

# Bus & Motorcoach NEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

## Montana Trailways operator shutdown, state left high 'n dry

BILLINGS, Mont. — The federal shutdown late last month of Rimrock Trailways/Rimrock Stages for a long list of safety violations left the entire state of Montana and parts of North Dakota without intercity passenger bus service.

The abrupt closure of Rimrock by the Federal Motor Carrier Safety Administration resulted in passengers being stranded at bus stations across the state.

Such Montana cities as Billings, Missoula, Great Falls, Helena, Butte, Kalispell and Billings were without connecting intercity services, and North Dakota cities like Dickinson, Bismarck and Fargo also were impacted.

Bus travelers who would ordinarily travel across Montana to get from Spokane, Wash., to Minneapolis faced detours of more than 600 miles, having to travel south to Salt Lake City or Denver. The service interruption impacted a number of bus companies in neighboring states that connected with Rimrock.

A week after the shutdown the first stopgap services began, with regional carriers like Jefferson Lines initiating limited runs.

The order shutting down Rimrock was issued after the FMCSA completed a Compliance Review of the company and found it was a mess.

Of eight buses that were available to be checked during the Compliance Review, federal inspectors discovered 79 violations, including 33 violations that individually required the vehicles to be placed out of service.

At the time of the shutdown, Rimrock operated a fleet of 13 motorcoaches, ranging from 1996 through 2005 models, and two 2011-model cutaways.

The FMCSA investigation determined Rimrock did not have adequate safety management prac-

CONTINUED ON PAGE 14 ►

## Noncompliant coaches operating across U.S.

HOUSTON — Owners and managers of U.S.-based motorcoach companies are routinely traveling to Mexico, buying Mexican-built buses that don't conform to Federal Motor Vehicle Safety Standards, and operating them with impunity on U.S. highways.

The practice is largely being ignored by two federal safety agencies, one of which admits it's more interested in the safe operation of the illegal buses than whether they meet the letter of the law regarding their compliance with federal safety standards.

The owner of one Houston-

based motorcoach company, who's familiar with the practice, told *Bus & Motorcoach News* that U.S.-based operators are buying the Mexican-made buses because they cost considerably less than U.S.- or European-made coaches that are FMVSS-compliant.

Saving tens of thousands of dollars on the purchase price of coaches, plus the reduced financing costs, would, of course, allow operators to undercut their competitors.

Industry sources say one Mexico-based manufacturer, American Coach de Mexico, is marketing its coaches to U.S.-based, Hispanic-

owned companies, and its buses have been spotted in Texas.

Other Mexican-built, non-conforming brands believed to be operated by U.S.-based coach companies on southern and southwestern highways, and as far north as Illinois, include Irizar, Volvo, Dina, and Mercedes.

The violators are rarely caught — unless one of their buses is involved in a major accident.

A Texas-based coach operator whose bus crashed near Victoria, Texas, killing one passenger and injuring 46 others in 2008, provides a blueprint for how that

company and others are able to skirt the rules.

According to National Transportation Safety Board officials who investigated the crash, the accident vehicle was a 2005 Volvo purchased in Mexico and not certified to meet the FMVSS because it was not manufactured for sale in the United States.

The NTSB's investigation determined through company documents that the coach was purchased new in Mexico for \$211,809, although comparative new motorcoaches for sale in the

CONTINUED ON PAGE 11 ►

## BANY seeks changes to inspection program

ALBANY, N.Y. — The Bus Association of New York has proposed a half-dozen enhancements to a planned overhaul of New York State DOT's performance-based bus safety program.

In February, the Passenger Carrier Safety Bureau of the New York State Department of Transportation proposed revamping its comprehensive safety inspection program for motorcoaches.

The proposal was issued in the wake of state legislation adopted last year that "allows the department to improve this program and thereby enhance bus safety and compliance

by focusing attention where it is most needed, and by incentivizing good performance by operators."

That view of the proposal is doubtless not shared by many in the industry. They contend the proposed changes continue to focus way too much attention on vehicle inspections and far too little on the factors that are the overwhelming cause of bus crashes.

These include such highway enforcement issues as following too close, improper lane change, turning and passing, failure to obey traffic signs/devices, speeding (more than 10 mph above the speed limit), and

inadequate surveillance and inattention by drivers.

"They're still focused on vehicle, vehicle, vehicle," said one New York operator.

BANY, on the other hand, took a middle-ground approach in its response to the proposed inspection program changes.

"BANY generally supports the NYSDOT efforts to improve the program through a more systematic approach to applying scarce resources towards passenger carriers that may have maintenance compliance issues; however, we respectfully submit the following to further

enhance the effectiveness of the proposed program," the association said in a three-page document sent to the department late last month.

