

WELCOME!



**(NOTICE: Portions of the UMA Town Hall are recorded.
It is available afterwards on the www.uma.org Member's Section of the website.
"Overdrive" is not recorded.)**

The Motorcoach Minute
Brought to you by BusRates.com





Today's Agenda

AGENDA

1. **Welcome & Intros – Scott Michael**
2. **The *Motorcoach Minute***
3. **Legislative & Regulatory Update
Ken Presley & Becky Weber**
4. **Guest Speaker: David Cooper - Transportation Security Administration (TSA):**
 1. The United States Intelligence Community (IC)
Public -Private Talent Exchange (PPTE) Program
 1. CISA Vehicle Ramming Self-Assessment Tool
 2. Recent National Terrorism Advisory System Bulletin
 3. Cyber Security
5. **Overdrive - Time to visit with friends: *Tips, Trends & Tons of Inspiration***



LEGISLATIVE UPDATE

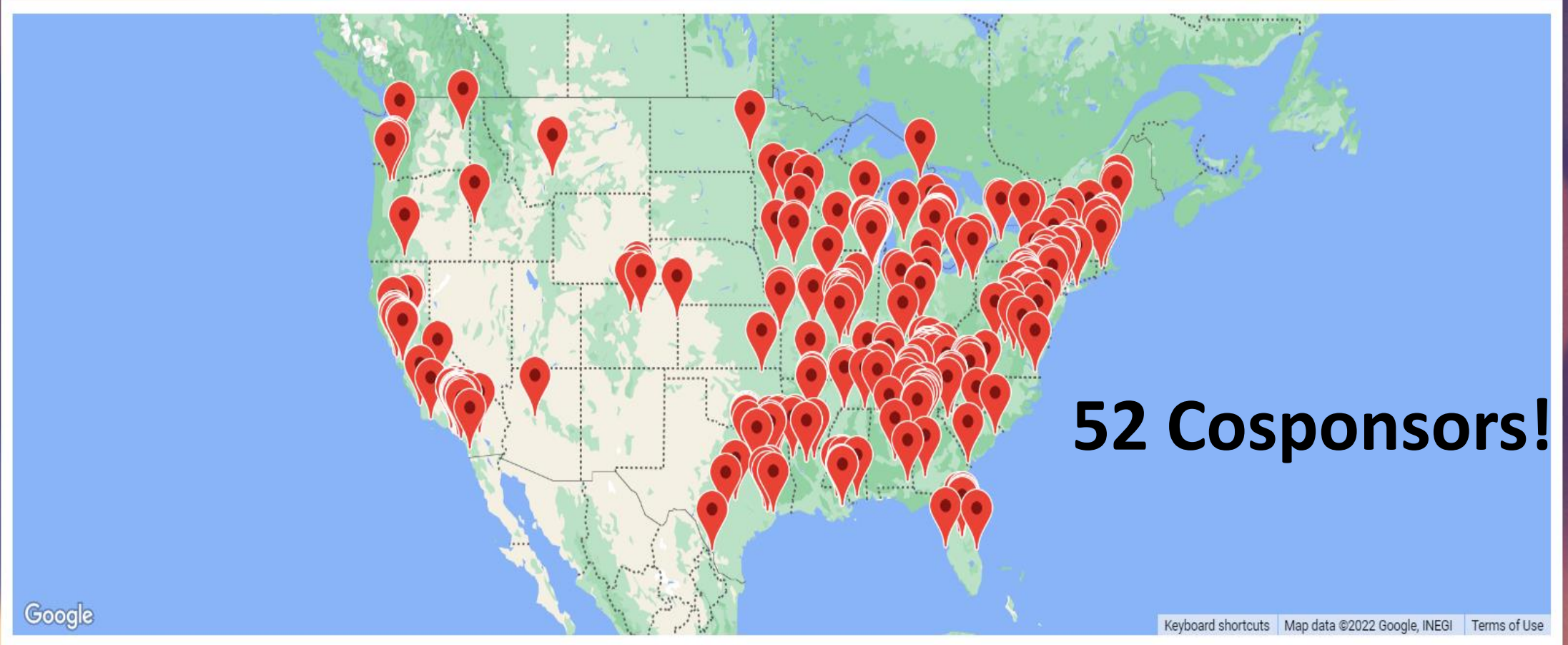
Issues Before Congress

A black and white photograph showing a large crowd of people gathered in front of a building. In the foreground, a large banner is visible with the text "SUPPORT THE 14TH AMENDMENT". The crowd is dense, and the building in the background has a classical architectural style with columns and a large entrance. The overall scene suggests a significant public demonstration or rally.



