

Motor Carrier Advisory Council
Microsoft Teams Meeting
January 26, 2023
Meeting Minutes

Attendees: Chris Smith, Eyvonne Parker-Bair,, Sandra Bianco, Jean Cronin, Don Braman, Gene Catania, Lisa Rivers, Paul Farrell, Kelly O’Connell, Stacy Manware, Cindy Zuerblis, Joan Nichols, Patty Farris, Audrey Hall, Paul Rizzo, Steve Shore, Janice Corps, Davis Hiscox, Adam Grippo, Eric Jackson, Mark Goodale, Valerie Seery, Evelyn Stender, Chris Herb, Paul Kritzler, Greg Tower, Peter Babich, John Getsie, Kambli Shubhada, Benjamin McMillan, Gary Sojka, Carolyn Caggiano, Michelle Givens, Michele Moroni

- I. **Call to Order** – Motor Carrier Advisory Council (MCAC) Chairman Christopher Smith called the meeting to order at 1:00 pm and informed participants the meeting was being recorded.
- II. **Chairman’s Remarks** – The Chairman acknowledged the appointment of Commissioner Guerrero as the new commissioner of the DMV. He also reviewed the purpose of the Council.
- III. **Approval of the May 26, 2022, Minutes** – Chairman Smith asked if there were any changes to be made to the minutes from the last meeting. There weren’t any requests for changes. Cindy Zuerblis motioned to approve the minutes, and David Hiscox seconded the motion.
- IV. **Review of the Legislative Session of the General Assembly** - Chairman Smith began with the state agencies.

Dept. of Motor Vehicles, Legislative Review – Eyvonne Parker-Bair

- Nothing to report

Dept. of Economic and Community Development – No Attendee

Dept. of Emergency Services and Public Transportation – No Attendee

Dept. of Energy and Environmental Protection- Paul Farrell

- Follow up from the adoption of public act 22-25 last session they are going through the steps to implement the many provisions of that law.

- California Advanced Clean Truck and Low NOX omnibus regulations which are currently under management review and will be going up to the Commissioner for approval to submit to OTG and OPM for review prior to public notice.
- Once the regulations are set up a stakeholder meeting will be set up to discuss with everyone who would potentially be interested in that rule development for public notice, so if there is anything that needs to be changed prior to embarking on the full and formal rulemaking process, we will have much more flexibility to address any issues at that point.
- Clean school bus program with the EPA there are 28 or so electric school busses awarded for Connecticut for round 1 of the \$ 1 billion-dollar federal program.
- 22-25 directs DEEP to develop a grant program to assist both technically and with some of the match for those programs, we are reaching out to the awardees to determine what the uncovered costs are with the respect to those programs.
- DEEP will be building out a budget and will submit that budget to the Bond Commission and tap some of the \$20 million that was authorized for this program in the last state budget.
- Medium, heavy duty incentive grant program has \$10 million allotted for from last year's budget. This may be put in place around the time that the regs are adopted for the medium, heavy-duty Max and TV standards. This will also give OEMs time to get these vehicles in the pipeline.
- Chris Herb added to count SEEMA in to participate on Stakeholder's meeting

Dept. of Revenue Services – No Attendee

DOT – David Hiscox

- There is no legislation affecting commercial vehicles at this time.

Judicial – Stacey Manware

- Vision 0 Council implementation public hearing on Monday to House Bill 59-17 allowing municipalities to set up court like hearing processes for automated enforcement such as speeding, red light camera etc. Which removes them from the state system. Not sure of the impact of CDL credentialing, because it does seem like the municipalities are required to send results for any hearing to DMV so this would be outside of the normal process.
- Comments entered for judicial speaking to the lack of uniformity, there may be other issues that the DMV or the DOT have to the credentialing of CDL drivers