Here's what BANY would like to see changed or upgraded:

**Consistency of inspections.** BANY noted that the inspection fail rate between various NYSDOT regions can vary by a huge margin.

"It seems improbable that commercial passenger carrier vehicles in Region 8 (lower Hudson Valley) have a 50 percent higher fail rate than carriers in Region 10 (Nassau and Suffolk counties)," BANY

CONTINUED ON PAGE 10 ►

## FTA rulings slap transits for school service

WASHINGTON — The Federal Transit Administration has ordered public transit agencies in two Midwestern states to stop operating exclusive school bus service that violates FTA School Bus Operations regulations.

The separate rulings against Yankton Transit in South Dakota and the Bay Area Transit Authority (BATA) in Michigan likely will benefit private carriers nationwide because they highlight key provisions of the regulations that prohibit public transit agencies from

competing unfairly with private school bus operators, says Jim Seal, a California-based bus industry consultant and a leading authority on FTA charter and school bus rules.

"(Private operators have) got ready, contemporary decisions to show transit agencies how they're supposed to conduct themselves," said Seal, who worked with the National School Transportation Association to develop the complaints that resulted in the FTA rulings.

"The message the rulings send

out — if this is publicized broadly enough in the transit industry — is that you can't skirt the regulations," Seal said.

In the South Dakota case, an FTA administrator wrote that the agency is concerned about Yankton Transit's "excess accumulation of buses and drivers," which enabled it to perform the exclusive school bus service.

Yankton Transit, which is a sub-recipient of FTA funds, and received some \$261,000 in federal and state monies in 2009, was no-

tified that federal law prohibits FTA recipients from using FTA-funded equipment and facilities for exclusive school services.

The ruling further stated: "Congress intended 49 C.F.R. Part 605 to prevent transit agencies receiving federal funds from competing with private school bus operators."

"What they've been able to do is amass excess vehicles...to be able to make the case to school districts that we can provide this bus service for you," said Seal.

CONTINUED ON PAGE 8 ►

PREVOST

<https://www.prevostcar.com/pre-owned>

THE RIGHT PRE-OWNED COACH FOR YOUR NEEDS

CONTACT FOR MORE INFORMATION:

Michel Dery 418.831.2046 CANADA  
 Carl Stevens 800.874.7740 EAST U.S.  
 Mark Lein 800.421.9958 WEST U.S.

ALL MAKES  
& MODELS  
AVAILABLE



# WE'VE GOT THAT PART!

Whether we stock it, source it or provide a custom kit, ABC Parts has the solution for all of your parts requests! Our integrated transit and motorcoach parts distribution network covers the U.S. from coast-to-coast and in Canada, making ABC the nation's largest independent parts supplier.

And, our knowledgeable parts team is on the ground and in the shop with the expertise, inventory and access to every major brand to keep your fleet running at peak performance.

## GET WHAT YOU NEED, WHERE IT NEEDS TO BE WITH ABC PARTS!

- ✓ **24 hour shipping guaranteed on in-stock items**
- ✓ **FREE ground shipping for orders exceeding \$100**
- ✓ **Full parts inventory, sourcing and custom kits**

For basic parts, complex components, custom kits and more, *all you need is one* source for your parts requirements. Call **877-427-7278**/option 4.

ONLINE ORDERING

2% OFF



[www.abc-companies.com/parts](http://www.abc-companies.com/parts)



*All you need is One!*

# 'Trusted-carrier' program extended to bus operators

PORTLAND, Ore. — Motorcoach operators in Oregon having exemplary compliance and safety records are now eligible for recognition by the state's Trusted Carrier Partner Program.

The recognition includes special red license plates that exempt coaches from some random safety inspections.

Previously open only to truck-

ers, the program enrolled its first passenger carrier, Northwest Navigator Luxury Coaches of Portland, this past fall.

It has since recognized Blue Star Charters and Tours, also based in Portland.

Joe Gillis, CEO of NW Navigator, says the Trusted Carrier Partner license plates send a positive message to both safety inspec-

tors and the traveling public.

"It has heightened awareness. It means getting through (inspection sites) faster. This says we're a step ahead of everybody else and we're doing things the right way," Gillis said.

"To be able to show people, if they're worried about safety, how do I make a good decision, this is a good first sign for them."

The Oregon Department of Transportation began the trusted-carrier program in 1998 to recognize the best motor carriers participating in the Oregon Green Light weigh station pre-clearance program.

