

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.

Today's Agenda



AGENDA

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

2. **The *Motorcoach Minute***

3. **Legislative & Regulatory Update**

Ken Presley

Becky Weber

4. **Cummins New Engines**

Aimee Shook - Director Bus Business, Southern US

Tom Swenson - Global Regulatory Affairs Manager

Francisco Lagunas - General Manager, North

American Bus

Chris Young - Director Bus Business, Western US

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

Bus & Motorcoach NEWS

THE INDUSTRY'S MOST INFLUENTIAL PUBLICATION

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Legislative & Regulatory Update



?



The background image shows a white calculator with a black display screen and a black pen with a gold-colored tip, resting on a document. The document contains a table with two columns of numbers. The calculator is positioned diagonally across the frame, with its display screen facing towards the top left. The pen is positioned horizontally behind the calculator, with its tip pointing towards the right. The document is slightly out of focus, but the numbers in the table are clearly visible.

CERTS Tax Exemption Act Update

114811	114811
114922	114922
114940	114940
114940	114940
115029	115029
115029	115029
183912	183912
211550	211550
180708	180708
091349	091349

S.J.Res.11

Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to “Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Congress disapproves the rule submitted by the Administrator of the Environmental Protection Agency relating to “Control of Air Pollution From New Motor Vehicles: **Heavy-Duty Engine and Vehicle Standards**” (88 Fed. Reg. 4296 (January 24, 2023)), and such rule shall have no force or effect.*

Passed the Senate April 26, 2023.

H.J.Res.53

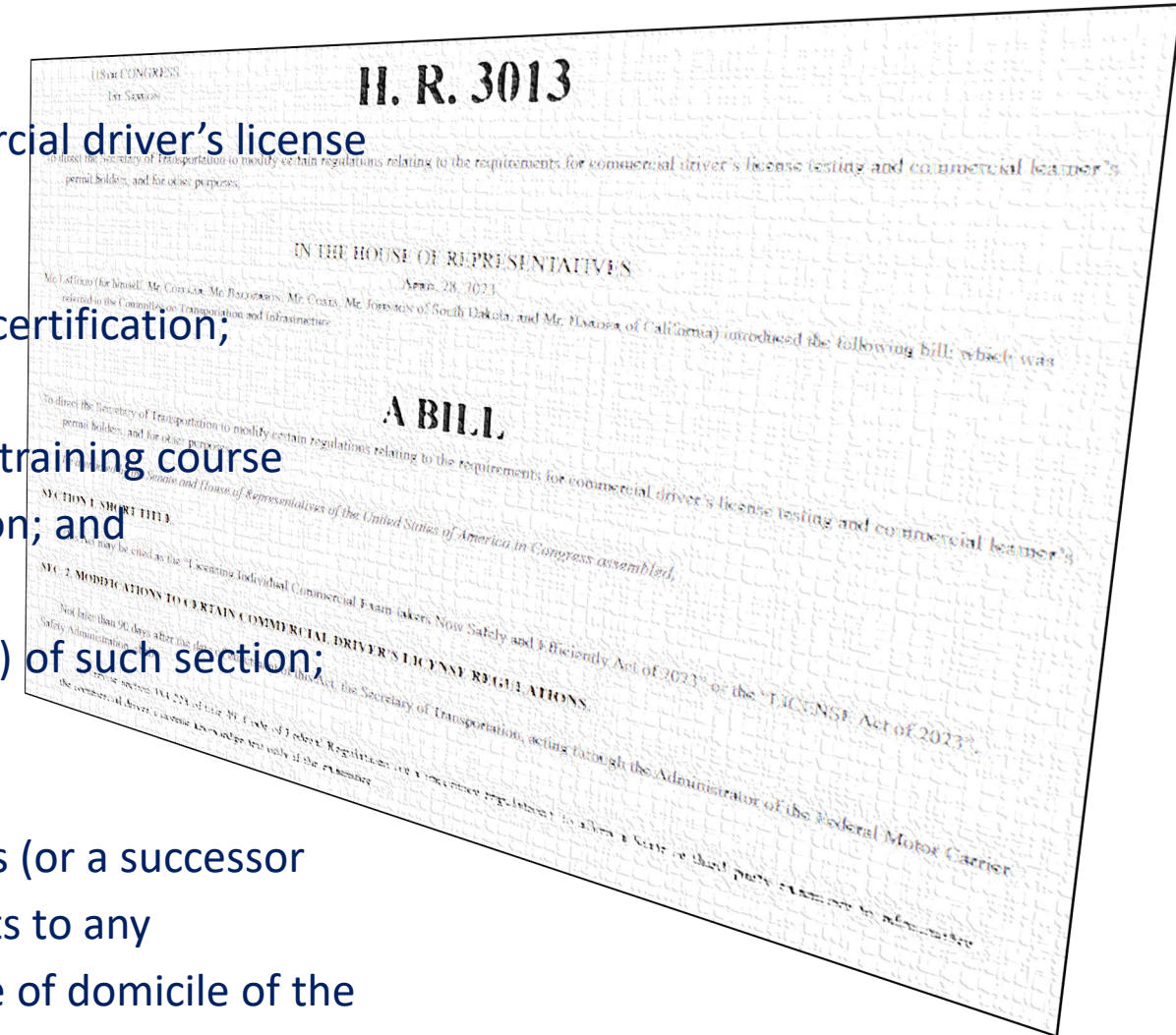
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H.R. 30313 - Licensing Individual Commercial Exam-takers Now Safely and Efficiently Act of 2023” or the “LICENSE Act of 2023”