UCONN – Eric Jackson

- **No updates for this meeting**

Motor Carrier Industry

Connecticut Bus Association/CT School Transportation Association – Jean Cronin

- MCAC has a new executive director John Blair who replaced Joe Scully.
- No proactive legislation this year, will be coming in next year with the certificates of operation, need and necessity for charter busses that have been around since the 40s this predates DOT and the Public Utility Commission. Lots of old language that needs to be removed but a lot is tied into other programs and tax exemptions that we have. We will be looking at the statutes with attorneys to see what needs to be done to modernize this. It will be a big project for the next legislative session. Will meet with Lisa Rivers on this.
- Lisa Rivers advised that Valerie Seely was on the call from the regulatory unit and will help with the modernization project.
- Ability for School bus drivers to have GPS devices in busses. The statute currently reads school busses are not supposed to have cameras on the dash and no cellphone which predated smart phones, so everyone has a GPS on their phone.
- Would like to have the ability to have some kind of GPS device on the dash if the bus so the driver can have the root plugged in so they can see where they are going, and it is also talking to them giving them direction. Would like to work with the DMV and the Transportation Committee to introduce legislation to allow for under limited circumstances a GPS device to be on the dash of school busses so driver can get students to their destinations safely also for field trips and athletic trips when bus drivers are going off to different areas they have never been to before GPS would be a helpful tool.
- Would like to see the DMV Expanding our on-line system to be able to register commercial vehicles and school busses on-line.
- Application process for background checks for drivers, sometimes they go through quickly other times it takes a few weeks, try to make sure we are processing these people as fast as we can get them through the system.
- Electric busses, municipalities are not applying for the grants for the electric busses first time frame for electric busses is 2030 towns need to apply for grants. Paul Farrell advised that bus companies can also apply for these grants, Jean was unaware that the bus companies can in fact apply for the EPA grant themselves. Need to have a big meeting and strategize on these timelines.
- Supply chain for the chargers for the electric busses. Hard getting the funding for the infrastructure to get the actual charging stations to charge the busses.
- Concerns regarding stolen Catalytic converters off of school busses in Connecticut, where they are not selling the catalytic converters in state they mostly ship them out to

other states or to New York and put them on shipping containers and they are shipped overseas. Trying to figure out a solution to this problem. Chief Smith added regarding Catalytic Converters that he had a meeting with Commissioner Guerrero and Commissioner Rovella at Department of Emergency Services, they are all trying to work in tandem with neighboring states and trying to tighten up the legislation that was passed last year regarding the theft of catalytic converters.

- Question regarding the NTSB bus that caught fire in Hamden was the cause of the fire ever determined? Paul Farrell stated they are still working on that report and Lisa Rivers stated that DOT is doing retraining with first responders and drivers and are hoping to relaunch soon.
- Chief Smith also asked Jean to please advise COSTA members to reach out to the DMV Driver Education unit if they have an issue with testing results. If there are towns or members experiencing a delay in testing results, please let us know. Background checks are moving quicker than they ever have been and we have made that a priority for all the people taking skills tests.
- Chief Smith acknowledged the concern for online commercial and school bus registrations and added that he has an internal meeting scheduled for the week of Jan 30th with Audrey Hall, Eyvonne and himself to discuss this matter further.

Connecticut Construction Industries Association – No Attendee

Connecticut Energy Marketers Association – Chris Herb

- In December the Energy Marketers Association had to ask for an hours-of-service waiver due to a periodic supply tightness at various terminals throughout the state and throughout the region.
- Chris Herb thanked that department for responding quickly to this matter. He stated a major driver of that was that a number of interruptible users switched over, in particular electric generators.
- There continues to be periodic interruptions as supply has been attracted to Europe that paying typically more for distillate fuels, diesel, and heating oil in particular. Right now, there are signs of backwardation in the financial markets that the second half of February might be a very tight time again.
- Good news is natural gas suppliers have built a bit, so those electric generators hopefully won't come running to the liquid fuel market as a backup when they get tight. This situation does not look like it normally does when you look at the five-year outlook average.
- Some concerns about the car regulations across the board, but in particular the bigger vehicles, out oil trucks and propane bobtails, those products don't typically exist in the market to electrify. He stated it's quite a challenge and that's why he appreciates the DEEP holding a stakeholder's process where we will be able to articulate that and

hopefully seek solutions to being able to move fuel around to people who will use low carbon liquid fuels in the future to heat their homes and buildings.

