

FEBRUARY 23 - 26, 2022
LONG BEACH, CALIFORNIA

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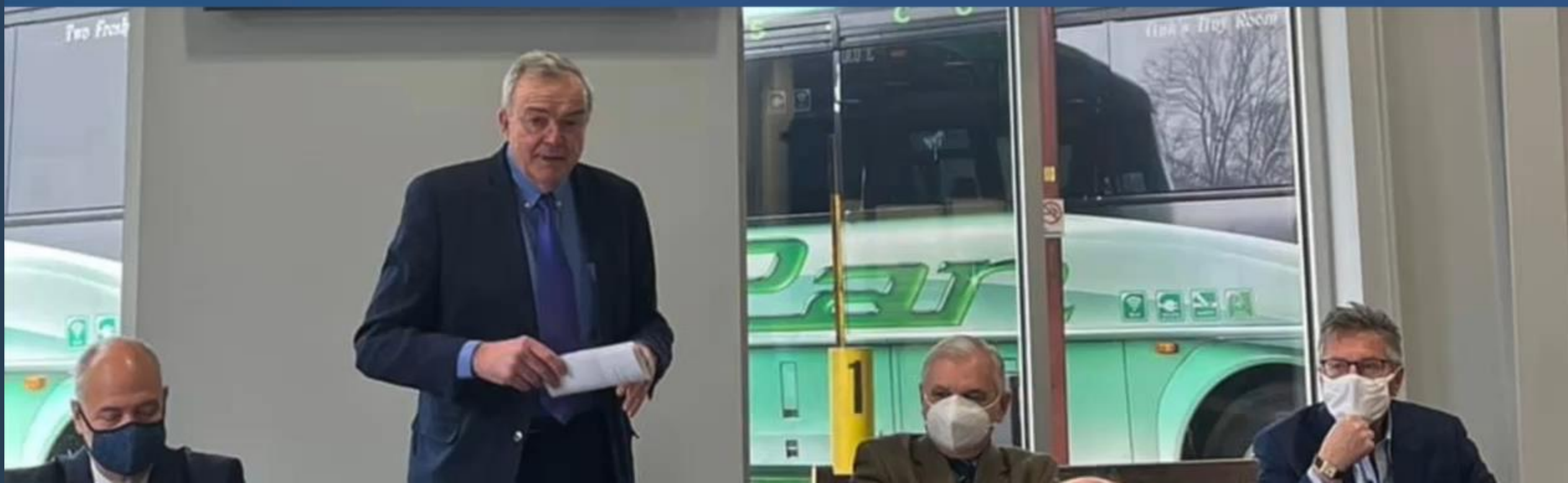
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**EXPO is 26
days away!**

Motorcoach **NE** BUS INDUSTRY

▪ [OPERATOR NEWS](#) ▪ [THE DOCKET](#) ▪ [OPINION](#) ▪ [CONTACT US](#) ▪ [CALENDAR](#) ▪ [ADVERTISE](#)



Today's Agenda

1. Welcome & Intro

Scott Michael

2. Motorcoach Minute

Featuring Kevin Creighton

3. Legislative & Regulatory Report

Ken Presley and Becky Weber

4. EXPO News – Countdown to Long Beach!

Scott Riccio, UMA EXPO Committee Chair

5. Curriculum Training for Motorcoach Drivers

Ken Presley

6. Overdrive

Time to visit with friends





CERTS Tax Exemption

CERTS Refill (\$6
billion)



February 3, 2022

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
Washington, D.C. 20515

The Honorable Kevin McCarthy
Republican Leader
United States House of Representatives
Washington, D.C. 20515

The Honorable Chuck Schumer
Majority Leader
United States Senate
Washington, D.C. 20510

The Honorable Mitch McConnell
Republican Leader
United States Senate
Washington, D.C. 20510

Dear Speaker Pelosi and Leaders Schumer, McCarthy, and McConnell:

The motorcoach, school bus and passenger vessel industries in the United States continue to be decimated by COVID and we need your help. We are writing to seek your support for our industries in a targeted relief package being developed by Senators Cardin and Wicker.

We deeply appreciate the \$2 billion in relief Congress provided in the CERTS program included in the Consolidated Appropriations Act of 2021. Unlike all other modes of public transportation, this was the only specific relief our industries received during the pandemic and provided a fraction of what is needed to maintain a basic level of service. The program was oversubscribed by more than \$6.4 billion and that only accounts for losses incurred in 2020. Our industries continued to experience losses throughout 2021 and even into 2022 as the Delta and Omicron variants cancelled travel and closed schools.

As you know, Chairman Cardin and Senator Wicker are currently leading an effort to develop a bipartisan targeted relief package to help businesses still struggling because of the COVID-19 pandemic. We understand that discussions are ongoing, but we are thankful that based on what we have heard, they are planning to include relief for the motorcoach, school bus, and passenger vessel industries with additional CERTS funding, as well as a much-needed technical tax correction for the CERTS program.

