

# Minnesota Charter Bus Operators Association

## News-Views & Blogs



Volume # 32

October 2019

## State of the Motor Coach Industry

The 2017 Motorcoach Census Report shows motorcoach travel is one of the most flexible, cost-effective and environmentally efficient modes of travel-still. In 2017, the motorcoach industry provided 574.6 million passenger trips, not that far behind the 741.6 million trips on domestic air carriers, according to a report compiled by the American Bus Association. During the census year, 3,196 coach companies operated 37,264 coaches in North America. In the United States, 2,963 companies operated 32,920 coaches and in Canada 233 companies operated 4,344 coaches. The majority of these companies, a whopping 94% were small companies that operated fewer than 25 coaches. Overall, the industry provided 98,500 jobs.

Given the number of passengers served per bus, motorcoaches move people with unequalled fuel efficiency. In 2017, the average fuel efficiency of a motorcoach was 6.4 mpg of fuel. With this fuel efficiency, a motorcoach carrying the industry average of 43.7 passengers achieved 280.1 passenger miles per gallon of fuel in 2017.

Additionally, the survey showed that charter, tour and sightseeing services provided by motorcoaches are vital to the travel and leisure industries as well as intercity scheduled and commuter services.

(article compliments of Bus & Motorcoach News July 10, 2019)

**Editor's Blog:** Our industry used to be larger in years past. We have seen consolidation in the industry where companies merge, consolidate or simply buy up the competition. We have seen companies close up for financial reasons or simply a lack of successor plans to take over an existing operation. Periodically see companies ordered out of business from FMCSA enforcement actions or companies not able to obtain affordable insurance. We saw Coach America Holdings, with over 1,600 full size coaches & 900 vans file Chapter 11 because they were not able to handle the \$400 million of debt from their consolidations. Much of Coach America's holding were picked up by existing companies in the area but nevertheless, some shrinkage is inevitable. We also witnessed Silverado Stage's bankruptcy in 2018. Silverado was a west coast company who operated over 300 vehicles from 10 locations in California, Arizona & Nevada. The company claimed it failed because of the merger with Michelangelo Leasing did not work out as expected. Silverado's plan to sell off excess equipment failed because of a weak used coach market that could not reduce their debt load. Silverado Stages was also the company involved in the FedEx truck crash in Orland California in April 2014 that killed 10 people. Although Silverado was really blameless in the causation of the accident, horrific crashes can also fatally wound a company. Large multi-state operators like these hit high on the industry attentions but many more simply fade away.

Another issue in the declining numbers is the difficulty for new entrants to get operating authority from the FMCSA. This is not to mention the list of regulations we have to follow and this list is trying to grow again. Now we move onto the current ideas to make motor coach travel safer than it already is and the only safer transportation than motor coaches is the school bus industry. And the story continues:

## Regulation by Re-regulation

The United Motor Coach Association (UMA) and American Bus Association (ABA), along with state organizations like the MCBOA have fought many of these unfair and dubious regulations in order to help all operators. The Trump Administration has also sidelined or repealed many regulations but it was just a 'Good Start'.

Now many of these same regulations/laws are again being introduced by bureaucrats in the FMCSA and by legislators in the U.S. Congress at the urging of primarily safety groups and/or 'special interest groups'. Unfortunately, it costs these bureaucratic and legislative organizations nothing to introduce these regulations, but it certainly costs businesses who are the recipients of this 'Special Attention' to battle back against it. The fight against it comes in the forms of dues to industry organizations, donations to Political Action Committee, hiring of Lobbyist to represent our organizations— (Continued on P.2)

Operators who must travel long distances to meet legislators, time taken out of the office to establish contacts with lawmakers and regulators. This all comes at a cost in money and time spent. Yet, it costs nothing for these legislators and regulators to propose these hare-brained ideas.

