

WELCOME!



NOTICE: Portions of the UMA Town Hall are recorded.

Recording 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



A G E N D A

1. **Welcome & Intros – UMA CEO, Scott Michael**

2. **The *Motorcoach Minute***

3. **Legislative & Regulatory Update**
Ken Presley & Becky Weber

4. **Guest Speaker: Michael LaPonte – NTSB**

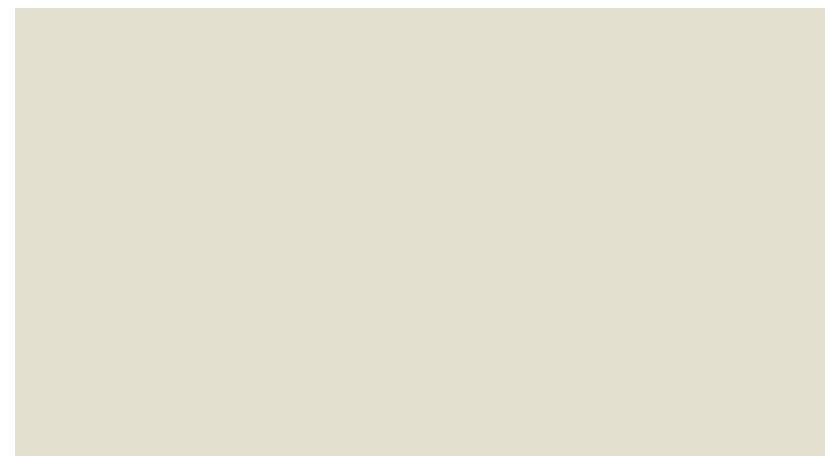
Feb. 22, 2020 Pala Mesa, CA crash:

- Final investigation report
- In depth final report and what it reveals
- Missed opportunities to prevent the crash
- Hear his unique perspective as a crash investigator

5. **Overdrive** - Time to visit with friends: *Tips, Trends & Tons of Inspiration*



Legislative & Regulatory Update

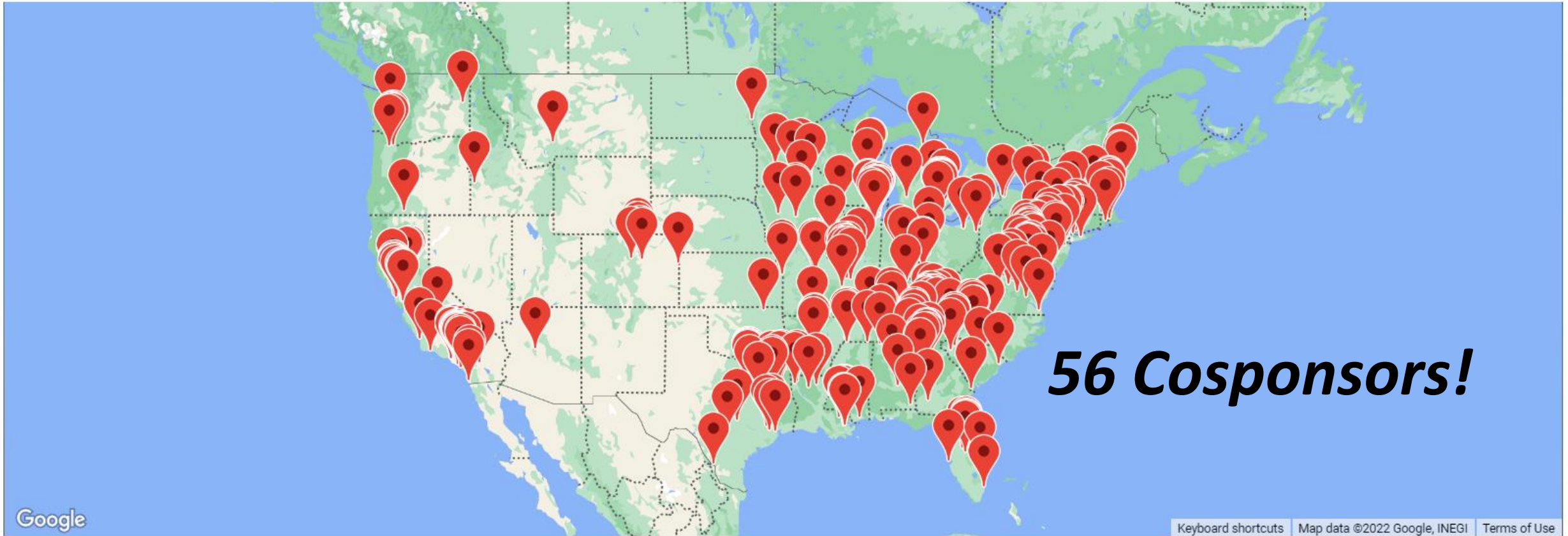




H.R. 7477 - CERTS Tax Exemption Act

328 advocates

502 messages sent



Advocates

dy, Trish, Marco, Marc, Randy, Heather, Matt, Samuel, Chris, Alyce, Mellonee, Steven, Eileen, Adrienne, GREGORY, Jonathan, Deborah, Jared, B



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>

REGULATIONS



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.