While passenger carriers are not required to join the Green Light Program, they are subject to periodic vehicle inspections by the

department.

The program is open only to Oregon-based companies that have been operating in the state for at least a year, and must have an exemplary record of



Joe Gillis

CONTINUED ON PAGE 12 ►

## Clarification

ALEXANDRIA, Va. — The April 1 issue included a reminder about 2013 music licensing renewals.

To clarify, the ASCAP and BMI licenses only apply to music played on coaches, or the music included in a video presentation.

A video presentation (i.e., a movie) on a coach requires separate licensing, such as that provided by Motorcoach Movies.

In other words, if you or your customers are playing movies on your coach's video system, you need both a music license AND a movie license.

UMA members can receive a discount on movie licensing through Motorcoach Movies. For information, contact Terri Colyer at Motorcoach Movies at (888) 416-2572.

# FTA orders jitney association to halt charters

WASHINGTON — The Federal Transit Administration has issued a cease-and-desist order to the Atlantic City Jitney Association, ordering the familiar shuttle operation to halt all charter services and the advertising of such services.

The order, issued by Dorval Carter, chief counsel of the FTA, stemmed from a complaint filed by Five Mile Beach Electric Railway Co. of North Cape May, N.J.

Five Mile Beach Electric offers a variety of bus and shuttle services, including charters, convention transportation, local resort transit, trolley tours and casino runs.

It operates under such names as Great American Trolley Co., Cable Car Concepts, Atlantic City Trolley Tours and Five Mile Beach

Electric.

The Five Mile Beach Electric complaint accused Atlantic City Jitney Association of violating terms of a federal grant used to buy many of its shuttle buses by providing charter services, including private transportation to weddings, parties and sporting events.

"Based upon the FTA's investigation of Five Mile's complaint, the FTA concludes that all (Atlantic City Jitney Association)-covered parties, through their activities and advertising, are in violation of the FTA's charter-service regulations when they use federally funded vehicles for charter service," the FTA order said.

Jitney Association President Tom Woodruff said that despite the

decision, the jitneys would continue to operate as usual and the association planned to appeal the order.

"It really doesn't mean anything," Woodruff told a local newspaper. "This is coming from the owner of Five Mile, who thinks the whole Jitney Association was purchased through a grant, and he's wrong."

"The regulations might apply to the grant buses. It certainly doesn't apply to the 90 buses we purchased."

The order says that two federal grants issued through the New Jersey Transit Corp. in 2009 and 2011 allowed the Jitney Association to purchase shuttles buses. The grants came from federal economic stimulus money.

By accepting the money, the association agreed to comply with federal regulations restricting how the jitneys have operated for decades. The regulations forbid recipients of federal financial assistance from competing with private charter services except in unusual situations.

In one letter Adelizzi wrote in support of the Five Mile Beach Electric filing, he said the underlying reason for the complaint was that Atlantic City Jitney Association had received "millions in federal taxpayer money" to buy vehicles that put the association in the "enviable position of being able to offer lower prices on charters than

CONTINUED ON PAGE 12 ►

SERVICE  
CLAIMS  
COVERAGE  
SAFETY THAT REVOLVES AROUND  
INTEGRITY  
INNOVATION  
EXCELLENCE  
STABILITY  
RELATIONSHIPS  
EXPERIENCE

## PUBLIC TRANSPORTATION

Protective Insurance Company's loss prevention team members are **specialists in the transportation industry** and use a collaborative approach to partner with our insureds to address their **specific safety and risk management needs**. Our loss prevention team understands that no two companies are the same and solutions must be tailored to fit each one's unique needs.

Visit [www.protectiveinsurance.com/publictransportation](http://www.protectiveinsurance.com/publictransportation) to learn about our specialized online training offerings for public transportation.

**FOR COVERAGE THAT REVOLVES AROUND YOU, CONTACT STACY RENZ: (800) 644-5501**

**Protective**  
Insurance Company

protectiveinsurance.com

EXCELLENCE IN: MEDIUM FLEET TRUCKING | LARGE FLEET TRUCKING | PUBLIC TRANSPORTATION | WORKERS' COMPENSATION | INDEPENDENT CONTRACTORS

# THE DOCKET

## Key Senate, House leaders focus on funding for highways

WASHINGTON — The most challenging transportation issue now on the congressional docket is assuring solvency of the Highway Trust Fund.

That's the opinion of Sen. Barbara Boxer, D-Calif., who as chairman of the Senate Environment and Public Works Committee, was one of the principal architects of the MAP-21 highway law Congress passed last year.