Private motorcoach companies provide critical transportation services across the country, reducing congestion for urban centers while providing reliable and affordable transportation to millions of commuters and intercity travelers; connecting rural and underserved communities to jobs, education and critical services; supporting tourism and providing group travel for myriad organizations; moving the military and their equipment, including the transport of active-duty military and National Guard forces to protect the U.S. Capitol and Washington, D.C.; and serving as a vital resource to the emergency response community for natural disasters, including wildfires and hurricanes. Motorcoach operations to and from airports, transit stations, and Amtrak also ensure the national public transportation "network" functions efficiently.

The private school bus industry provides nearly 40% of the nation's school bus service in 200,000 yellow school buses to 26 million children every day, who rely on the school bus as their primary way to get to and from school in the safest way possible. The industry not only transports children to and from school, but also provides critical delivery of school nutrition, supplies and Wi-Fi to students not able to attend school in-person. Sixty percent of private school bus contractors were not fully paid during school closures due to the pandemic.

Passenger vessel industry moves more than 200 million passengers annually, providing both necessary commuters as well as recreational transportation in support of the nation's traditionally robust tourism. Companies operating passenger vessels lost their entire 2020 season or operated at dramatically reduced revenue and customers in 2020, and the slow pace of return in 2021, many companies are simply unable to come under sufficient control to give members of the public confidence to return.

Additional losses in 2021. Motorcoach companies have lost more than 50 percent of the companies of these businesses are small, nearly all are family-owned, and many were minority owned. Operators of our 100,000 workers were laid off and many have still not returned to work. Of the pandemic, the motorcoach industry generated \$15.3 billion in direct revenue. In 2020 revenue and at the end of 2021 these family-owned businesses continued to operate at less

operators generated \$10 billion in annual direct revenue. In 2020 they had a loss of \$4 billion in losses in 2021 with most schools remaining closed until the fall of 2019, and their financial health has not yet been restored.

TS Act grants replaced only 20-25% of the year 2020 company shortfalls but find a bipartisan path forward that ensures relief for our struggling transportation services to the public, including rural and low-

ch with any questions.

United Motorcoach Association
National School Transportation Association
Amalgamated Transit Union
Transportation Workers Union of America
Local 108, Retail, Wholesale and Department Store Union

- **Sen. Jack Reed (D-RI)**
- **Friday, January 23, 2022, at 2:30 PM (ET)**
- **Original sponsor of CERTS**
- **Appropriations Committee**
- **Transportation, Housing, and Urban Development Subcommittee**
- **Peter Pan Bus Terminal**
- **One Peter Pan Way**
- **Providence, RI**





POLICY ISSUES

COVID19 Economic Relief

Assistance for American Families and Workers

Assistance for Small Businesses

Assistance for State, Local, and Tribal Governments

Assistance for American Industry

Airline and National Security Relief Programs

Coronavirus Economic Relief for Transportation Services (CERTS) Program

Download Payroll Provider Letter

needed for CERTS Application

Information for companies applying

from U.S. Territories

Payroll Relief Programs

Tax Policy

Economic Policy

Terrorism and Illicit Finance

Financing the Government

Financial Markets, Financial Institutions, and Fiscal Service

Financial Sanctions

Consumer Policy

International

Small Business Programs

Tribal Affairs

Coronavirus Economic Relief for Transportation Services (CERTS) Program

The Coronavirus Economic Relief for Transportation Services (CERTS) Program is providing eligible transportation service companies with resources to help to maintain payroll, hire back employees who may have been laid off, and cover applicable overhead and operational expenses.

UPDATES ON CERTS QUARTERLY REPORTING

The draft format for the required CERTS quarterly report is posted below under PROGRAM INFORMATION. This PDF document presents the information and questions expected to be included in the official CERTS quarterly report that will be made available to Grantees for completion in the CERTS portal no later than Monday, January 3, 2022.

All Grantees are encouraged to review the draft report format and to submit any questions they may have to Treasury. Based on questions received, Treasury may update the report format before it goes live in the CERTS portal, and will publish a new Frequently Asked Questions to aid Grantees in completing the report.

Grantees are required to submit their **first** CERTS quarterly report by February 15, 2022, which will cover grantee activities during the time period from the effective date of the CERTS grant agreement through the fourth quarter of calendar year 2021 (December 31, 2021).

The report has two primary purposes. One, it will require grantees to report on how they spent their CERTS award from the date they first received funds through December 31, 2021. Two, it will require Grantees to make certain certifications required by the CERTS statute. Treasury will use the certified data provided to monitor Grantee compliance with the CERTS statute and Grant Agreement.

As noted above, Grantees will need to complete the report on-line using the official CERTS portal through treasury.gov in January 2022. Treasury will never attempt to solicit Grantee information from a webpage not hosted on [Treasury.gov](https://treasury.gov), a website not utilizing Treasury's official verification service (@ID.me), or from an email address not ending in @treasury.gov or @oig.treas.gov.

For more information on the quarterly reports, you may also refer to paragraph 12 of the CERTS Grant Agreement.