- Paul Ferrell added that from the energy perspective they are tracking this issue with heating oil and distillate fuel availability closely also.
- Paul was trying to clarify the process of getting a waiver for hours of operation and was asking if that waiver request is to DMV. Chris Herb responded that is correct.
- Paul was wondering about when they issue waivers, Chris responded they put the request in, and the circumstances typically dictate how long we ask for. The DMV uses are judicious about how they award it, sometimes they give us less than we ask sometimes they give us what we ask for.
- Chris also stated that in the winter they have had drivers who were in New Haven and had to go to Bridgeport, but he has not had to go to DMV and ask for and hours of service waiver for that. This year they have been able to manage through it because of the weather.
- Chief Smith added that he would agree that these waivers are generally weather driven and sometimes it's even recognized at the federal level.

Connecticut Food Store Association – No Attendee

Connecticut Farm Bureau – Joan Nichols

- Nothing to report, Joan just had a comment for Paul Farrell at DEEP. Joan would like to have the opportunity to sit in on the stakeholder input session so please keep her in mind for that meeting.

Shore Associates – Steve Shore

- Continuing to have problems with CELTIC system. Thinks there is a learning curve on their end and with IRP in the past couple weeks.
- FMCSA insisting on all motor carriers having drug testing, the clearinghouse activity where the clearing house is the major database for storing positive drug and alcohol tests.
- Issue with CDL information system CIDLIS and CILVS (DMV system), systems data should flow between all three of these systems. Steve has reported abnormalities with these systems, sometimes seeing a 10 day wait time which is too long. If a driver is stopped the officer is not going to wait to issue the infraction, he will give it right away. Hoping DMV can step up integrity between these systems.
- Document Integrity area seeing hold up with taxes and also with insurance compliance seeing abnormalities with that system and has reported them to Kelly O'Connell. Hoping DMV can improve upon this as well.

U.S DOT Federal Motor Carrier Safety Association (FMCSA) – No Attendee

- Chief Smith acknowledged that no one on from FMCSA and that Joe Scully has moved to New Hampshire. Ed Brickner is now filling in but not in attendance.

Innovative Technology Deployment/Commercial Vehicle Operations (ITD/CVO) – Kelly O’Connell

- Nothing new to report with CVO.
- For 2022 we issued a little over 1300 safety audits in PRISM.
- Starting a new project that will automate the federal out of service for the commercial vehicles that range from the 10,000 to 26,000 pounds vehicles for hire that transport 9-15 passengers.

Connecticut Motor Vehicle Safety Assistance Program (MCSAP) – Lt. Stender

- Connecticut is seeing a 40% increase in fatal crashes CVSA is using all of our federal funding to ensure that we are doing as much enforcement as possible to curb fatalities and bad driver behavior such as speeding and distracted driving in our high crash areas.
- Doing more cargo size and weight enforcement on off hours.
- To help the agency understand regulations and how to proceed as a new entrant or if they have questions with regulations, we have created monthly classes at Tunxis the first Tuesday of every month so any carrier who would like to register for that class or if you just have questions on regulations or enforcement, we encourage everyone in the motor carrier community to attend or utilize that course. Lt Stender has the e-mail address if anyone is interested in joining these classes.

Chief Smith asked Cindy Zuerblis in the CDL area if there was any information on delays with skills testing. Cindy replied that they have not received any calls and that things are going well in that area. Cindy also added that the best thing they did in that area was to start off new employees with CDL training first, this was extremely helpful. Chief Smith also added that if a bus company is experiencing a delay, we are quick to give us a call and we know to prioritize those issues. Deb’s area is very good with our background checks, and he believes that it all being handled in a timely manner.

V. Closing Statements

- Chairman Smith reminded the group that the purpose of the council is to make recommendations. Next meeting will take place at the end of session. He asked they email him with any recommendations.
- The meeting was adjourned at 1:45 pm.