In remarks made here last month, Boxer asked members of the Association of American Highway and Transportation Officials for help in finding new sources of revenue for ground transportation.

"We're at the moment of truth

now. We have to find a source of funding," she said.

She said that although the current fuel tax mechanism cannot keep up with the need for reinvestment in the long run, the concept of users paying for the roads must be preserved.

"Once we give up the idea of a fee-based system then we are in trouble."

The current highway program expires at the end of September 2014, and the trust fund has just enough money to get through until then.

The non-partisan Congressional Budget Office estimates the fund can meet its obligations

through fiscal 2014.

For the current highway law, Congress had to add extra money from a variety of sources, including an \$18.8 billion transfer from the general fund, to make the program whole.

After September 2014, outlays will need to come down or receipts into the fund will need to go up, or a combination of both, say CBO officials.

Boxer and Rep. Bill Shuster, R-Pa., chairman of the House Transportation and Infrastructure Committee, have begun high-level discussions on a new bill.

"We are at a tipping point," Shuster told the AASHTO mem-

bers. "We need to figure out how to fund at necessary levels."

Shuster said part of his challenge is to educate the most conservative House Republicans on the need for federal participation in transportation.

Some House members hold that federal highway activities should be devolved to the states but Shuster believes otherwise.

"The Articles of Confederation didn't work," he said, referring to the first governing agreement among the 13 founding states of what became the United States.

One reason the Articles were replaced by the Constitution was that it became apparent that the country needed a stronger federal government to ensure regional transportation, Shuster said.

"The federal government has always and needs to continue to

play a role in creating and maintaining the transportation system," he said.

Meanwhile, the Senate restored transportation funding that was cut by the House in its proposed continuing resolution to fund the federal government through September.

The Senate amendment to the continuing resolution would maintain the funding levels dictated by MAP-21.

The House cut \$117 million in transport funding from the MAP-21 authorization and \$555 million in funding for such highway safety programs as state grants to curb drunk and distracted driving.

Rep. Paul Ryan, R-Wis., chairman of the House Budget Committee, has proposed a fiscal 2014 budget that would end funding for high-speed rail, among other cuts.

## Illinois road projects kicked off

SPRINGFIELD, Ill. — Gov. Pat Quinn kicked off the spring construction season late last month, announcing \$486 million in road and bridge projects that will soon be under way.

Most of the building will be funded through the state's \$31 billion public works program, which began in 2009 after lawmakers legalized video gambling and raised liquor taxes and driver's fees to pay for the multiyear plan.

Because video gambling didn't launch until September, Quinn

had expressed concerns the construction program would run low on money and some projects might have to be delayed.

But the governor said that was resolved when lawmakers sent him a bill in January allowing for \$1.5 billion more in spending for construction and to prevent layoffs in the state's cash-strapped child welfare agency.

Among the larger projects being touted by Quinn is the \$34 million rebuilding of the Stony Island feeder ramp to the Bishop

Ford Freeway (Interstate 94).

The Bishop Ford Freeway, formerly known as the Calumet Expressway, is a portion of I-94, south of downtown Chicago.

It runs from Interstate 57 south to the intersection with Interstate 80.

The interchange, which is used by up to 64,000 vehicles each day, will undergo repairs that include reconstruction and removal of seven bridges, as well as resurfaced pavement and new signs and lighting.

## Ohio boosts highway speeds, sets transportation spending

COLUMBUS, Ohio — A \$7.6 billion state transportation budget, that includes higher speed limits on many state roadways, is headed to the governor's desk here.

The Ohio House approved the two-year budget by a 62-27 vote

one day after the Senate voted 27-6.

The plan, which got some Democratic support, includes a new 70-mph speed limit on rural freeways and 60 mph on some two-lane highways.

It also directs that 90 percent of Gov. John Kasich's \$1.5 billion in new Ohio Turnpike bonds be spent on road projects north of State Rt. 30, which means the northern third of Ohio.

Rep. Ross McGregor, R-Springfield, said that while the budget is a move in the right direction, "it is not the silver bullet that's going to cure all of our needs. In no way, shape or form is this the end-all, be-all of transportation funding."

McGregor, the bill's lead sponsor, said it will create jobs and allow the state to address critical, immediate infrastructure needs. "But we have to have the discussion about how we're going to pay — in an ongoing manner — for the infrastructure needs of the state."

The budget bill includes the creation of a joint legislative tax force to examine the funding needs of the Department of Transportation. A Senate-added provision requires the task force to study eliminating the state gas tax.