PROGRAM INFORMATION

- Format for CERTS Quarterly Report "new" (12/10/2021)
- CERTS Program Guidelines "Updated" (08/12/2021)
- CERTS Frequently Asked Questions "Updated" (12/10/2021)
- Information on the ID.me identity service
- Information for companies applying from U.S. Territories
- IRS information on the tax treatment of CERTS grants
- Form of Standard CERTS Grant Agreement for All Approved Grantees
- CERTS Employee Recall and Rehire Information
- List of CERTS Participants with Amounts Provided
- Treasury Completes \$2 Billion in Recovery Fund Payments to Transportation Businesses



February 15, 2022



Section 1: Verification of Grantee Information

Section 2: Total Funds Used On or Before December 31, 2021

Section 3: Organizational Use of Funds

Section 4: Detail on Use of Funds

Section 5: Recalls & Rehires Certification

Section 6: Other Certifications


Section 7: Changes in Control, Bankruptcy, and Legal Actions

Section 8: Feedback

Section 9: Certified Submission

Format for CERTS Quarterly Report *new* (12/10/2021)

- ABOUT UCR >
- UCR REGISTRATION >
- UCR DISPATCH
- STATE EMPLOYEE RESOURCES >
- EDUCATION & TRAINING CENTER
- FREQUENTLY ASKED QUESTIONS

 **UPCOMING EVENTS**

THU
27

January 2022 Board of Directors Meeting


January 27, 2022 @ 12:00 pm - 3:00 pm

MAR
03

March 2022 Board of Directors Training and Meeting

March 3, 2022 @ 1:30 pm - 4:30 pm

[View More...](#)

 **REGISTRATION QUESTIONS**

Please contact:

1-833-UCR-PLAN

helpdesk@ucr.gov



States not participating-

Arizona, Hawaii, Florida, Maryland, Nevada, New Jersey, Oregon, Vermont, Wyoming, and Washington D.C.

UCR Board and Subcommittee Meetings
Updated Calendar for 2022 meetings has been revised.

[CLICK HERE FOR CALENDAR OF MEETINGS](#)

ALERT from FMCSA: Broker and Carrier Fraud and Identity Theft
Fraud and identity theft occurs when entities use another motor carrier's assigned USDOT number, when not authorized to do so, or when someone acts as a broker and is not registered with FMCSA. Fraud and identity theft are criminal acts.

Please use this document as a guide to handle these issues.

Registration for 2022 is Now Open
Registration for 2022 opened on October 1, 2021. Fees for 2022 are the same as for the previous year.

A blurred photograph of a woman and a man sitting on a stage. The woman is on the left, wearing a patterned jacket. The man is on the right, wearing a suit and glasses, holding a microphone. A low, rectangular table is positioned in front of them. The background is dark and indistinct.

UMA Motorcoach EXPO

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Scott Riccio

UMA EXPO CHAIR
Northeast Charter and
Tour Company

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EXPO protocols at this time:

Masks required

Vaccine Proof or Testing Required





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LONG BEACH, CALIFORNIA

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Renaissance Long Beach Hotel
UMA Rate: \$179/night

**Hyatt Regency Long Beach,
Long Beach, CA**
UMA Rate – \$199/night

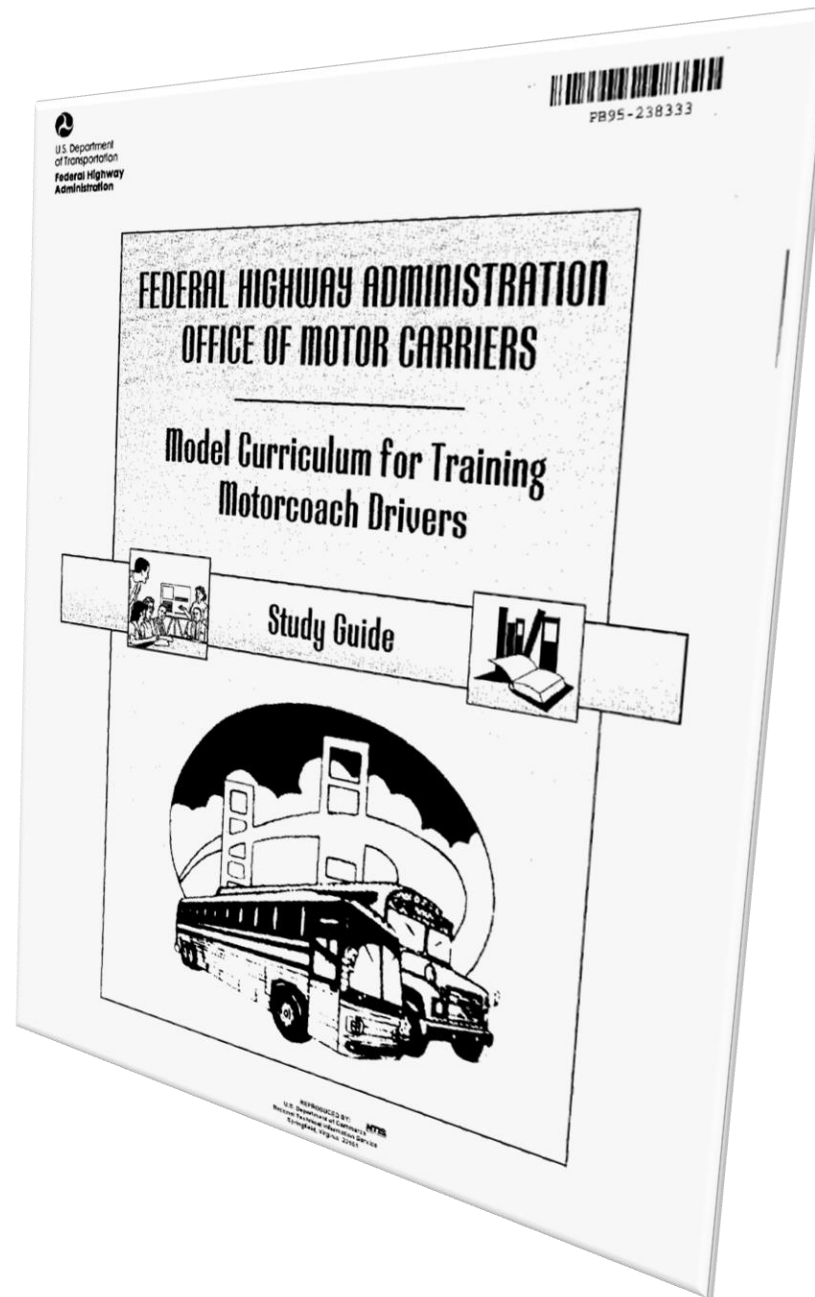
*Booking more than two rooms at the Hyatt?
Call (800)233-1234.*