Representative Darin LaHood (R-IL)

- Allow a State or third-party examiner to administer the commercial driver’s license knowledge test only if the examiner—
- (A) maintains a valid commercial driver’s license test examiner certification;
- (B) completes a commercial driver’s license skills test examiner training course that meets the requirements of subsection (d) of such section; and
- (C) completes 1 unit of instruction described in subsection (c)(3) of such section; and
- (2) revise section 383.79 of title 49, Code of Federal Regulations (or a successor regulation), to allow a State to administer a driving skills tests to any commercial driver’s license applicant, regardless of the State of domicile of the applicant or where the applicant received driver training.



SPEED



LIMITERS

H.R.3039

To prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or regulation requiring certain vehicles to be equipped with speed limiting devices, and for other purposes.



REGULATION

Safety Measurement System Revision

The National Research Council of the National Academy of Sciences (NAS) recommended on June 27, 2017, that FMCSA develop and test a new statistical model.

This notice explains FMCSA's analysis and the Agency's proposed changes to SMS, announces FMCSA's preview of the proposed changes, and requests comments and input on the Agency's system to identify motor carriers for safety interventions.

Comments must be received on or before May 16, 2023.

<https://www.federalregister.gov/documents/2023/02/15/2023-02947/revised-carrier-safety-measurement-system>



Training Certification for Entry-Level Commercial Motor Vehicle Operators

Comment on any aspect of this information collection, including:

- (1) Whether the proposed collection is necessary for the performance of FMCSA's functions.
- (2) The accuracy of the estimated (time) burden.
- (3) Ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information.
- (4) Ways that the burden could be minimized without reducing the quality of the collected information.



Access Board Proposed Rulemaking

- Federal Transit Administration will lead a rulemaking to adopt these new accessibility standards into USDOT regulations.
 - These regulations will apply to over-the-road buses (OTRBs) operated by private sector entities.
- A proposed rule will be published soon, and it will likely address:
 1. Designation of a specific number of priority seats for passengers with disabilities on OTRBs used in fixed route service;
 2. Required signs about priority seats on OTRBs;
 3. Destination and route sign standards for front and boarding side of OTRBs;
 4. Automated stop announcement and route identification systems on OTRBs operated in fixed route service with multiple designated stops;
 5. Stop request systems for OTRBs operated in fixed route service with multiple designated stops;
 6. Whether movable seating in wheelchair securement locations on OTRBs is allowed;
 7. Identification of wheelchair securement locations on OTRBs with the International Symbol of Accessibility.



Fixed Route System

Fixed route system means a system of transporting individuals (other than by aircraft), including the provision of designated public transportation service by public entities and the provision of transportation service by private entities, including, but not limited to, specified public transportation service, on which a vehicle is operated along a prescribed route according to a fixed schedule. ([49 CFR 37.3](#))





Allow for
potential
CMV speed
limit change.