**WORKS THE BEST - COSTS LESS**  
**FORMULATED RIGHT THE FIRST TIME!!!**



WHILE OTHERS ARE CONTINUALLY CHANGING FORMULAS, SUPER STRENGTH POT SHOT'S QUALITY REMAINS UNSURPASSED. THERE'S SIMPLY NO BETTER ODOR CONTROL PRODUCT FOR THE RESTROOM. PLEASE CALL FOR COMPLETE INFORMATION AND YOUR **FREE** SAMPLE.

POT SHOT IS AVAILABLE IN 2 OZ, 8 OZ, GALLONS, PAILS AND DRUMS

**(800) 879-8648 - (702) 564-6454 - [www.unitchemical.com](http://www.unitchemical.com)**

**60 Years Manufacturing Environmentally Safe Products**

### SPRING SPECIAL



**66 PORTION CONTROL POT SHOT BOTTLES ONLY \$44.95 DELIVERED IN USA**

# States ease CDL restrictions for members of military

During the past two years, 34 states have adopted laws that allow their motor vehicle departments to waive the CDL skills test for qualified military veterans, the Obama Administration says in a report.

Nine more states, plus the District of Columbia, are considering legislation to do the same thing.

And under a new federal law, states may issue commercial licenses to military personnel who live in another state.

The trucking industry and others are pushing many of the initiatives in a bid to help relieve the shortage of drivers in the truckload industry.

According to the White House report, *The Fast Track to Civilian Employment*, there are more than 22,000 active duty drivers in the military, and nearly 10,000 became civilians last year.

Military service can instill skills that are desirable for commercial vehicle drivers, discipline not the least of them, but clearly not all of those driving specialists are interested in civilian life

## Federal guidance getting close for apnea screening

LOUISVILLE, Ky. — The Federal Motor Carrier Safety Administration is “just about ready” to propose regulatory guidance that would urge medical examiners to require that some obese commercial vehicle drivers be screened for obstructive sleep apnea before being allowed to drive, an agency official says.

Under the proposed guidance, which will not have the force of a regulation or law, FMCSA will probably ask that medical examiners who perform biennial physical exams on commercial drivers refer drivers with a body mass index above 35 to be tested for sleep apnea, Elaine Papp, chief of the agency’s medical office, said at a trucking event here.

“I thought it would have been published by now but it hasn’t,” Papp said. “I’m pretty sure it’s going to be published relatively soon.”

If a driver is found to have sleep apnea, FMCSA’s guidance would recommend that he or she receive a medical certification that’s conditional on obstructive sleep apnea treatment, Papp said.

After the guidance proposal is published, FMCSA will gather comments from the public before making it final. At a later point, the agency likely will propose a regulation to make the sleep apnea testing and treatment mandatory for obese commercial drivers.

driving careers.

And the hands-on driving skills that service members learn do not necessarily transfer directly to civilian commercial vehicle driving.

The military, for example, does not train to Federal Motor Carrier Safety Administration regulations.

Nor are military drivers exposed to commercial-style equipment.

Still, the federal-state effort to ease the path between military and civilian commercial driving is seen as useful by most observers.

The skills test waiver, for example, makes it possible for a safe military driver who meets several conditions to skip the CDL driving test.

Besides a proven safety record in the military equivalent of a civil-

ian commercial vehicle, the driver cannot have held more than one license in the preceding two years, cannot have had his or her license suspended, and cannot have a conviction for a CDL offense.

Also seen as useful is allowing states to exempt military personnel from restrictions on issuing a CDL to someone whose legal residence is in another state.

Procedures for this exemption vary from state to state, but the overall effect is to make CDLs more accessible to military drivers, the White House report said.

### UPS jumps on bandwagon

ATLANTA — UPS Inc. said it has committed to hire more than 25,000 veterans over the next five years.



Don't be fooled  
by its pretty face

Once again, Setra has raised the benchmark in the North American luxury motorcoach segment, with over 30 innovations in design, passenger and driver comfort, safety and environmental efficiencies. Daimler's new, unique Front Collision Guard (FCG), for instance, is a passive safety system engineered to protect the driver and tour guide in the case of a frontal impact. Experience the all-new Setra TopClass S 417. From Daimler Buses North America, the worldwide leading manufacturer of buses and motorcoaches.

Motor Coach Industries  
1700 East Golf Road, Suite 300 · Schaumburg, Illinois 60173 · Phone 866-624-2622  
Distributor of EvoBus GmbH for Setra buses and Setra parts in the United States and Canada

Setra - a brand of Daimler AG

**SETRA**

# States continue to impose hefty taxes on visitors

## A 15% hotel tax

ALEXANDRIA, Va. — Travelers and vacationers are being nicked and dined at every turn by taxes imposed by states and cities, reports the Global Business Travel Association.

