

Motor Carrier Advisory Council
Microsoft Teams Meeting
May 26, 2022
Meeting Minutes

Attendees: Chris Smith, Garth Perri, Sandra Bianco, Jean Cronin, Don Braman, Eyvonne Parker-Bair, Felipe Briseno, Mei Wong, Ed Brickner, Katherine Grady, Erick Johnson, Jean Cronin, Joan Nichols, Anne Kleza, Paul Kritzler, Stacey Manware, Kelly O’Connell, Cindy Zuerblis, Johninne Dominique, Chris Herb, Jen Arienti, Jose Romero, Eric Jackson, Dennis Solensky, David from Shore Assoc., Audrey Hall

- I. **Call to Order** – Motor Carrier Advisory Council (MCAC) Chairman Christopher Smith called the meeting to order at 1:03 pm and informed participants the meeting was being recorded.
- II. **Chairman’s Remarks** – The Chairman announced neither commissioner would be on the call. He also reviewed the purpose of the Council.
- III. **Approval of the March 10, 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 Chris Herb 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 – Katherine Grady

- Reported on SB 333, Public Act 22-44 which concerns protections for consumers on increased bonds for dealers and repairers, changes for driving schools and driving school instructors, decibel testing, organ donation status, and allowing a six-month extension for people who fail inspections but can prove they can’t repair their vehicle because of a shortage of parts.
- Reported on SB344 which includes language regarding catalytic converter thefts, and making the commercial learners permit test available to incarcerated persons.
- Expansion of the DMV background checks for school bus drivers did not pass.

Dept. of Economic and Community Development – No Attendee

Dept. of Emergency Services and Public Transportation – No Attendee

Dept. of Energy and Environmental Protection- Paul Kritzler

- EPA Clean School Bus Program passed. This clean school bus funding program provides money for the replacement of diesel vehicles with electric vehicles or other clean vehicle technology. It is a weighted lottery program for which applications must be completed. The EPA has a priority school district list, and those on the list will get priority.
- Public Act 22-25 Clean Air Act – This bill includes state fleet purchase requirements, EV, for 2026, 2028, and 2030. It includes right to charge, property tax exemptions, and changes to the Cheaper Program as well as school bus requirements that allow school bus contracts to be 10 years instead of five and requires 100% of buses to have zero emissions by 2035. There will be a matching grant program for school buses. Also included is the authorization for DEEP to develop a medium and heavy-duty voucher program much like the one in MA. Grants and vouchers will be provided for the replacement of diesel vehicles with electric vehicles.
- DEEP received the authority to adopt CA medium and heavy duty advance clean trucks rule and low NOX rules.
- Chris Herb asked if the above will be reviewed by the Reg Review Committee. The answer was yes.
- Jean Cronin asked if the advanced clean truck rule only include school buses. The answer was that Paul believed so but will check.

Dept. of Revenue Services – No Attendee

Dept. of Transportation – Ann Kleza, Don Braman, Felipe Briseno

- Public Act 22-40 bill updates – there will be an increased fee for oversize/overweight permits which will help to create an electronic system. Also in the bill is a section on “passed truck platooning” which will allow no more than three trucks to operate in a platoon.
- DOT is working with DMV on the CDL portal site to keep customer inquiries going.
- Shout out to Kelly O’Connell for her help.

Judicial – Stacey Manware – No Report

UCONN – Eric Jackson

- UConn is in the process of working with DMV and DOT to get an MOU in place for a truck parking study.
- There is a new requirement that will require a state task force to look at the DMV crash report form and make recommendations back to the legislature.

Motor Carrier Industry

Connecticut Bus Association/CT School Transportation Association – Jean Cronin

- The CT. Bus Association is continuing to monitor the impact of SB4, especially the medium and heavy-duty emissions impact on the motor coach industry. There was an understanding that they are exempt. The Association will work with DEEP on that.
- There are changes in the DOT bill regarding transit district consolidations. The Association will be working closely with DOT on the project.
- DOT changes in bus services and new routes, both transit and commuter, are being followed.
- There is concern about retirements at DMV and DOT.
- The School Bus Association finds SB 4 (the electrification of buses) very concerning.
- Electrification of buses – There is an aggressive timeline. CT is the first state to mandate the entire bus fleet be converted over. There is no experience with these buses. There is no idea of charges and upgrades; the buses cost four times as much as a regular bus, and not everyone will get a grant. There is concern that the cost will be put on municipalities.
- Fingerprints – The association needs to work with Public Safety to get more contractors and have more LiveScan computers. They will be reaching out to Public Safety.
- SB 438 – Concerned that the system will not be able to keep up with number of background checks.
- SB 256 – There is more paperwork on the back end, but it should slow down the number catalytic converter thefts.
- The association is working Cindy Zuerblis on a June Master Instructor class.
- They are looking at whether reciprocity with school bus drivers from other states is possible.
- Thanked DMV for all the help this past year; things were much smoother.

Connecticut Construction Industries Association – No Attendee

Connecticut Energy Marketers Association – Chris Herb

- Electrifying tractor trailers will be difficult because some places are not willing to upgrade infrastructure.
- Mentioned that the 15% ethanol fuel may not comply with the vehicles manufacturer warranty. Gas operators and tank operators are not eligible for E15.
- Price of Fuel – The war is pushing high prices. Currently, there is extremely tight diesel inventory and supplies will be very tight this summer.
- The driver shortage continues.

Connecticut Food Store Association – No Attendee

Motor Transport Association of Connecticut – No Attendee

Shore Associates – David (no last name given)

- Continuing to have problems with CELTIC system. These have been reported to Kelly O’Connell and Jennifer Pelletier.

Connecticut Farm Bureau – Joan Nichols

- Concerned about medium and heavy-duty truck standards and agriculture input and output.
- Anything that impacts fuel prices will impact food costs.

U.S. DOT Federal Motor Carrier Safety Association (FMCSA) – Ed Brickner

- Reported that the recent MCSAP conference was successful.
- FMCSA is moving forward with funding opportunities that are available because of a bi-partisan infrastructure bill.
- FMCSA is reviewing 2022 grant funding applications for MCSAP. Awards should be received by 9/30/22.

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

- The ITD virtual weigh station is moving along. DMV is working with DOT on an RFP.
- PRISM – the unit is waiting for prioritization from the PMO unit.

Connecticut Motor Vehicle Safety Assistance Program (MCSAP) – Garth Perri

- MCSAP Update – DMV has recently transitioned funding from overlapping grants and is currently revising upcoming grants.

V. Closing Statements

- Chairman Smith reminded the group that the purpose of the council is to make recommendations. He asked they email him with any recommendations.
- The meeting was adjourned at 2:06 pm.