The logo of the Federal Motor Carrier Safety Administration (FMCSA) is a circular emblem. It features a stylized, swirling design in the center, resembling a road or a path that curves and loops. The design is composed of two main colors, a light blue and a slightly darker blue, creating a sense of motion and flow.

Crash Preventability Determination Program

Comments due June 12, 2023

FMCSA

FEDERAL

CARRIER

SAFETY

ADMINISTRATION

We Have Moved!
Our new address is:
2034 Eisenhower Ave., Suite 247, Alexandria

Unite for the Motorcoach Industry

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Cummins New Engines

- **Aimee Shook - Director Bus Business, Southern US**
- **Tom Swenson - Global Regulatory Affairs Manager**
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Regulatory Landscape



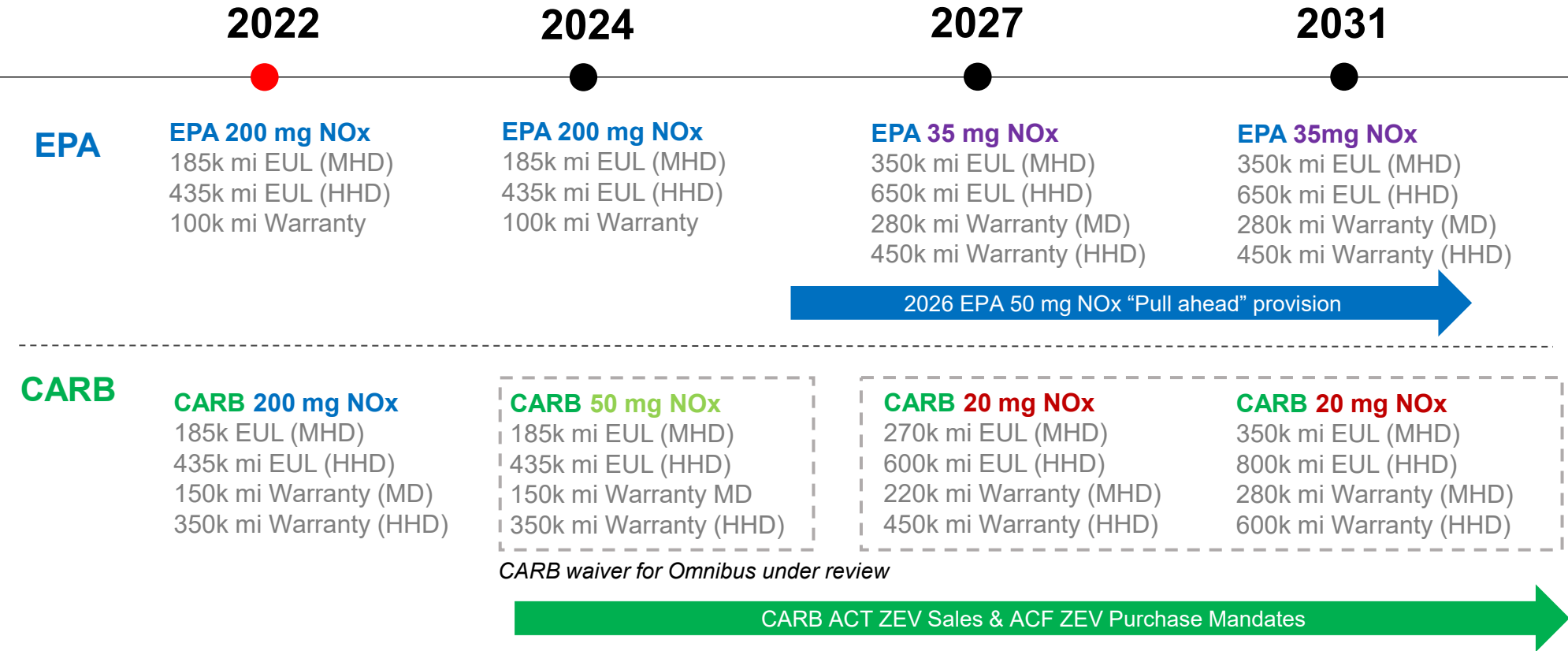
Emissions Simplified

US Regulatory Drivers

EPA/CARB Regulatory

CARB Emissions

EPA / CARB Emission Regulation Timeline



CARB and EPA Highlights