Visitors to Fort Lauderdale and Honolulu, for example, typically spend about \$22 a day on extra taxes on hotels, meals and rental cars.

But that's far less than if they go to Chicago, where state and local hospitality taxes total more than \$40 a day, according to a report from the association, which represents corporate travel managers and travel service providers.

Staying in Las Vegas and Washington, D.C., is cheaper than Chicago's combined 16 percent tax on a hotel room and 20 percent tax on a car rental, the association's data show.

Travel is big business for states.

Florida visitors, for instance, spent nearly \$67 billion in 2010, the latest information available, and generated nearly \$10 billion for federal, state and local governments, according to new state-by-

state figures from the U.S. Travel Association.

Taxing travelers and tourists can be a dicey dilemma, though.

State and local politicians would rather avoid raising taxes on locals who can boot them out of office, but they also know that tourists can still "vote with their feet" and go where taxes are lower, says Erica Michel of the National Conference of State Legislatures.

In the early 1990s, convention planners and others boycotted New York City when its taxes on hotel rooms exceeded 21 percent. Today the rate is 14.75 percent.

### Lodging taxes uneven

Visitors to several Florida cities pay among the lowest travel taxes, including Fort Lauderdale, Fort Myers and West Palm Beach.

California taxes a lot of things, but surprisingly not lodgers. The state joins Alaska as the only two states that lack specific state lodging taxes and do not impose state sales tax on lodging.

California does allow cities to add their own lodging tax for hotel stays, but exempts lodging from the state sales tax. Visitors to Los Angeles, for example, see a 15.50

percent tax on their bill because of local taxes.

Alaska, which doesn't have a state sales tax, also allows cities to add their own lodging taxes. So visitors to Denali will see a 7 percent tax, while those going to Anchorage are charged 12 percent when they check out, according to a 2013 report from the American Hotel & Lodging Educational Foundation, which conducts research on behalf of the U.S. hotels industry.

Five states ban cities from attaching an additional local tax on accommodations on top of the sales tax. State laws in Connecticut, Delaware, Hawaii, Maine and New Hampshire block these extra local taxes, according to the National Conference of State Legislatures.

Nevada doesn't impose a state tax on lodging, but it requires incorporated cities to levy at least a 1 percent local tax on lodging. In Las Vegas it's 2 percent.

Some states levy a specific state lodging tax in lieu of the state sales tax, such as Alabama; others apply the state sales tax for lodging, and some states do both, applying both a state sales tax and a

state lodging tax, like Idaho and Rhode Island, the NCSL said.

### High-priced leader

Connecticut has the highest state lodging tax at 15 percent, followed by Hawaii at 9.25 percent.

However, since neither of these states allows cities to impose additional local taxes, extra charges on the typical hotel stay in those two states actually costs less than other states that allow localities to levy their own taxes.

In most cities, the state sales tax applies to meals, but here, too, localities can add an additional tax.

Visitors to Washington, D.C., for example, will pay the 5 percent sales tax on their restaurant meals, but also an additional 4 percent meal tax, adding \$9.12 to a typical day of meals while traveling.

A single day of meals while staying in Minneapolis carry the heaviest extra taxes, adding nearly \$10 to the average \$91.22 the association figures a typical business traveler spends on meals in one day.

### Using the money

The travel industry frequently

complains that these extra fees often fund special projects and programs that have nothing to do with travel or renting a car.

Among the extra taxes in Chicago is a 2 percent tax to help pay for the Chicago White Sox stadium, while New Orleans visitors typically pay \$4 a day on their hotel bill to help pay off the Superdome debt.

The taxes appear to be more palatable if the money is targeted to boosting travel. When Connecticut increased the state room occupancy tax in 2011 to 15 percent from 12 percent, the state went from having just one dollar devoted to tourism to \$15 million after diverting much of that increase to tourism issues.

That total dropped last year to \$9.2 million when some of the tourism tax money went to balance the state budget, according to Ginny Kozlowski executive director of the Connecticut Lodging Association in North Haven.

Hawaii is currently debating increasing its state lodging tax by 2 percent to 11.25 percent, a move the Hawaii Tourism Authority has estimated would cost each tourist an extra \$50 per visit.



## Coach Manager

charter & contract booking system



## Tour Booking System

tour & day trip reservations



## Vehicle Maintenance System

maintenance planning & workshop management

**Distinctive Systems is the world's leading supplier of software to the coach and bus industry. Established for 30 years, over 750 operators rely on one or more of our latest Microsoft SQL Server based systems for the efficient management of their companies.**

Since the formation of our US based subsidiary in 2009, we have established a reputation for being the software supplier of choice and a trusted business partner by an ever growing number of operators throughout North America. Call or email us now to find out why.