Our state and national industry organizations fought for 4 years to battle against the oppressive 'Lease & Interchange of Equipment regulation, which would have drastically changed how we as operators work together to help each other out in times of sold out occasions and during large movements of people. Four years of fighting back to convince the FMCSA that the regulation was a bad and unworkable idea. Here are some more 'Bad Ideas' that are facing us now:

**H.R. 3383– Safe & Fair Environment on Highways Achieved through Underwriting Levels Act: Rep: Matt Cartwright (D-Pa.)**

**H.R. 3781- Improving National Safety by Updating the Required Amount of Insurance needed by Commercial Motor Vehicles peer Event (INSURANCE) act of 2019: Rep. Jesus Garcia (D-IL)**

How do you like that for a mouthful of political B.S.??? All these words do is hide the basic fact that they would increase insurance levels of Property Carrying Commercial Vehicles. Rep. Cartwright introduced this bill a few years ago that would have raised passenger carrier's insurance from the current \$ 5 million minimum to levels estimated to be in the \$20-25 million range. Passenger and Property carrier industry groups rallied to battle against this regulation stating that less than 3% of accident claims exceed the current \$5 million level.

This time, the legislation proposes to increase only the Property Carriers insurance, passenger carriers are not yet included but rest assured it will be inserted in a sneaky amendment. These bills propose to increase the minimum insurance for trucking companies from the current minimum of \$750,000 to \$4.532 million plus. In addition, an 'Inflation factor' would be added and tied to Medical Inflation Costs.

(Editor's Note: I cannot believe that the large, legacy trucking companies who are 'self-insured' would not be behind this as an anti-competition measure against the smaller companies, plus the greedy lawyers who have an obsessive eye on those possible big pay-days!!!)

**If we calculate the over 6 time multiple insurance increase and apply that to our industry with the current \$5 million insurance minimum, it would increase our insurance to over \$30 million dollars.** This poses the question of who would be left in the insurance industry to write policies of this level. Would Lloyds of London and huge international Insurance companies be the only ones capable of writing such levels?? AND, who in this industry would be able to pay the massive premiums necessary to stay in business, or would it be only the largest and richest companies who are self insured who could remain in the industry??

Rep. Matt Cartwright introduced H.R. 3383 and he is an attorney from the Scranton Pennsylvania area. He is the same representative who introduced likewise legislation about 3 years ago and we fought hard to defeat it at that time. After an accident happens, I am sure from an attorney's perspective, it doesn't cost any more to sue a company for \$30 million than it does to sue for \$5 million, but the attorney fees are capable of making counsel multiple times richer!! One only needs to follow the DOLLAR to reach the obvious conclusions.

**H.R. 3959- School Bus Safety Act of 2019:** At least 1/3rd of motor coach operators also operate 'Yellow School Buses'. Rep. Steve Cohen, (D-TN-9) introduced a bill that would mandate a massive overhaul of school buses and driver by requiring:

- \* Three Point Safety Belt at every seating position
- \* Fire Protection Including:
  - Fire suppression systems that, at a minimum, address engine fires and ensure that no hazardous quality of gas or flame can pass through the firewall from the engine compartment to the passenger compartment.
- \* Adopt airline standards for interior flammability and smoke emissions.
- \* An automatic emergency braking system.
- \* An automatic onboard data recorder.
- \* Electronic Stability control system.

In addition, the bill mandates prospective school bus drivers receive a minimum of 30 hours of behind-the-wheel instruction on public roads with a trained instructor who possesses a valid CMV license with a school bus endorsement.

The bill also directs the DMVSA and the Federal Railroad Administration to complete the obstructive sleep apnea rule-making process and publish a final rule, previously withdrawn by the Trump administration by citing ample screening in the current medical evaluation process.

Both bills have major implications for the motorcoach industry as it not only reflects the current Congress but could impact the minimum vehicle and driver standards by raising capital and operational cost. (continued on page 3.)