H.R. 7477 - CERTS Tax Exemption Act

315 advocates
461 messages sent



Advocates

ail, Christina, Carmen, Patty, Angelina, Archil, Debra, Homer, Fernanda, Maureen, Paul, Ryan, Pedro, JAMES, Gary, Randal, JERRY, Randy, Paul,



Ask your U.S. House Representative to support a bill that exempts CERTS relief funds from taxation - H.R.7477, CERTS Tax Exemption Act.

Ask your U.S. House Representative to support a bill that exempts CERTS relief funds from taxation -H.R.7477, CERTS Tax Exemption Act.

Send an email to your officials with one click!

Title

Title

Your full name

Street address

Zip code

city and state not required

Phone number

Email address

Send Email

Enter your message

Rep. Panetta (D-CA), Rep. LaHood (R-IL), Rep. Sires (D-NJ), and Rep. Rose (R-TN) introduced H.R. 7477, the CERTS Tax Exemption Act.

When passed, this important legislation would provide relief to the motorcoach, school bus, and

Send me emails about this campaign

Send me text messages about this campaign

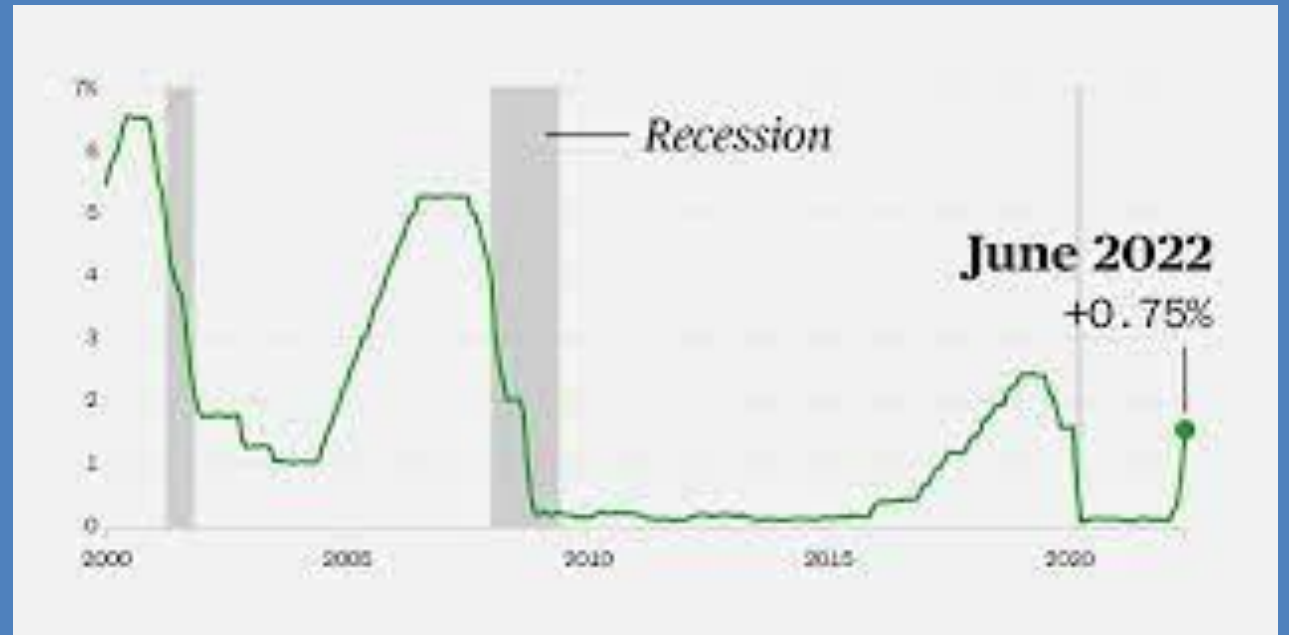
<https://p2a.co/6Yz8h5e>



H.R. 7517 - Guaranteeing Overtime for Truckers Act

**S. 4298 - TSA Security Threat Assessment Application
Modernization Act**







EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D. C. 20503

December 20, 2021

M-22-08

MEMORANDUM FOR THE HEADS OF EXECUTIVE DEPARTMENTS AND AGENCIES

FROM: Shalanda D. Young
Acting Director

SUBJECT: Identification of Federal Financial Assistance Infrastructure Programs Subject to the Build America, Buy America Provisions of the Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), which includes the “Build America, Buy America Act” (the Act). This Act ensures that Federal infrastructure programs require the use of materials produced in the United States, increases the requirement for American-made content, and strengthens the waiver process associated with Buy American provisions.