Regulatory Landscape



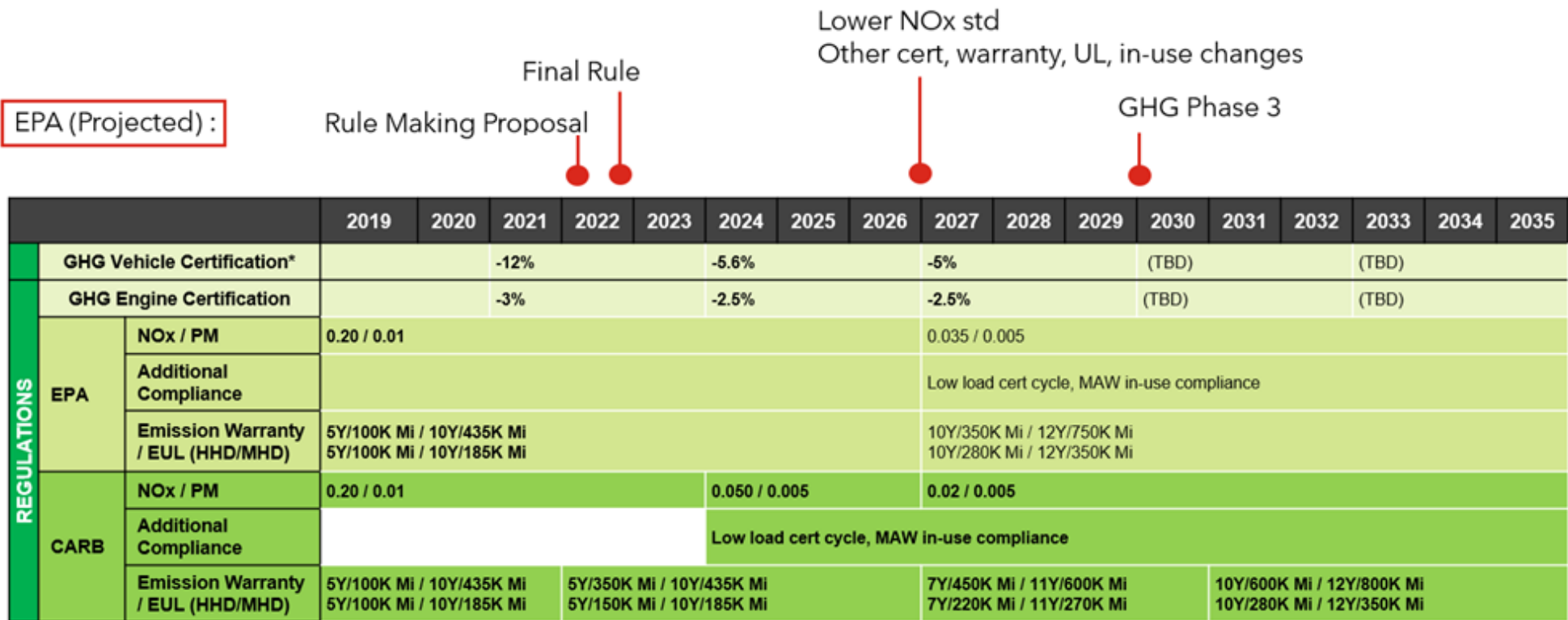
Emissions Simplified

US Regulatory Drivers

EPA/CARB Regulatory

CARB Emissions

US Regulation Requirements



Diverging regulations with more stringent CARB requirements

* Tractor Average

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Regulatory Landscape



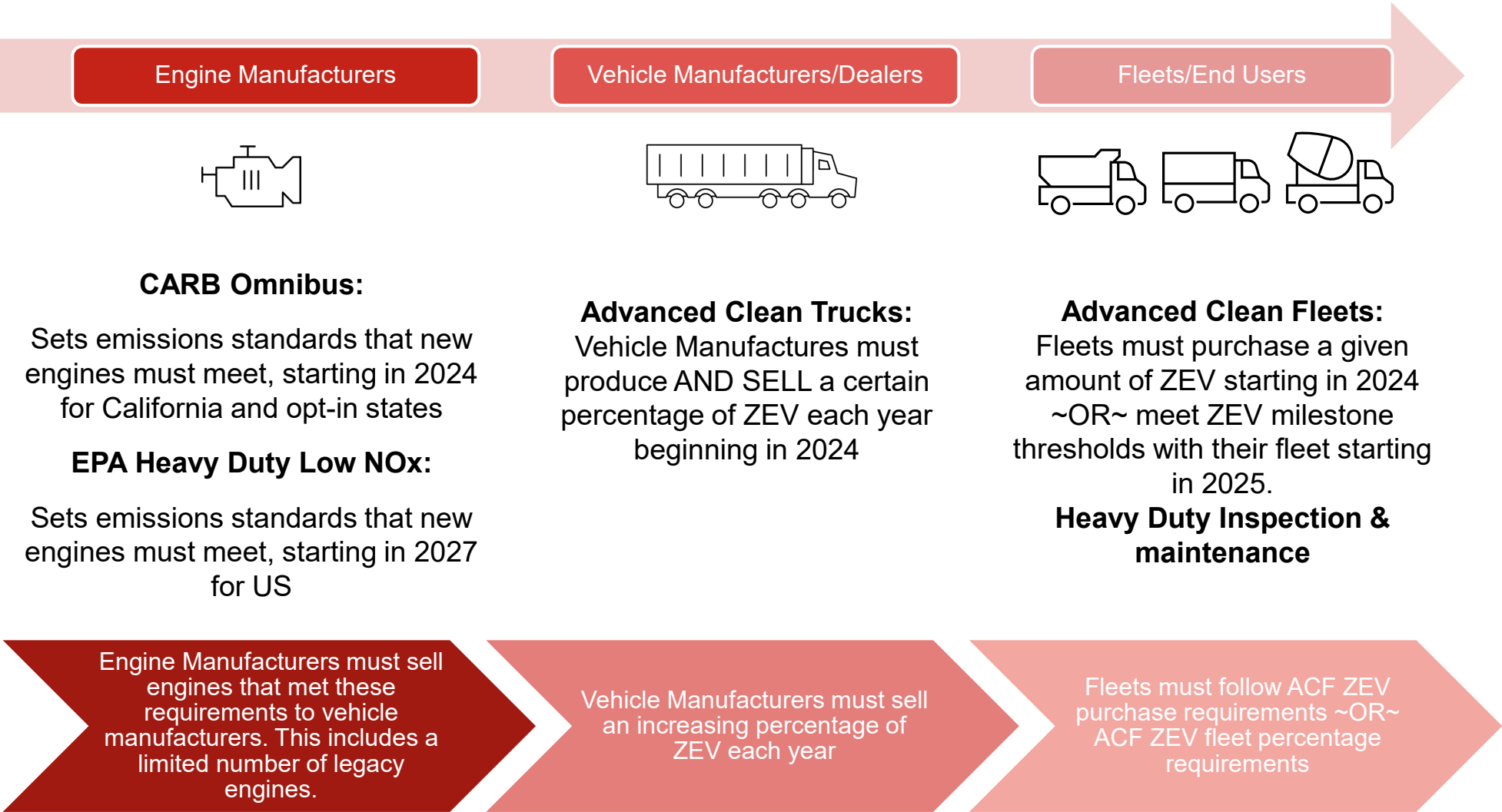
Emissions Simplified

US Regulatory Drivers

EPA/CARB Regulatory

CARB Emissions

Who do these regulations impact?