In general, buses are most often attractive because of the economy afforded groups and individuals. Motor Coaches and school buses have an exemplary safety record and represent the safest form of surface transportation in the nation. Buses Operate in an environment where nearly 40,000 traffic fatalities occur annually on the nations highways, the school and over-the-road bus industry on average represent less than 25 fatalities per year.

**H.R. 3293 Collision Avoidance Systems Act of 2019: (Rep. Elliot Engel (D-NY-16)** The 'Collision Avoidance Systems Act' would allow pulsating light systems on passenger vehicles buses and truck in an effort to reduce collisions by amending the Federal Motor Vehicle Safety Standards.

The bill defines pulsation light systems as a "High mounted stop lamp' that when the brake of the vehicle is applied, pulses rapidly no more than four times and for no more than two seconds and then converts to a continuous light as a normal stop lamp until the brake is released.

This 'rapid pulsing' would not be repeated on subsequent applications until a period of at least five seconds passed.

**Speed Limiters: ( Sen. Johnny Isakson (R-Ga.) & Sen. Chris Coons (D-DE)** These two senators introduced a bill in the Senate to require all new and existing trucks and CMVs over 26,000 pounds to be equipped with speed-limiting devices set to a maximum speed of 65 mph and be used at all times while in operation. This bill would require all existing commercial vehicles to comply with the 65 mph limit if the vehicle is equipped with the technology. CMV's not equipped with the technology would not have to upgrade. One can assume that any vehicle with an ECM can have it's governor reset.

The history of this speed limitation dates back to 2006 when the American Trucking Association recommended a limited maximum speed of 68 mph. The large trucking concerns and associations like the ATA, Road Safe America plus the highway safety groups are strong proponents of this legislation.

The Owner/Operator Independent Drivers Association (OOIDA) strongly opposes speed limiter requirements. This group of 150,000 operators feel that there is increased danger caused by creating 'speed differentials' between CMVs and passenger vehicles on the highway. OOIDA feels that traffic moving along closely at the same pace is safer for all and creates less 'interactions' between trucks, buses and cars. We have all seen how 'impatient' car drivers get around slower CMVs and buses. We see the chances they take and can understand why 75% of fatal truck/car accidents are the fault of the automobile driver. How many times have we seen cars pass a bus or truck, cross 3 lanes of traffic, nearly taking off our bumper corner in the effort to make an exit ramp?? This is an off-repeated dangerous maneuver happening far too often.

The Trump Administration has removed previous proposed regulation pertaining to speed limiters and sleep apnea and the administration is reluctant to add new ones.

**Editors Note:** A caveat to this speed limiter bill is it is a pretty common conception that many Commercial Vehicles are driving faster under the Electronic Logging mandate in order to complete their runs in closely allotted time frame. I think it is beyond 'coincidental' that with the imposition of the ELD mandate from FMCSA, the fatal accidents involving trucks & CMVs, has reversed it's multi-year downward trend and subsequently, has increased 8% and 7% respectively the last two years. This 15% increase in fatal accidents involving Commercial Vehicles over two years obviously debates the federal agency idea of the primary causation of truck fatal accidents are the result of 'Fatigued Drivers'.

OOIDA believes that 'Speed Limiters' create dangerous driving situations. As many states have increasingly raised their speed limits for automobiles, the speed differential between the faster cars and the slower 'speed limited' trucks we experience now, increasingly causes backups, truck jams and road-rage. This trucking organization believes that the closer the speed of all vehicles reduces these interactions and makes sharing the roadway more safer for all.

Setting a National Speed limit for commercial vehicles assumes that all 48 continental states are equal in all ways. How do you compare 65 or 68 mph limited speed in New Jersey and the East Coast to the wide open country of the West & the Midwest. 'One size fits all' rules do not translate well from the heavily trafficked East Coast to a thousand miles of prairie dogs and buffaloes of the West. Beware of the 'Untended Consequences' of one's actions.