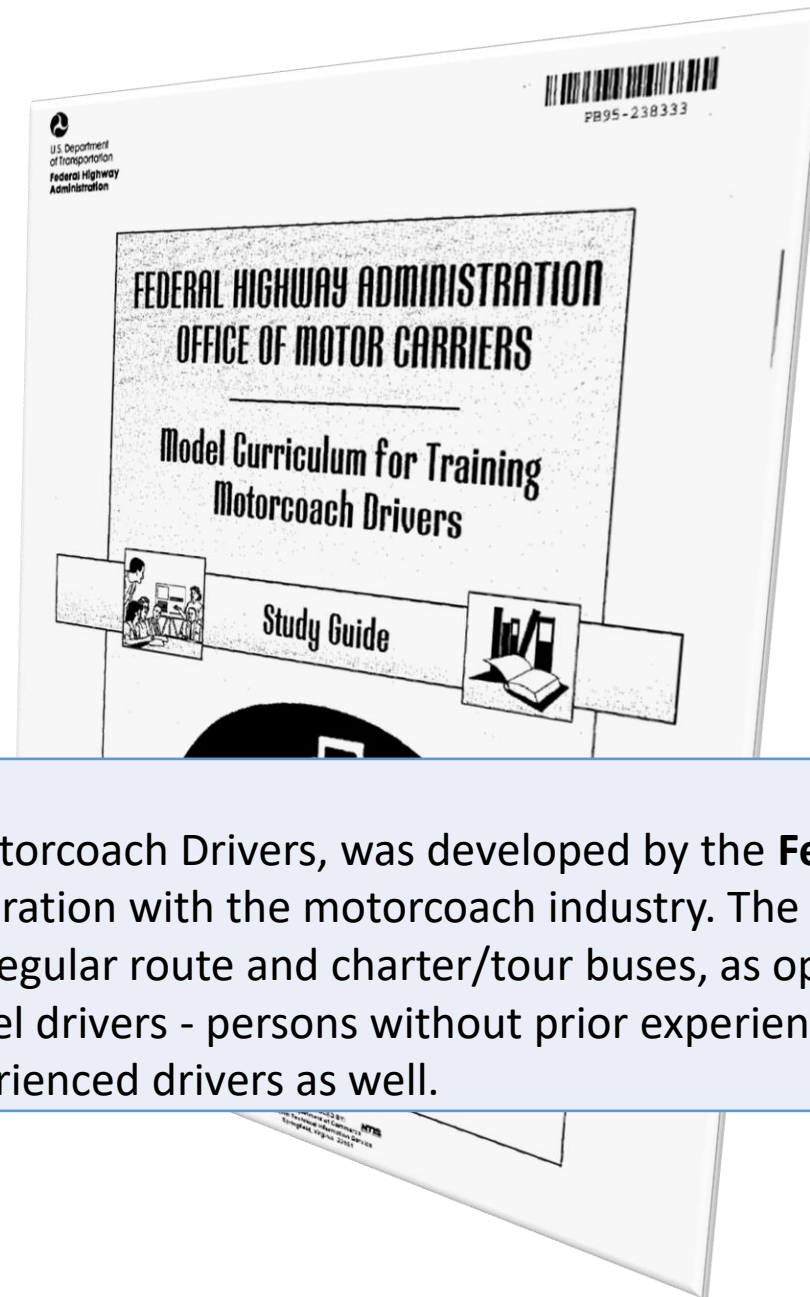
Model Curriculum for Training Motorcoach Drivers



1994



1994



This course, the Model Curriculum for Training Motorcoach Drivers, was developed by the **Federal Highway Administration, Office of Motor Carriers**, in cooperation with the motorcoach industry. The course is intended for motorcoach drivers, i.e., drivers of long - haul regular route and charter/tour buses, as opposed to drivers of metro/transit or other bus types. It is for entry level drivers - persons without prior experience driving trucks or buses - although parts of it may be useful for experienced drivers as well.