### Sole North American Distributor

Distinctive Systems Inc. 131 1/2 S Washington Street, Binghamton, NY 13903

Telephone: (646) 448-9981 Toll Free: 1-866-929-1077

Email: nasales@distinctive-systems.com Website: www.distinctive-systems.com

# WE PROUDLY CONGRATULATE OUR POLICYHOLDERS AND 2013 TRAILWAYS SAFETY AWARD WINNERS

**Capital Trailways of Alabama**  
Montgomery, AL

**Southern Trailways of Alabama**  
Jackson's Gap, AL

**Arrow Trailways of Texas**  
Killeen TX



(left to right) Scott Henry (Martz Trailways), Pat Ziska (MCI), Shannon Rhodes (Capital Trailways of Alabama & Southern Trailways of Alabama), Timothy Hancock and Kris Gauze (Arrow Trailways of Texas) and Tony Fiorini (Board Chairman, Trailways)



## LANCER

INSURANCE  
*The Difference is Our Attitude.*



## FTA ruling

CONTINUED FROM PAGE 1

“And, with a wink and a nod, let the parents know (the service) is only for the kids, so they don’t have to worry about any adults entering into the buses.”

Seal said the Yankton issue came to light three years ago when a private school in the area cancelled a contract for bus service, and it was discovered that Yankton Transit was providing an exclusive daily service to students at the school but had not notified private operators — as required by law — to determine whether the private companies could provide the service.

## Photo evidence

The NSTA filed a complaint in February 2011, and provided a photo of a non-student passenger being denied entry to a Yankton Transit bus. It also submitted photos of a Yankton Transit bus parked in front of a school and a transit bus unloading students at another school.

In its response, the transit agency conceded that its services included school bus transportation in town to more than 200 students per year.

However, the agency argued that it was not in violation of the regulation because its vehicles were not Type I or II school buses covered under the regulation; Yankton is not in an urban area, and the school bus service is not exclusive because Yankton Transit facilitates non-student riders on other vehicles, only offers pre-scheduled rides, and does not operate set routes.

## Many buses, lotza drivers

According to Yankton Transit, “(I) f a non-student were to schedule a ride during times when stu-

## Your tax dollars and the \$1 million Chinese buses

LONG BEACH — A Chinese company has been picked to build million-dollar-plus buses for Long Beach Transit.

The Long Beach Transit board voted to award a \$12.1 million contract to purchase 10 all-electric buses and charging equipment from BYD Motors Inc., a U.S. subsidiary of BYD Co. Ltd., a Chinese firm.

The contract, funded mainly by the federal government’s Transit Investment for Greenhouse Gas

dents were riding, we simply schedule them on a different vehicle.... We currently choose not to mix school children with general public for scheduling and routing reasons. We have the vehicles and drivers to be able to do this.”

The NSTA countered in its rebuttal: “The two critical features that allow Yankton to monopolize all local school transportation service in its territory are excess ‘buses’ and the necessary ‘drivers’ to operate those additional vehicles. By its own admission, Yankton has managed over the years to leverage federal and state funds to procure enough ‘buses’ and hire additional ‘drivers’ to provide both ‘demand responsive rural transit service’ and exclusive school bus service to meet the peaks of these demands simultaneously....”

## Arguments rejected

The FTA rejected Yankton’s arguments and ordered the transit agency to cease operating its school route and devise a plan to accommodate service through the end of the school year.

It also ordered Yankton Transit to work with the FTA regional office to make sure it is in compliance with all federal rules.

Significantly, it also drew a dis-

and Energy Reduction program, is one of the largest federal grants ever awarded for the deployment of electric buses, and “sets the stage nationally for the next step in bus technology,” transit officials said.

BYD beat out five companies with bids ranging from \$9.35 million to \$12.09 million, including Greenville, S.C.-based Proterra, which has been critical of BYD.

The transit board chose BYD’s 40-foot aluminum electric bus design, which would have larger bat-

tery packs that would charge overnight and run up to 155 miles.

terry packs that would charge overnight and run up to 155 miles. The BYD buses would be placed in service next year on a route that makes stops at the Queen Mary, the Aquarium of the Pacific, the Long Beach Convention and Entertainment Center and various other points. The proposal has been criticized by Proterra and others who are upset that Long Beach Transit would select BYD over an American company.

three letters from members of the public attesting that they were able to ride the buses. In its rebuttal, the NSTA contended that BATA’s Flex Routes are not legitimate tripper services because they operate without marked bus stops or route maps; use a one-way direction during mornings and afternoons that correspond to the school schedule, and are discontinued during the summer “only to resume again in September” at the start of a new school year.