This same driver association also regards this speed limiting rule, along with the ELD mandate, to be more of a competition issue against owner/operators and smaller companies from the large legacy carriers.

# AOBRD to ELD Mandate Coming Soon

For those companies who have satisfied the electronic logging mandate by starting out with Automatic Onboard Recording Devices (AOBRD) face the move to full Electronic Logging Devices (ELDS) on December 16th, 2019. This is less than 80 days away.

Allow me to detail our experience with the ELD provider we chose. When we purchased our system, it was sold to us as an “Electronic Logging Device”. Well, semantically speaking, it was an electronic Logging device. We were informed during a normal three-year Minnesota D.O.T. Audit, that our system was in actuality, a AOBRD. We were shocked at this revelation. Where we thought we were ahead of the curve, we actually were behind it. Now, that brings us to Chapter 2.

Our Cell phone and Wi-Fi systems in our coaches are Verizon, we were informed this summer that Verizon will no longer support the 3G systems that our AOBRD logging reports on. Therefore, we now have to switch our Logging devices to A T & T and purchase all new Electronic logging heads in order to be on the A T & T systems with 3G connectivity. We have yet to determine how this will translate to the December mandate to upgrade to full ELD and how long A t & T will continue to support 3G connectivity. Tech Support claims that A T & T will support the 3G connectivity until at least February 2022. I suspect they will support it until they no longer support it and than is entirely their decision, it is only ours to accept.

Under the full ELD mandate, there will be changes. One change will be that drivers will have to ‘Certify’ each and every day including the 7 day advance. I recently had to certify my last 7 days on the bus ELD. I had to sign in EVERY DAY, CERTIFY THE LOG AND THEN GO ONTO THE NEXT DAY, SIGN IN, CERTIFY AND CONTINUE ON TO THE NEXT DAY. I had to do this every day until all seven days were certified. Please note that it is much easier doing the 7 day advance on the computer where we can do all seven days if off duty, in one sweep. Also note that any ‘Edits’ made in the office will also need to be certified by the driver. This is also a change from the AOBRD.

Another change will be that ‘Geo-Fencing’ will disappear. Anytime a bus is moved, even around the bus yard, that movement demands that it be assigned to someone. That someone may be a driver, a mechanic, or a cleaning person. So this is how it will play out: For Example: Cleaning personnel will back a bus out of the garage, sign into the ELD, move the bus to fuel, dump holding tank, wash, service or to park and then that person needs to sign back out. The next time the bus is moved, it will have to go through the same process, even if the bus never leaves the yard.

**Editor’s Rant:** I find it utterly ridiculous that that even shop mechanics and cleaning personnel cannot move a bus around the bus yard without creating an ‘Unidentified Driver movement’. This has nothing to do with safety, it has everything to do with ‘Control’. On January 1, 1863, President Abraham Lincoln issued the famous document: “The Emancipation Proclamation” that freed the slaves in the South during the Civil War. I’m relatively certain that even the slave owners in the deep South took the chains off their slaves to work and free to roam the plantation. It’s too bad President Lincoln did not include ‘Stagecoach Drivers’ and ‘Wagon Teamsters’ in that same proclamation along with the slaves.

So this fabulous Electronic Logging Device is going to remove all the ‘Fatigued Drivers’ from our nation’s highways and make everyone safer by reducing CMV fatal accidents. These devices will keep all commercial bus drivers from violating the 10 hour driving rule by even 1 minute. It will keep all commercial truck drivers from violating their 11 hour driving day and 14 hour day by even 1 minute. So lets take a look at how well this worked out. Fatal accidents involving CMVs had stopped their multi-year decline and since the implementation of the Electronic Logging Devices, have reversed that trend. As I wrote earlier, fatal accidents involving CMVs have increased 15% over the last two years. I think the Webster Dictionary could include this ELD program as an example of ‘Unintended Consequences’. So what was the result of this safety program that was stuffed down our throats by our politicians & bureaucrats?? It certainly increased the workload and time office personnel need to spend monitoring the ELD logs, doing edits and dealing with a huge increase in phone calls that: “My ELD won’t let me log in” and “I forgot to log out last night and now I’m over my 70 hours” and “I forgot to go on Rest Break a few times while on tour and now I’m over my 70 hours”. How about this call: “Traffic was unusually slow and I got to my hotel and I’m 1 minute over my 10 hours”.