Regulatory Landscape

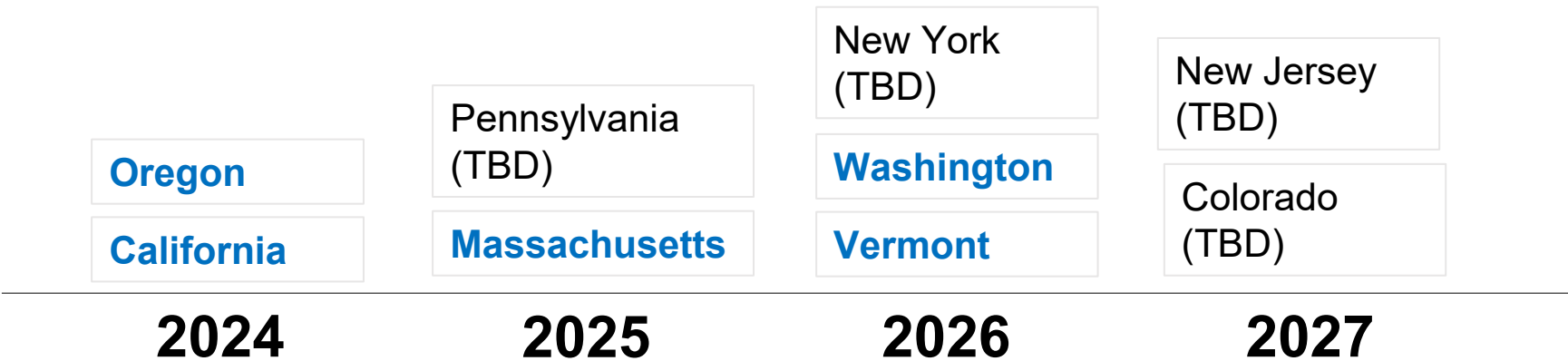


- Emissions Simplified
- US Regulatory Drivers
- EPA/CARB Regulatory
- CARB Emissions

CARB Omnibus Adoption by State

Current as of January 11, 2023
Subject to change

- **Omnibus Low NOx**
 - California, Oregon (MY 2024)
 - Massachusetts (MY 2025)
 - Vermont, Washington (MY 2026)
 - In Process with projected implementation year- Colorado, New Jersey, New York, Pennsylvania