The American Bus Association (ABA) and United Bus Owners of America (UBOA). Susan Perry of ABA and Steve Sprague of UBOA were extremely helpful in identifying our SMEs and CAG members and participating in curriculum reviews.

Our subject matter experts, who both provided content for the course and reviewed drafts as the materials were developed. The SMEs were:

- Jack Burkert, Lancer Insurance Company.
- Carmen Daecher, Pennoni Associates. (Carmen also served as the instructor for our pilot test.)
- Robert Forman, Robert Forman Associates.

Entry-Level Driver Training (ELDT)



MAP-21 mandated that the FMCSA issue regulations to establish minimum entry-level training requirements for interstate and intrastate applicants obtaining a CDL for the first time, CDL holders seeking license upgrades, and those seeking passenger (P) or hazardous materials (H) endorsements.



Consensus recommendations from the Agency's Entry-Level Driver Training Advisory Committee (ELDTAC), a negotiated rulemaking committee that held a series of meetings between February and May 2015.

Model Curriculum for Training Motorcoach Drivers



United States
Department of Transportation

Federal Motor Carrier Safety Administration

**Model Training Curriculum for
Motorcoach Drivers**



Instructor Guide

United States
Department of Transportation



FMCSA
Federal Motor Carrier Safety Administration

United States
Department of Transportation

Federal Motor Carrier Safety Administration

**Model Training Curriculum for
Motorcoach Drivers**



Student Guide


United States
Department of Transportation



FMCSA
Federal Motor Carrier Safety Administration

Model Curriculum for Training Motorcoach Drivers

<https://www.fmcsa.dot.gov/carrier-safety/carrier-safety-resources/model-training-curriculum-motorcoach-drivers>

**FMCSA**
Federal Motor Carrier Safety Administration

Search

About FMCSARegulationsRegistrationSafetyAnalysisNews

Home / Safety / Carrier Safety / Carrier Safety Resources

Passenger Carrier Safety

Passenger Carrier Safety Resources

By Vehicle Type

FMCSA Information Line
1200 New Jersey Avenue SE
Washington, DC 20590
United States
Phone: 800-832-5660
Social Media Links:
[Chat - Registration Help](#)

Model Training Curriculum for Motorcoach Drivers

[Instructor Guide and Manual](#) [Student Guide and Manual](#) [Training Modules - PowerPoint Presentations](#)

Instructor Guide and Manual

- [Curriculum Intro - Instructor](#)
- [Instructor TABLE OF CONTENTS](#)
- [Module 1 Regulatory Overview Key Requirements Instructor](#)
- [Module 2 MC Orientation - Instructor](#)
- [Module 3 Trip Preparation Instructor](#)
- [Module 4 Vehicle Inspections Instructor](#)
- [Module 5 Boarding Alighting Instructor](#)
- [Module 6 ADA Module Instructor](#)
- [Module 7 Safe Driving Principles Instructor](#)
- [Module 8 Special Driving Conditions Instructor](#)
- [Module 9 Emergency Situations Instructor](#)
- [Module 10 Enforcement - Police Interactions Instructor](#)
- [Module 11 Behind The Wheel Instructor](#)

Student Guide and Manual

- [Curriculum Intro - Student](#)
- [MMC Student TABLE OF CONTENTS](#)
- [Module 1 Regulatory Overview Key Requirements Student](#)
- [Module 2 MC Orientation - Student](#)
- [Module 3 Trip Preparation Student](#)
- [Module 4 Vehicle Inspections Student](#)
- [Module 5 Boarding Alighting Student](#)
- [Module 6 ADA Module Student](#)
- [Module 7 Safe Driving Principles Student](#)
- [Module 8 Special Driving Conditions Student](#)
- [Module 9 Emergency Situations Student](#)
- [Module 10 Enforcement - Police Interactions Student](#)
- [Module 11 Behind The Wheel Student](#)

Training Modules - PowerPoint Presentations

- [2018 1 Regulatory Overview Key Requirements](#)
- [2018 2 MC Orientation - Familiarization](#)
- [2018 3 Trip Preparation](#)
- [2018 4 Vehicle Inspections](#)
- [2018 5 Boarding Alighting](#)
- [2018 6 ADA Module](#)
- [2018 7 Safe Driving Principles](#)
- [2018 8 Special Driving Conditions](#)
- [2018 9 Emergency Situations](#)
- [2018 10 Enforcement - Police Interactions](#)
- [2018 11 Behind the Wheel Training](#)

Last updated: Wednesday, January 8, 2020

Model Curriculum for Training Motorcoach Drivers

Training Modules - PowerPoint Presentations

1 Regulatory
Overview Key
Requirements

2 Motorcoach
Orientation -
Familiarization

3 Trip
Preparation

4 Vehicle
Inspections

5 Boarding
Alighting

6 Americans
with Disabilities
Act

7 Safe Driving
Principles

8 Special
Driving
Conditions

9 Emergency
Situations

10 Enforcement
- Police
Interactions

11 Behind the
Wheel Training

Regulatory Overview & Key Requirements



Purpose:

The purpose of this training module is to provide students with background on regulatory authority in the motorcoach industry and also review key regulations not addressed elsewhere in other modules. Students will learn about carrier oversight, including how oversight affects their job duties. They will also learn minimum qualifications that a commercial driver must meet and their responsibilities in the qualification process. Finally, students will learn about the hours of service rules and driving limitations as well documenting their duty status on driver logs.