As I stated earlier, this is not about safety, it is about ‘Control’. It’s time to stop treating commercial bus and truck drivers like ‘Slaves’. It’s time to take the chains off. ( This rant is the opinion of this editor & not necessarily the opinion of MCBOA Board)

# **Detroit Diesel Exiting Motor Coach Market**

Detroit Diesel has been a stalwart power plant in motor coaches since the earliest Greyhound Scenic Cruisers. They first installed 2– 471 Detroit Diesels in the first 40 ft. coaches in the early 1950's. These two power plants were replaced with the 8V-71 engines that had enough power to propel the Scenic Cruiser down the highway and only had one engine to keep running and maintained. They may have been other coaches using the 6V-71 engine like the venerable GM 4104.

In the late 1960s, Motor Coach Industries' built 100 of the MC-6 coaches that were the first 102" wide buses. They built 50 to run in the U.S. with 8V-71s and built 50 coaches with 12V-71s that ran in Canada. The U.S. DOT never did approve the 102" width to run in the United States until the production of the MCI 102 A3 in the late 1980s.

Detroit Diesel had a long history in providing power plants for coaches but that apparently will come to an end in 2021. Detroit Diesel had pulled out of the bus market for a time after discontinuing the very successful Series 60 engine. They then returned with the DD-13 power plant.

This leaves MCI and Van Hool to use the Cummins ISX-12 engine to use as the standard engine in their coaches, with no other options at this time. Prevost offers the Volvo engine in their coaches and the Setra's use the Mercedes-Benz engine in theirs.

As an operator, I find this upsetting for Detroit Diesel to simply decide to pull out of the market. My last four new coaches were powered by the DD-13 because of the longevity that Detroit had previously demonstrated. I certainly missed that by a country mile. I only hope that the DD-13s do not create a lousy used coach market like the C-13 Cat Engines have done.

Personally, I have one Cummins ISX-12 power plant and it is working well. This ISX-12 was reportedly to be only a one year engine and then was to be replaced with a new designed Cummins Engine. Well, who wants to buy a one year engine that will be a unwanted step-child. Well, that was five years ago and the ISX-12 is the number one power plant and now the only power plant offered in the MCI and Van Hool coaches.

If we could only see in the future!!

## **Ray Martinez steps down from FMCSA**

Secretary of the FMCSA has tendered his registration and intends to step down at the end of October. Martinez has headed the agency for a bit over 18 months and has been at the helm through some of the regulatory pull-back we have seen since President Trump took office. Martinez is taking on the oversight of a DOT construction project at the Volpe Center in Cambridge, Massachusetts in order to be closer to his family.

Martinez has spearheaded the effort to overhaul the federal hours of service for truck drivers and he has made a serious effort to reach out to the industry. More than his predecessors, Ray Martinez has made appearances at trucking and trade shows in the effort to bridge this gap between the Agency and the Industry.

The Secretary had intended to appear at the UMA Expo a year or so ago but had to cancel because of the government shut down that did not allow him to travel.

Assistant FMCSA Secretary, Jim Mullen is expected to assume the duties as interim administrator until a new one is appointed by the administration.

## **California Clean Trucks–Clean Air Act**

California Governor Gavin Newsome (D) signed a bill on Sept. 20th that takes away the exemption from smog compliance testing that's long been in place for all commercial Vehicles operating in California with a GVW rating above 14,000 lbs. Zero-emission and certain authorized emergency & military vehicles would remain exempt from 'Smog Checks'.