14,792 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>



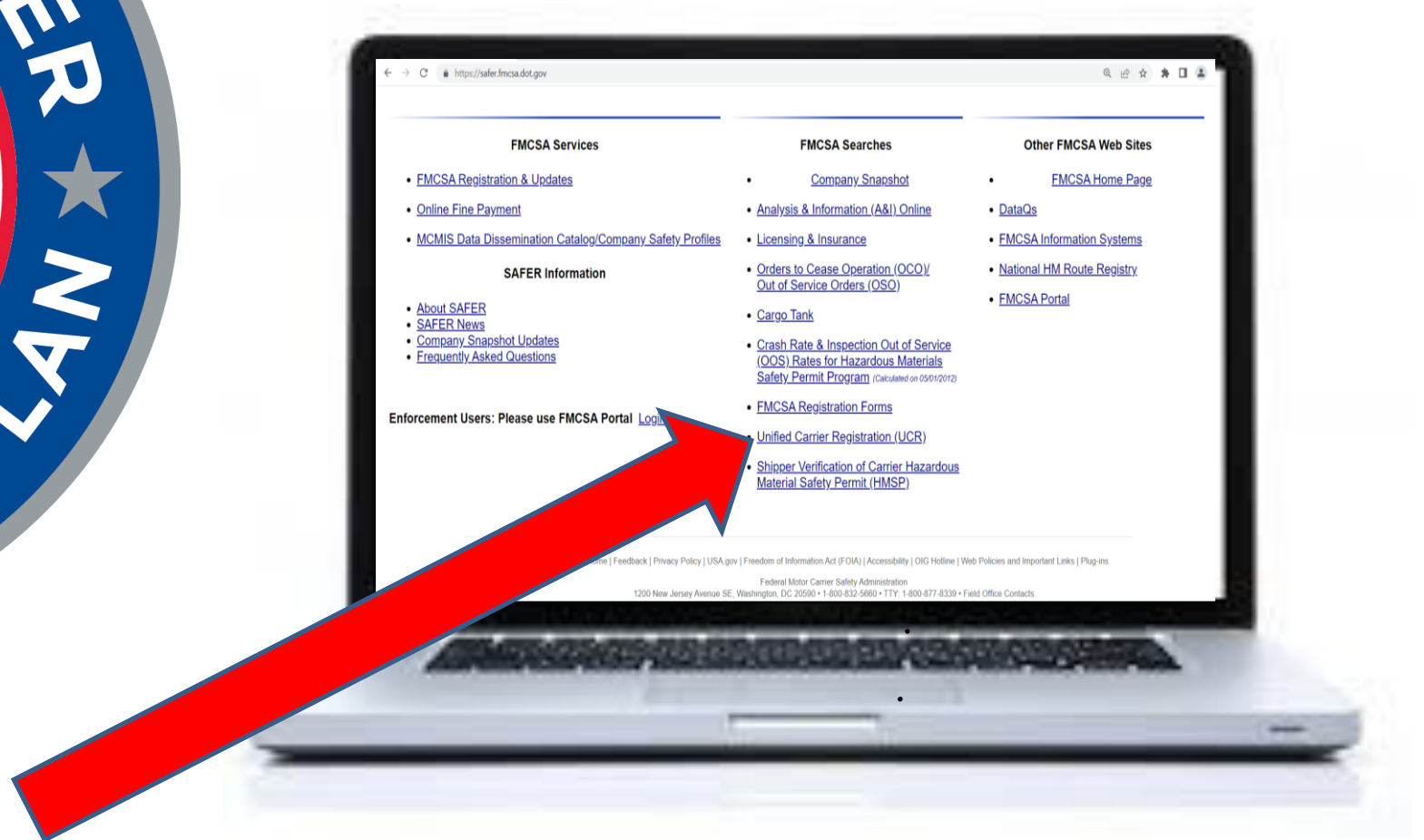
July 18, 2022

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

**Deadline for
Comments**

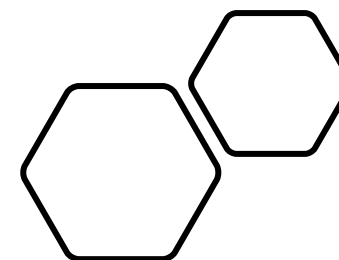


<https://plan.ucr.gov/>





NYC Mayor Eric Adams





Michael.LaPonte@ntsb.gov

[ntsb.gov](https://www.ntsb.gov)



