



Trinity Motor Coach
Trinity School Bus
Trinity Shuttle
Trinity Cars

December 1, 2014

The Honorable Wayne Schmidt
Chair, House Committee on Transportation and Infrastructure
P.O. Box 30014
Lansing, MI 48909-7514

RE: House Bill No. 5908

Dear Mr. Chairman:

I am the President/Owner of Trinity Transportation Group, a private Michigan-based ground transportation company in business since 1981. I am writing you regarding House Bill No. 5908, which was referred to the House Committee on Transportation and Infrastructure on November 12, 2014.

Trinity has over 300 vehicles on the road and transports over 6,000 pupils during each school day. We provide ground transportation including school buses, motor coaches, limousines and sedans. We employ over 500 people and operate out of several Michigan locations including Dearborn Heights, Ecorse, Hamtramck, Grosse Pointe, Wyandotte and Saginaw as well as Toledo, Ohio. Roughly 90 % of our employees live and work in Michigan.

Trinity Transportation Inc. opposes this legislation in its current form as it will decrease safety and increase costs to the traveling public due to increased and fragmented regulations. I urge you to take these factors in to consideration as you review the bill.

As you know, proposed HB 5908 would enact changes to Act 271 and Act 432.

RE: Proposed Revisions to Act 271

We oppose the removal of State oversight of passenger-for-hire vehicles with a seating capacity of 8 or fewer passengers, including those cars driven by contract drivers working for TNCs.

We believe the current statewide requirements best support the safety and security of the travelling public by providing uniform requirements for liability insurance and vehicle inspections. HB 5908, in its current form, would leave the compliance of these vehicles to the local municipalities. It is inherently unfair that a Michigan passenger traveling in one municipality could have a lower level of protection from injury and financial loss



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than in another municipality due to disparities in vehicle safety standards and insurance requirements.

A vehicle transporting passengers in Ann Arbor should be inspected no less frequently and no less rigorously than a vehicle offering the same service in Wyandotte. Moreover, a passenger who is injured in East Lansing while traveling in such a vehicle should benefit from the same level of liability coverage as would a passenger injured in Novi.

In addition, the default to municipal regulation will result in a patchwork of different applicable regulations with which we must comply, since we conduct business in and across multiple municipalities.

Our Cars division operates in nearly two dozen municipalities, each of which will potentially require compliance with different regulations, with widely varying standards, schedules and costs for vehicle inspections.

Not only will this increase our operating costs due to the need for additional inspections and administrative oversight, it will unnecessarily decrease transportation options for the travelling public because vehicles will be more frequently placed out-of-service for various municipal inspections. Further, when vehicles are out of service, our employees also can be impacted negatively should this cause a decrease in the number of working hours they can operate.

RE: Proposed Revisions to ACT 432

We oppose the significant increase in annual bus registration fees, which is a fourfold increase in this cost. This would increase our registration fees from approximately \$7500.00 annually to \$30,000.00 annually. While we recognize that the cost has not been adjusted in many years, we urge you to consider both a lower increase amount and a phased-in increase over a three year period.

I am requesting a response to my letter. I would appreciate a reply containing your position on the bill and the issues I have identified here.

Sincerely yours,

Jerry Sheppard
President, Trinity Transportation Group