Module Overview:

The training module contains three classroom lessons and three training exercises. The first lesson provides background on regulatory authority and applicability to motor carriers and motor carrier operations. The second lesson details minimum driver qualifications as detailed in the Federal Motor Carrier Safety Regulations and review driver responsibilities in meeting the regulations and operating safely. The third lesson reviews hours of service regulations, driving limitations, and documentation of driver activities, including proper completion of records of duty status.

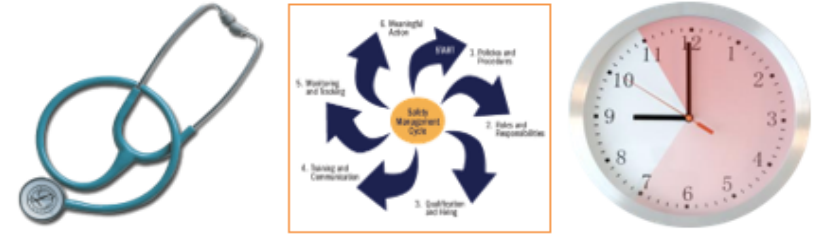
Lesson 1: Background & Applicability

Lesson 2: Driver Qualifications & Responsibilities

INSTRUCTOR

STUDENT

Regulatory Overview & Key Requirements



Purpose:

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Lesson 1: Background & Applicability

Lesson 2: Driver Qualifications & Responsibilities

Lesson 3: Hours of Service

Display PowerPoint slide.

Federal Motor Carrier Safety Administration (FMCSA)



- Established January 1, 2000
- One of 12+ USDOT agencies/administrations
- Federal, regional & state offices and personnel
- Goal: reduce crashes and injuries involving commercial vehicles

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA) NARRATIVE

The Federal Motor Carrier Safety Administration began operations on January 1, 2000. It is one of over a dozen administrations housed under the United States Department of Transportation. The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses.

Display PowerPoint slide.

FMCSA Functions

- Develop regulations to balance safety and efficiency
- Enforce regulations
- Use safety information systems to identify high-risk carriers
- Education
- Promote safety with partners



FMCSA FUNCTIONS NARRATIVE

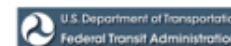
In carrying out its safety mandate to reduce crashes, injuries, and fatalities involving large trucks and buses, FMCSA develops regulations that balance motor carrier (truck and bus companies) safety with efficiency. They develop and harness safety information systems to focus on higher risk carriers in enforcing the safety regulations, though enforcement is not limited to only identified high-risk carriers.

FMCSA functions also include educating carriers, drivers, and the public on regulations and safe practices, as well as partnering with stakeholders including federal, state, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to reduce bus and truck-related crashes.

Display PowerPoint slide.

Other Regulatory Agencies

- US Department of Transportation (USDOT)
 - Federal Transit Administration (FTA)
- State Regulations
 - Safety regulations
 - Numerous vehicle, roadway & environment laws
- Department of Justice (DOJ)
 - Americans with Disabilities (ADA) regulations



OTHER REGULATORY AGENCIES NARRATIVE

In addition to the FMCSA, there are other agencies with regulations applicable to motorcoach operations, though these regulations may be applicable only to certain types of motorcoach operations. For example, motorcoach operators that provide public transit services that are funded by the Federal Transit Administration must also comply with their regulations.

At the state level, there are safety regulations for operations not governed by the FMCSA, as well as numerous vehicle, roadway, and environmental laws applicable to any vehicle operating within each state.

The Department of Justice, as well as the Department of Transportation, enacts regulations specific to transportation of passengers with disabilities.



Purpose:

The purpose of this training module is to provide student drivers with off- and on-road practice with motorcycles they will be operating. Off-road practice will focus on skill maneuvering and learning motorcycle vehicle dynamics. On-road practice will focus on maneuvering motorcycles in various real-world situations and assessing existing and potential hazards in a variety of environments.

Module Overview:

The training module contains two classroom lessons and on-vehicle exercises. The classroom lessons are very brief and designed to prepare student drivers for the on-vehicle exercises that follow. The first lesson provides an overview of skill maneuvers that student drivers may be subject to during closed course/off-road skill course exercises. The second lesson provides instruction on expectations of student drivers while they are operating the coach during on-road practice in real-world environments.

Lesson 1: Skill Course Maneuvering

Lesson 2: On-Road Practice

LESSON 1

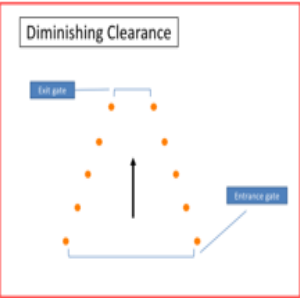
SKILL COURSE MANEUVERING

Lesson Objectives:

By the end of this lesson, you will be knowledgeable about standard skill course maneuvers you may be attempting while practicing operating motorcycles on the off-road skill course. You will have a basic understanding of the critical hazards of each skill maneuver so that you can concentrate on these areas as you learn the operational dynamics of the motorcycle(s).