UMA Town Hall June 30, 2022

NTSB Update And Pala Mesa Recommendations

Mike LaPonte
Highway Accident Investigator
Washington, DC

Current Crash Investigations



March 15, 2022

Andrews, Texas



March 22, 2022

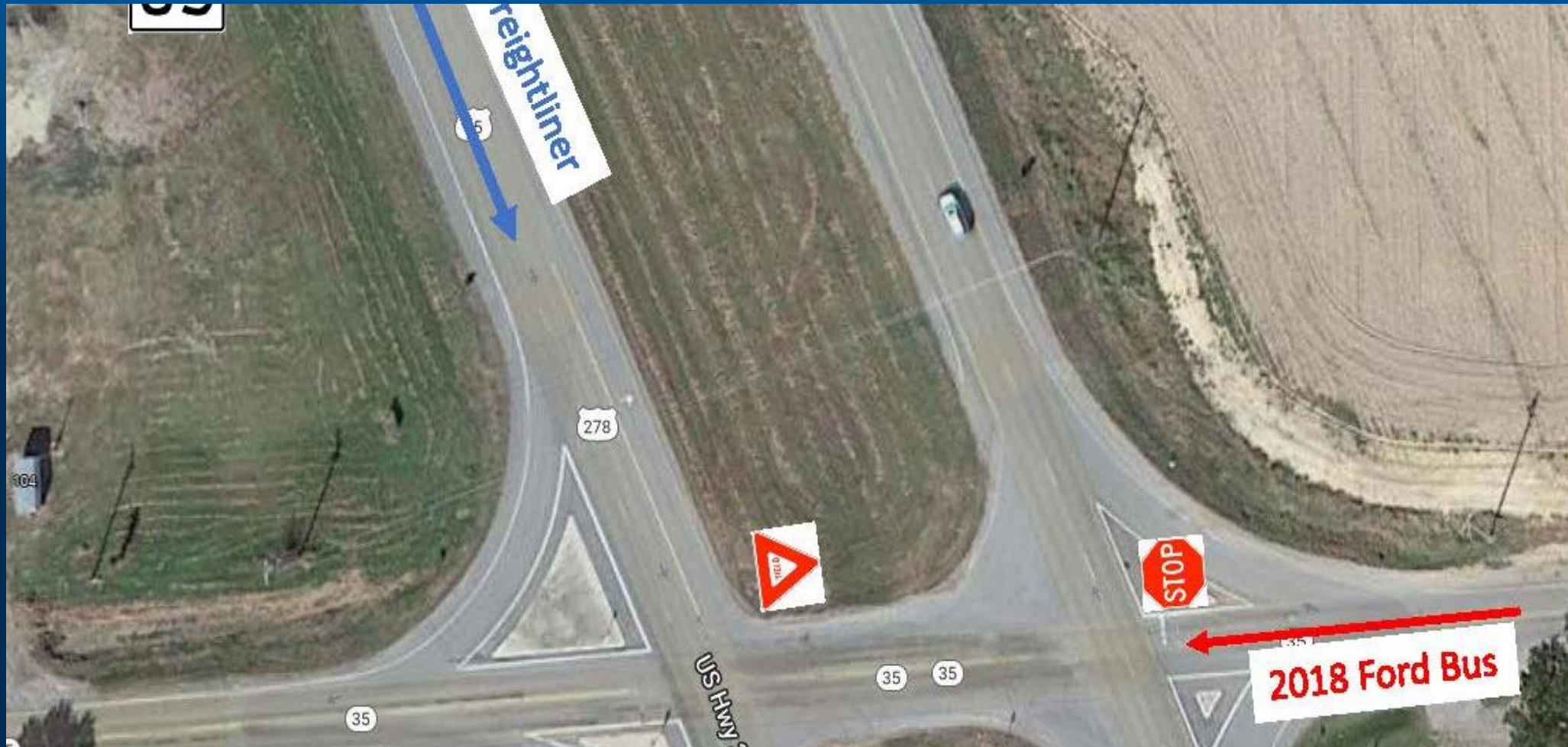


Tishomingo, Oklahoma



June 6, 2022

Dermott, Arkansas



Pala Mesa, CA

2014 Freightliner bus

Driver + 20 passengers

Los Angeles to San Ysidro via I-15

Driver's regular bus and regular route

Raining off/on throughout trip

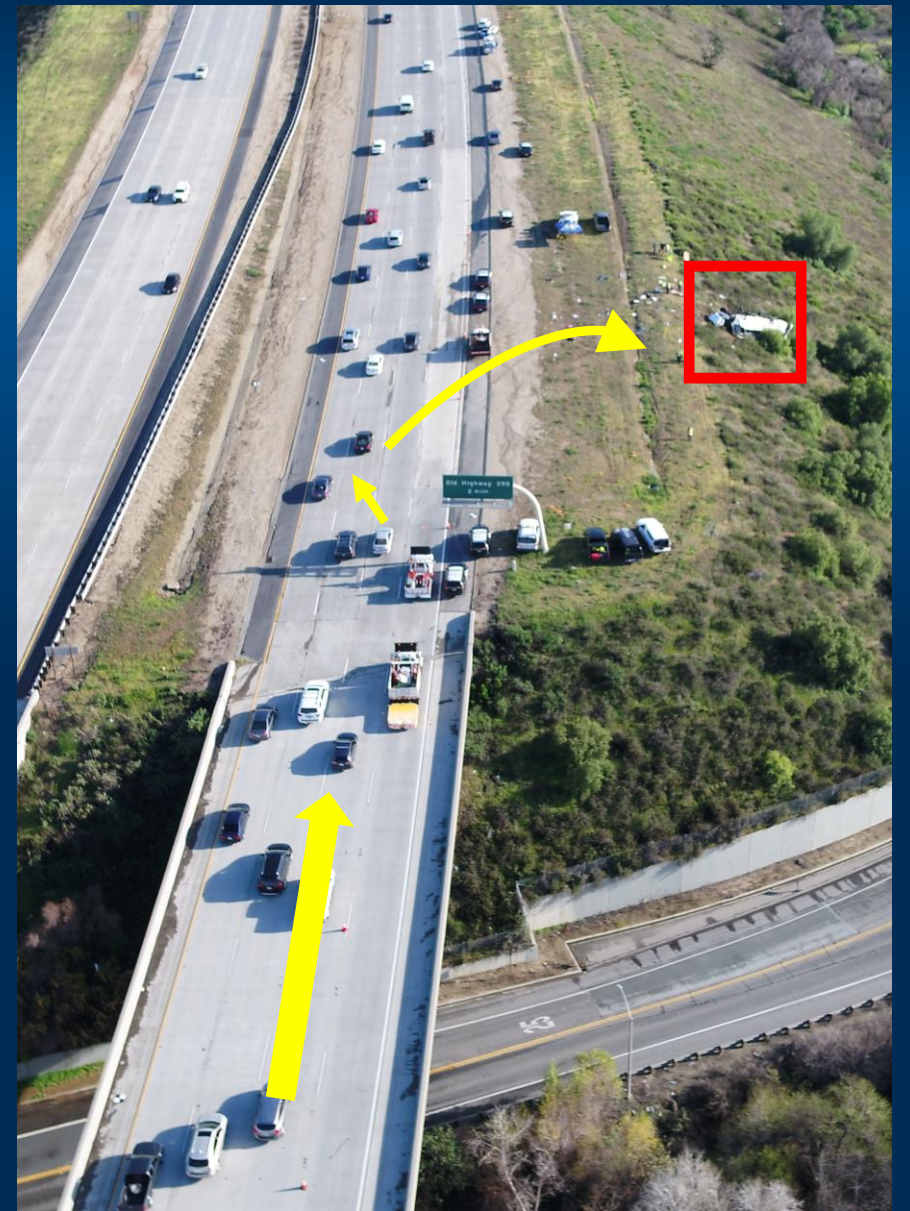
Roadway was wet

February 22, 2020



The Crash

- Driver and 20 passengers on bus after Temecula stop
- About 10:23 a.m.
- Driver lost control
- Bus departed roadway to the right, rolled 1.5 times, came to rest on roof
- Data shows about 74 mph, sustained braking, sharp steering to the right
- Reports of moderate rain and wet roadway at the time



Source: California Highway Patrol





Source: CHP



Bus Tire Tread Condition

Axle	Regulatory Minimum Tread	Postcrash Bus Tread (Left)	Postcrash Bus Tread (Right)
Steer	4/32 nd inch	10/32 nd inch	11/32 nd inch
Rear/Drive	2/32 nd inch	1/32 nd inch (inside dual)	1/32 nd inch (inside dual)





