMCSA coordination can be done in a timelier manner.

ADJOURNMENT: The Chair adjourned the meeting at 4:35 pm.

We hereby certify that, to the best of our knowledge, the foregoing minutes are accurate and complete.

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Peter Kurdock
Chair

____//Signed//_____
Larry W. Minor
DFO