Instructional Methods:

Classroom lecture introduction and behind the wheel exercises.

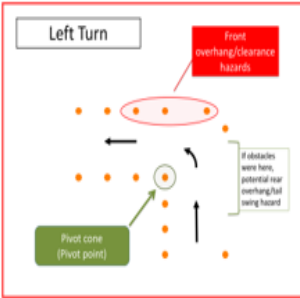


DIMINISHING CLEARANCE

This skill maneuver is known as "Diminishing Clearance" or "Straight Line". It's pretty straightforward and designed to help you understand the overall width of the motorcycle. As you proceed through the lane, the width of the lane will narrow, meaning the "exit gate" could be much tighter than the "entrance gate".

Besides fitting through the width of the exit gate, there are no significant clearance issues, unless the course is set up to make you turn sharply shortly after exiting this maneuver. In that case, the exit gate cones could become pivot and rear clearance/overhang hazards.

Sometimes instructors will use a similar setup as this maneuver to help assist drivers with the concept of where the motorcycle knee track relative to the side of the coach and their waist. Instead of fitting the entire coach through the diminishing clearance, they ask drivers to roll their right or left side lines through it.

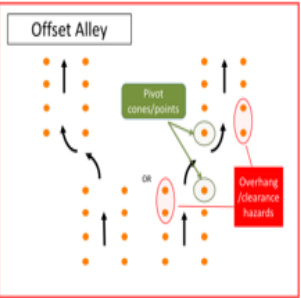


LEFT TURN

The most basic of maneuvers is the left and right turn. While basic, they are much trickier in a motorcycle than in a regular passenger car. The large wheelbase means that you must account for the off-tracking during turn maneuvers. You also must be aware of the front and rear overhangs and their clearances when negotiating a turn.

To know when you can turn without striking or running over an object with your rear axle, you must know where the pivot point is on the coach. The pivot point can vary depending on whether a tag axle is present, and whether the tag axle is raised or lowered.

As you can see from the diagram, during this skill maneuver you will be making a left (or right) turn. The amount of "extra space" you have to make the turn can be adjusted to simulate varying, real-life scenarios on how "tight" a turn may be. The narrower the approach and exit lanes, the tighter you will need to make the turn around the pivot cone.



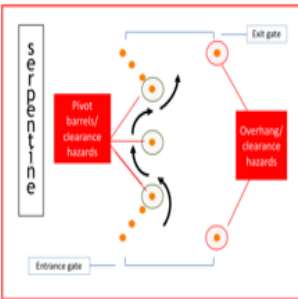
OFFSET ALLEY

This skill maneuver is called the "Offset Alley". As you can see, you will enter a straight alley and offset to the left or right, continuing through a second alley.

This skill maneuver will help you understand and make turning maneuverability as well as front and rear overhang clearances. You'll be moving laterally an entire width of the coach (8.5') during the offset. The maneuver becomes more difficult the narrower the alleys and the closer they are together.

There are basically two pivot cones in this maneuver and several cones that will serve as potential overhang/clearance hazards as you maneuver out of the first alley and into the second alley.

Behind the Wheel Training

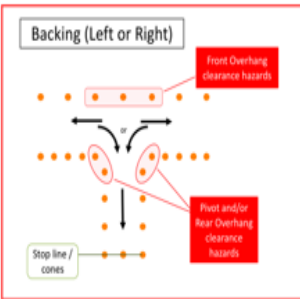


SERPENTINE

The Serpentine is a difficult skill maneuver that will also help you understand turn radius, pivot points and overhang clearances (you should be noting a theme by now – knowing and understanding these items are key to being able to maneuver without incident). In this maneuver, your pivot cones (barrels) and clearance hazards are one and the same.

Difficulty level will depend on the spacing between the center obstacle and the left/right cones on the entrance/exit gates and the width of the entrance/exit gates.

Experienced and skilled professionals are known to not only drive toward through the serpentine, but also backward!

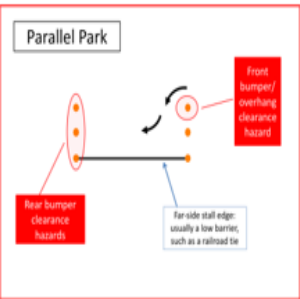


BACKING (LEFT OR RIGHT)

Alley backing is another tough skill maneuver, and hopefully one you won't have to physically do very often at all. In fact, remember – it's best to avoid backing whenever possible since backing incidents are common in the motorcycle business. This skill maneuver will test much the same as the previous: both pivot points and overhang clearances will come into play during the maneuver – but in a different direction.

Difficulty level will depend in part on what side you are backing from – you may be asked during this maneuver to back from the left or right of the alley. Essentially, you'll pull down the lane in one direction until you pass the alley, then back 90 degrees into the alley. You'll first start backing to the driver side since your vision field is much better than right or "blind" side backing. Once in the alley, the goal is usually to stop with your rear bumper as close as possible to the rear stop line without going over it.

The width of the lane and the alley, which will dictate clearances for rear and front overhangs, will set the difficulty level.