The Act requires that within 60 days of its enactment, January 14, 2022, each agency¹ must submit to the Office of Management and Budget (OMB) and Congress a report (“60-day report”) listing all Federal financial assistance programs for infrastructure² administered by the agency. In these 60-day reports, agencies are required to identify and provide a list of which of these programs are “deficient,” as defined in the Act.³ These agency reports must also be published in the Federal Register.⁴

This Memorandum provides initial OMB guidance regarding identification of these programs that agencies must include in the 60-day reports.⁵ Additional OMB guidance will be forthcoming to address additional requirements in the Act, including the application of new

¹ The Act applies to “any authority of the United States that is an “agency” (as defined in section 3502 of title 44, United States Code), other than an independent regulatory agency (as defined in that section).” Public Law 117-58, § 70912(3): <https://www.congress.gov/bills/117/congress/house-bill/3684/text>.

² The term “infrastructure” includes, at a minimum, the structures, facilities, and equipment for, in the United States: (1) roads, highways, and bridges; (2) public transportation; (3) dams, ports, harbors, and other maritime facilities; (4) intercity passenger and freight railroads; (5) freight and intermodal facilities; (6) airports; (7) water systems, including drinking water and wastewater systems; (8) electrical transmission facilities and systems; (9) utilities; (10) broadband infrastructure; and (11) buildings and real property. *Id.*

³ Public Law 117-58, § 70913(c)

⁴ *Id.* at § 70913 (a)(2).

⁵ *Id.* at § 70915(a)(1)(A).

Administration should extend the 180-day Buy America Build America Act waiver.

Avoid further driving inflation.

Needlessly delayed projects constrains supply chain projects that will facilitate the enhanced movement of people and goods.

Provide sufficient opportunity for public comment on draft rules and time to adjust .

Provide adequate time for public and private entities to adjust and learn final rules.

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today issued a notice of intent to move forward with a rulemaking to require the use of speed limiters for commercial motor vehicles (CMVs).

The [notice of intent](#) (NOI) provides a series of questions to gather information and data to assist FMCSA in drafting a Supplemental Notice of Proposed Rulemaking (SNPRM) to follow up on a September 7, 2016, joint proposal issued by the National Highway Traffic Safety Administration and FMCSA. The SNPRM would propose requiring interstate motor carriers that currently operate CMVs with electronic engine control units (ECUs) to set a maximum speed to be determined through the rulemaking process. After reviewing the public comments to the notice of intent, the future SNPRM will present the proposed regulatory text, estimated costs, and safety benefits of using speed limiters.

14,705 comments

The [National Roadway Safety Strategy](#) identified speed as a major factor in fatal crashes, and speed management as a primary tool to reduce serious injuries and fatalities. FMCSA envisions the rule as a commonsense approach to reducing crashes and saving lives as the agency continues to work with drivers and advocates for the CMV community towards a goal of zero lives lost on our nation's roadways.

FMCSA is moving forward with this rulemaking because of concerns about the number of CMV crashes and fatalities traveling at high speeds. In 2019 alone, there were nearly 900 fatal crashes in areas with posted speed limits over 70 miles per hour.

Public responses will be accepted for 30 days once the NOI is published in the Federal Register. The NOI includes instructions on submitting responses to the rulemaking docket, at [FMCSA-2022-0004](#).

Federal Motor Carrier Safety Administration
Office of Public Affairs | [Newsroom](#) | 1200 New Jersey Avenue, SE | Washington, DC 20590
Phone: 202.366.9999 | Email: FMCSA.Publicaffairs@dot.gov

<https://www.regulations.gov/commenton/FMCSA-2022-0004-0001>



July 18, 2022

~~**June 3, 2022**~~

**Deadline for
Comments**

TSA's – David Cooper

Industry Engagement Manager for Highways and Motor Carriers within TSA's Surface Policy Division. He develops intelligence driven and risk-based security policies to address potential threats to highway modes of transportation in partnership with other government agencies and private sector communities including motorcoach companies.



Agenda:

- 1. The United States Intelligence Community (IC) - Public -Private Talent Exchange (PPTE) Program**
- 2. CISA Vehicle Ramming Self-Assessment Tool**
- 3. Recent National Terrorism Advisory System Bulletin**
- 4. Cyber Security**