Regulatory Landscape



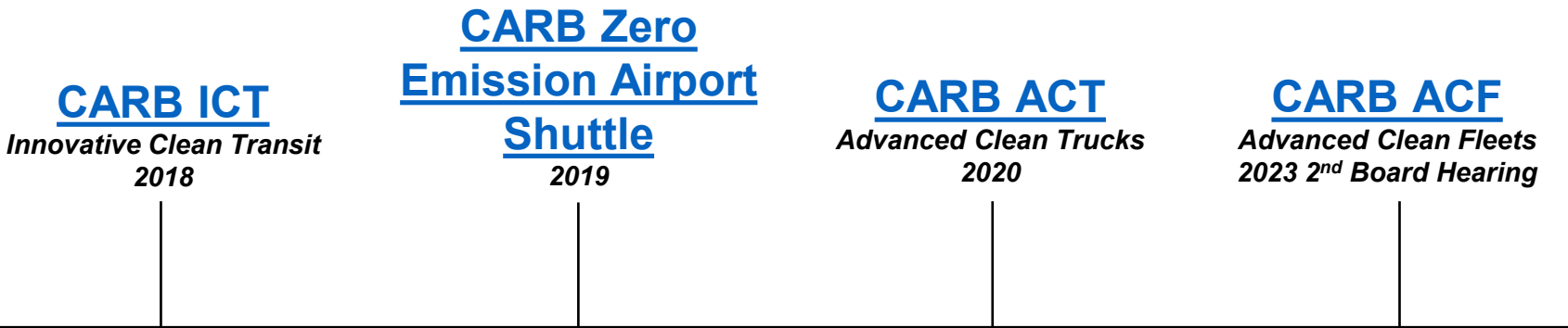
Emissions Simplified

US Regulatory Drivers

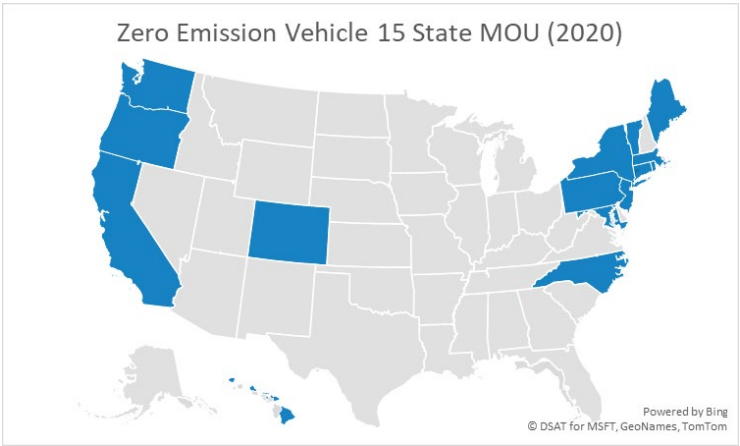
EPA/CARB Regulatory

CARB Emissions

CARB ZEV Regulations



Zero Emission Regulations



15 States in North America have signed a MOU to adopt CARB ACT Regulations for ZEV





Regulatory Landscape



Emissions Simplified

US Regulatory Drivers

EPA/CARB Regulatory

CARB Emissions

CARB ACT

Advanced Clean Truck



- The Advanced Clean Truck Regulation is part of a holistic approach to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- The regulation has two components including a manufacturer ZEV sales requirement, and a large fleet reporting requirement.
- The goal is to ensure that 100 percent of all new medium- and heavy-duty vehicle sales be zero emission vehicles by 2050 with an **interim target of 30 percent zero-emission vehicle sales by 2030.**

Year	Class 2b-3	Class 4-8	Class 7-8 Tractors
2024	5%	9%	5%
2025	7%	11%	7%
2026	10%	13%	10%
2027	15%	20%	15%
2028	20%	30%	20%
2029	25%	40%	25%
2030	30%	50%	30%
2031	35%	55%	35%
2032	40%	60%	40%
2033	45%	65%	40%
2034	50%	70%	40%
2035 & later	55%	75%	40%





Regulatory Landscape



Emissions Simplified

US Regulatory Drivers

EPA/CARB Regulatory

CARB Emissions

CARB **ACF** Overview

Advanced Clean Fleets

Not Yet Final
Subject to change
April 2023

- Advanced Clean Fleets is a medium and heavy-duty zero-emission fleet regulation with the goal of transitioning California vehicles to 100% Zero Emission Vehicles (ZEV's) by 2045 everywhere feasible
- Advanced Clean Fleets includes:
 - Fleet ZEV purchase requirements ~or~ Fleet ZEV percentage requirements
 - Internal Combustion Engine (ICE) Vehicle retirement requirements
- Fleets impacted by this regulation are:
 - High Priority and Federal Government Fleets
 - State and Local Government Fleets
 - Drayage Trucks

Cummins Powered Availability 2024 - 2025

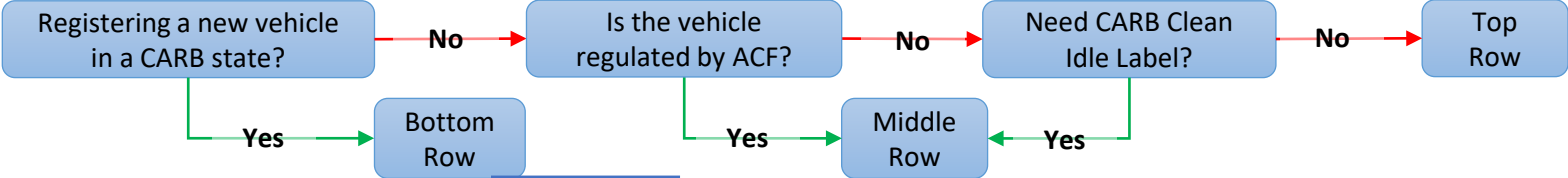
CARB 2024 Waiver Approval Scenario

 Available

 Limited Availability

 Unavailable

Understanding
Product
Availability



Cert Registration		B6.7™	B6.7N™	B6.7™ OCTANE 2025	B6.7™ PROPANE 2025	L9™	L9N™	X12™	ISX12N™	X15™	X15N™
EPA	Non-CARB States EPA Clean Idle Label ONLY		**	**	**		**		**		**
	CARB + EPA										
CARB + EPA	Non-CARB States EPA Clean Idle Label CARB Clean Idle Label & CARB Emissions Warranty			**	**		**				**
	CARB States EPA Clean Idle Label CARB Clean Idle Label & CARB Emissions Warranty	*		**	**	*	**	*		*	**

*Available in CARB through Transit Exemption, Legacy Engine Provision and ≥525hp Exemption where applicable. Volume Limitations and Surcharge apply within CARB States, exact quantities are TBD

**Clean Idle sticker not applicable for Natural Gas, Gasoline and Propane

Note: refer to the following link for Advanced Clean Fleet (ACF) applicability - <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/acf22/acffroa2.pdf>