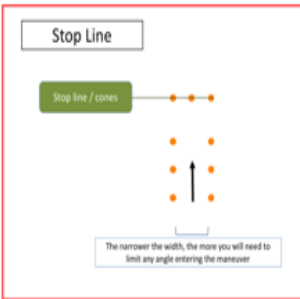
PARALLEL PARK

The "Parallel Park" maneuver is another backing exercise to help drivers understand clearances and sight issues when they are backing. For this maneuver, you will drive parallel past the "backing" stall and then be asked to back into the parking stall. Much like the Alley Backing, you will be asked to back in both directions, meaning you may back to your driver or passenger side when entering the stall.

Once in the stall, your goal is to come as close to the far-side stall edge line as possible without striking cones at the front or rear end of the stall. The far side stall edge is usually a block of wood or something similar to a curb – this allows you to swing your rear overhang over it during the maneuver without striking a barrier. A point on the coach will be designated from which they will judge distance to the stall edge (for example, rear drive axle).

Your largest hazards are the rear stall corner/hazards that you could strike with the rear bumper if you back to far into the stall. The front corner cone is also a hazard for the front overhang and/or bumper clearance – both on the way into the stall and on the way out.

The difficulty of this skill maneuver is generally dictated by the length of the stall.



STOP LINE

Finally, there's the "Stop Line". This maneuver will help you judge the location of the front of the motorcycle relative to your seated position.

The general goal is to stop the coach in the stall with the front bumper as close as possible to the end cones (or line). The width of the alley can be adjusted to make it a tighter "fit" as you pull toward the stop line; the narrower it is, the more you may have to adjust prior to entering (may have to enter virtually straight on).

LESSON 2

ON-ROAD PRACTICE

Lesson Objectives:

By the end of this lesson, you will understand how to provide commentary related to hazard identification while driving. You will learn to "talk-through" what you see and what your intentions are while you are behind-the-wheel during on-road practice. On-road practice will expose you to a variety of operating environments with a focus on environments you are most likely to operate in for the company.

Instructional Methods:

Classroom lecture introduction and behind the wheel exercises.

Commentary Driving

Defensive Driving training and evaluation while driving

Verbal, running commentary

What you see (or don't see) evaluates what/where you are looking at

COMMENTARY DRIVING

Driving defensively means being alert to what is happening around your vehicle and being prepared to respond to emergencies if necessary. Though the basics of defensive driving can be taught in the classroom, it may be difficult for an instructor to truly understand if a student can employ the defensive driving concept in real-world scenarios. "Commentary driving" is a method which takes defensive driving training outside the classroom and into the cockpit of the motorcycle, allowing for real-world assessment and teaching of defensive driving mindset and skills.

Commentary driving is simply giving a verbal, running commentary while driving. The verbal commentary includes what you see, what you are planning and what you are thinking. The commentary allows an experienced driver/instructor to evaluate where you are looking, what you are seeing, and what you are thinking.

Model Curriculum for Training Motorcoach Drivers

SUMMARY

- *\$-0- cost*
- *Malleable (Word, PowerPoint)*
- *Finish Training*
- *Refresher Training*
- *Use one-on-one training*
- *Group training*





2022

UMA International Driver Competition

Long Beach, CA

February 24 -25



SPONSORED BY:

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<https://motorcoachexpo.com/uma-international-driver-competition/>



2022 UMA International Driver Competition

GRAND CHAMPION

\$2,500

1ST RUNNER-UP

\$1,000

2ND RUNNER-UP

\$500



2022 UMA International Driver Competition

- Eligible drivers –
 - Free Expo Registration
 - May participate in all EXPO events
 - Two evenings hotel stay
 - Recognized at the EXPO Awards Dinner
 - Excellence in Driving Certificate



UMA INTERNATIONAL DRIVER COMPETITION

Eligibility Criteria and Pre-Registration Information

[PRE-REGISTER](#)

Required Forms: You must register at the link above AND complete and return the following forms.

- 2022 Excellence in Driving Recognition Program Application
- 2022 UMA International Driver Competition Eligibility Criteria
- Accident-Free Certification or Excellence in Driving Certification
- 2022 UMA International Driver Competition Schedule – preliminary and subject to change

Drivers desiring to compete in the 2020 UMA International Driver Competition must meet certain minimum requirements contained in the "Excellence in Driving" criteria.

2022 UMA International Driver Competition

- SCHEDULE FOR DRIVER COMPETITION

- Thursday, February 24

- 2:30 – 3:00 PM
- 3:00 – 4:15 PM
- 4:30 – 6:45 PM
- 7:00 – 10:00 PM

(Transportation Provided)

- Tuesday, February 25

- 8:30 – 9:30 AM
- 9:30 – until

Welcome and orientation
Driver Written Examination

Sneak Preview - UMA EXPO Floor Open
Sneak Preview After Party

- 7:00 – 8:15 AM Driver's Breakfast
Driver Competition Course Orientation
Driver Competition

- 6:30 – 9:00 PM UMA Member
Appreciation Dinner (including
recognizing Driver Competition
winners!)

- PM Reception 6:30
- PM Dinner 7:15





2022 UMA International Driver Competition

Register Today!

<https://motorcoachexpo.com/uma-international-driver-competition/>