Under the new 'Clean Trucks, Clean Air' act (SB 210) law, authorizes a two-year pilot to run to develop the specifics, vehicle inspection and maintenance program for 'Non-gasoline heavy-duty motor vehicles' with a GVW ratings above 14,000 lbs, (which encompasses vehicles in class 4-class 8). This program will be put in place to regularly measure the effectiveness of their emission Controls to reduce the release of particulate matter and nitrous oxide into the air. Among other things, the bill would:

- A. Prohibit the operation of a heavy duty vehicle on a public road in California if that vehicle has an illuminated malfunction indicator light displaying a specified engine symbol and would make a violation of this provision a 'Mechanical Violation'.

- B. Prohibit the "Operation of a heavy duty vehicle in a manner resulting in the escape of 'Visible Smoke' except during active regeneration.

The California legislator who introduced this bill stated: "Just as car owners have to get their own personal cars 'Smog Checked' every two years, so should truck operators be required to maintain their emission controls so that we can ensure

**(Continued on Page 6)**

Long lasting air quality improvements here in California”. She added that the new law “Reinforces California leadership on improving air quality and public health, while also leveling the playing field for law-abiding truck owners and operators in our state”. She also contends that “California based truck owners who strive to meet our nations-leading air quality stands can be at a competitive disadvantage with non-compliant vehicles, including many out-of-state trucks.”

Many of the details yet to be spelled out are and will be in the hands of the California Air Resources Board (CARB). But the ‘Devil is in the Details’ and this law and pilot program gives this ‘Radical agency’ carte blanc to really do whatever they want.

The State Heavy-Duty Vehicle Inspection Program already tests truck and buses with GVWs above 6,000 pounds for excessive smoke and tampering. These tests can be performed unannounced and includes testing the vehicle’s RPM at idle and maximum speed by placing a smoke-sensing meter just above or inside the vehicle’s exhaust pipe to test for tampering, recording engine data and ensuring the engine has the appropriate emission label.

**Editor’s Note:** Most of us get to California periodically and hopefully not too often. So, what does this proposed new rule mean for us Midwest coach operators?? We have all heard the horror stories of the ‘far reaching hand’ of the California Air Resources Board (CARB) and how it increasingly is involving out-of-state operators, both trucks and buses. How it affects us may change if our Governor has his way.

Clean Cars Minnesota is a program proposed by Governor Walz and is scheduled for rulemaking and request for comments. Clean Cars Mn. Proposes to adopt ‘Low-Emission and Zero-Emission’ vehicle standards that were adopted by the California Air Resources Board. The comment & proposed rulemaking is being spearheaded by the Minn. Pollution Control Agency. More to Follow below:

## Minnesota Clean Cars Proposal

The Minnesota Pollution Control Agency has issued a Request for Comments on planned new rules governing passenger vehicle emissions of greenhouse gases (GHG) and other air pollutants. This rulemaking is referred to as the ‘Clean Cars Minnesota Rule’ and is intended to reduce GHG and other harmful air pollutant emissions from passenger vehicles by adopting the Low-Emission Vehicle and Zero-Emission Vehicle standards adopted by the California Air Resources Board.

The purpose of the Clean Cars Minnesota rulemaking is to reduce emissions from passenger vehicles: GHG emissions as well as other harmful air pollutants. Transportation is now the largest emitter of GHGs in the state and passenger vehicles are the largest source of Green House Gases (GHG). Addressing GHG emissions from transportation is a necessary step for Minnesota to achieve the ‘Next Generation Energy Act’ goals of reducing GHG emissions by 30% by 2025 and to reduce these GHG emissions by 80% by 2050.

The article goes on to state that the Minn. Dept. of Health issued a report showing that fine particles and ground-based ozone contributed to roughly 2,000-4,000 deaths in Minnesota in 2013 and hundreds of hospital visits.