Tire Rotation Practice

- Executive used new tires only on the front axle
 - Would move both front tires to rear axle at 5/32 inch tread depth
 - Would remove rear tires from service at 2/32 inch tread depth
 - Rear tires on the crash bus replaced twice since November 3, 2019

Some motor carriers follow the same tire rotation practice

UMA and U.S. Tire Manufacturers Association (USTMA) does not recommend this tire rotation practice

California Bus Inspection Form

Bus Maintenance & Safety Inspection Form 108A

Inspections are required every 45 days

- Conducted by carrier

Covers 40 inspection items, including condition of tires

Records repairs to the vehicle, noting mileage at time of repairs

CHP Form 108A (February 10, 2020)

CHASSIS / CHASSIS	OK	DEF
28. Wheels, tires, lug nuts - cracks, secured - tread - inflation <i>Rines, llantas, tuercas - rajadas, seguridad, banda rodante, presion de aire</i>	* * ✓	
29. Wheel seals, leaks - hyd. brake system leaks <i>Retenes de las ruedas y fugas - fugas de la systema hidraulico</i>	✓	
30. Check steering gear mounting - free lash, oil level <i>Revisar sinfin del volante y monturas - juego libre, nivele de aceite</i>	* * ✓	
31. Steering arms, drag links, tie rods <i>Brazos de direccion y barras de acoplamiento, terminales</i>	* * ✓	

What We Found: *Tire Rotation*

- Executive deficiencies in tire replacement and rotation practice allowed the bus to operate with tires with less than required tread depth
- The practice of replacing rear axle tires with used tires from steer axle can result in non-uniform tread depths, leading to loss of traction
- What we propose:
- One Recommendation to American Bus Association and the United Motorcoach Association

California Bus Passenger Safety Laws

Passenger obligation

- Seat belt use required
- Penalty for violation

Motor carrier obligation

- Driver notification to passengers regarding mandatory use
- Posted placards and/or signs

California Seat Belt Law SB 247

SB 247 signed into law in 2016

Ensures that the driver of a charter bus that is designed to carry 39 or more passengers provides oral and written or video instructions to all passengers on the safety equipment and emergency exits on the vehicle prior to the beginning of any trip.

California Seat Belt Law 27318 Enacted July 1, 2018

(c) A motor carrier operating a bus equipped with safety belts shall do one of the following:

(1) Require the bus driver, before departure of a bus carrying passengers, to inform passengers of the requirement to wear the seatbelt under California law and inform passengers that not wearing a seatbelt is punishable by a fine.

(1) Post, or allow to be posted, signs or placards that inform passengers of the requirement to wear a seatbelt under California law and that not wearing a seatbelt is punishable by a fine. The signs or placards shall be in a font type and font size that is reasonably easy to read and shall be affixed to a bus in multiple, conspicuous locations.

What We Found: *Seat Belt Use Law*

Passengers unaware or not restrained

Driver did not provide required passenger notification on mandatory seat belt use law

No placards/signs affixed to bus

Owner of motor carrier stated he was unaware of California vehicle law regarding mandatory seat belt use

What we propose:

- Two recommendations to the California Highway Patrol
- One recommendation to the American Bus Association and the United Motorcoach Association

Findings

- Excessive speed for conditions
- Inadequate tread depth
- Tire depth requirements for rear tires
- Inappropriate driver responses
- Most not wearing seatbelts

Passenger Transportation Safety Checklist

1. Do you have a safety manual – safety plan with safety culture
2. Hiring process and training program – new hires and concurrent driver training
3. Qualification – CDL renewals, Medical certification, violations, annual review
4. Pre-Trip Briefing and emergency training – fire extinguisher, emergency windows, doors, seat belts, what do you do in a fire? Is the training documented?
5. Maintenance – do you do a pre-trip and post trip? Are maintenance records kept on file is there a designated person to manage the program?
6. Fatigue management program – NAFMP
7. Technology – cameras, collision avoidance, fire suppression
8. Driver behavior modification tools



Michael.LaPonte@ntsb.gov

[ntsb.gov](https://www.ntsb.gov)

Video



Reminder: July Learning Sessions:
July 14, 21, 28 – 2:00 PM
Via Zoom



UMA Education Committee Chair, Elizabeth Kamalakis

- Recognizing market disruptions and how to use them to your advantage



Time to visit with friends:
Tips, Trends & Tons of Inspiration