**Editor’s Note:** Governor Walz is behind this proposed rulemaking and possible regulations that is based on CARB rules. I personally do not find any reasons why the Midwest should follow anything that California is taking the lead on. Anything! You notice that the proposed rulemaking regulation is stated as: “Clean Cars’ regulation. But remember how quickly this kind of regulation can include Commercial Vehicles and buses as well.

You can comment on this rulemaking by: [www.pca.state.mn.us/air/clean-cars-mn-rulemaking](http://www.pca.state.mn.us/air/clean-cars-mn-rulemaking)

I strongly urge you to comment on this proposed rulemaking The PCA has also scheduled the following listening sessions at various locations around the state.

October 25:	Fergus Falls-Ottertail County Government Center	5:00-7:00 pm	500 W. Fir Ave. Fergus Falls.
October 30:	Burnsville-Burnsville City Hall Council Chambers	5:00-7:00 pm	100 Civic Center Parkway Burnsville
November 6:	Marshall-Lyon County Library	5:00-7:00 pm	201 C St. Marshall
November 12:	Virginia-Miner’s Memorial Building-South Room	5:00-7:00 pm	821 S. 9th Ave. W Virginia
November 14:	Minneapolis-Urban Research & Outreach Center	5:00-7:00 pm	2001 Plymouth Ave. N. Minneapolis
November 19:	Mankato-Blue Earth County Library	5:00-7:00 pm	100 E. Main St. Mankato

# MCBOA Winter Conference

## SAVE THE DATE!!

November 19-20, 2019 (Tuesday Noon-Wednesday Noon)

St Cloud River's Edge Convention Center



The graphic is a promotional poster for the MCBOA 2019 Annual Winter Conference. It features a central image of a silver charter bus. The background is divided into several colored sections: a large yellow arrow pointing right, a blue arrow pointing left, and a black arrow pointing down. Text is placed within these sections. The yellow arrow contains the event title and dates. The blue arrow contains the invitation and MCBOA logo. The black arrow contains the lodging information and contact details. The bus image is positioned in the center, overlapping the yellow and blue arrows.

**2019 ANNUAL WINTER CONFERENCE**  
**19-20 NOVEMBER**  
1PM on 11/19—12PM on 11/20  
Rivers Edge Convention Center  
10 4th Ave S  
St. Cloud, MN 56301

MCBOA INVITES YOU TO  
SAVE THE DATE FOR THE

**MCBOA**  
Minnesota Charter Bus Operator's Association

**LOGGING: Kelly Inn**

For information on being a presenting vendor please email Rob Wicklund at: [rob@biamidibus.com](mailto:rob@biamidibus.com)  
More details to come.

# Minnesota Charter Bus Operators Association

## 2019 Annual Meeting Registration

November 19th and 20th, 2019

**\*\*Please note this is a Tuesday-Wednesday conference\*\***

**St Cloud River's Edge Convention Center**

**10 4<sup>th</sup> Ave. So. St Cloud, MN 56301**

Registration for our annual conference is only \$ 95.00 per Conference participant. This price includes the hospitality and Vendor reception on Sunday night, breakfast, lunch and all meetings. please register early so we can have accurate numbers for meals, etc. ! All registrants must be from a MCBOA member company or vendor. Hotel reservations need to be made directly with our host hotel the Kelly Inn, which is connected to the River's Edge Center. For reservations call 320-253-0606 – and mention you are with MCBOA to get Special Convention Rate!

Company \_\_\_\_\_

Representatives \_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Maintenance Representatives \_\_\_\_\_

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\_\_\_\_\_

Full Conference:

Total Member Attendee's \_\_\_\_\_ X \$ 95.00 \_\_\_\_\_

Conference Registration Total \_\_\_\_\_

Conference Registration Total \_\_\_\_\_

Please make checks payable to: MCBOA

C/O Jim Hey

1500 Travis Road

Marshall, Mn. 56258