Further, the NSTA stated, the Flex Routes’ buses are repainted former school buses and lack the electronic signage of normal transit buses.

Private eye nails ‘em

Strikingly, the NSTA also provided a letter from a private investigator who stated that he rode a Flex Route bus and was reported to the local sheriff’s department by a school district employee who identified him as a suspicious person.

Open to the public? Definitely not.

In ruling against BATA, the FTA wrote last month: “Moreover, in the same letter, (the private investigator) states that he had conversed with the driver, who stated that (the investigator) was the first

Proterra also accused BYD of providing misleading information about its bus sales and capabilities. BYD executives dismissed Proterra’s accusations as “sour grapes” for losing the bid. In previous meetings with the transit board, BYD spoke of its commitment to Long Beach and added that the company is in the process of securing two buildings in Lancaster, Calif., that would support the building of electric buses.

adult person to ride on this particular Flex Route alone. These events demonstrate that (the school district) and other members of the public do not view Flex Route services as open to the public, but rather, as school bus operations.”

It concluded that BATA’s three letters, taken together with other facts, “demonstrate only that the Flex Routes only incidentally serve the nonstudent general public” and that “a reasonable person would conclude that the Flex Route bus services are primarily designed to accommodate students.”

The FTA ordered BATA to stop operating its school service and to report back within three months.

“It’s a victory in so far as we get the message out,” Seal said. “If it gets out, the transit agencies will see the disincentive of trying to skirt the rules, and provide this service, and it becomes a catch-me-if-you-can situation. We dare you to prove that we’re providing school bus service.

“It assists the private operators. When the transit agency does it in the proper way, it’s to the benefit of all parties. When you’re not using federal, state and local taxpayer dollars to put private enterprise out of business. That’s the bottom line here.”

## How to contact us

To submit or report news, Letters to the Editor, articles, news releases or to report corrections:

E-mail: [bsankey@busandmotorcoachnews.com](mailto:bsankey@busandmotorcoachnews.com)  
 Fax: (405) 942-6201  
 Mail: 3108 NW 54th Street  
 Oklahoma City, OK 73112  
 Call: (866) 930-8421

To subscribe or inquire about your subscription:

E-mail: [ebalm@busandmotorcoachnews.com](mailto:ebalm@busandmotorcoachnews.com)  
 Fax: (405) 942-6201  
 Mail: 3108 NW 54th Street  
 Oklahoma City, OK 73112  
 Call: (866) 930-8421

To advertise: Interested in placing an ad, and new to Bus & Motorcoach News?

Call: Jamie Williams at (352) 333-3393  
 E-mail: [JWilliams@naylor.com](mailto:JWilliams@naylor.com)

Existing advertisers, or to submit advertising materials:

Call: Johnny Steger at (866) 930-8426  
 E-mail: [jsteger@busandmotorcoachnews.com](mailto:jsteger@busandmotorcoachnews.com)  
 Mail: 2200 N. Yarbrough, Suite B  
 Box No. 336, El Paso, TX 79925

To contact the United Motorcoach Association:  
 Call: (800) 424-8262  
 Online: [www.uma.org](http://www.uma.org)

# Bus & Motorcoach NEWS

ISSUE NO. 236  
 A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

## Staff

Editor & Publisher: Victor Parra  
 Senior Editor: Bruce Sankey  
 Sales Director: Johnny Steger  
 Industry Editor: Ken Presley  
 Associate Editor: Ellen Balm  
 Art Director: Mary E. McCarty  
 Editorial Assistant: Michele Nosko  
 Editorial Assistant: Maggie Masterson  
 Editorial Assistant: Greg Lange  
 Accountant: Ted Williford

## Advisory Board

William Allen  
 Amador Trailways  
 Sacramento, Calif.

Brian Annett  
 Annett Bus Lines  
 Sebring, Fla.

James Brown Sr.  
 Magic Carpet Tours  
 Richmond, Va.

Steve Brown  
 Brown Coach  
 Amsterdam, N.Y.

Thomas Foley  
 Transportation Insurance Brokers  
 North Oaks, Minn.

Gladys Gillis  
 Starline Luxury Coaches  
 Seattle

Callen Hotard  
 Calco Travel  
 Geismar, La.

Larry Hundt  
 Great Canadian Trailways  
 Kitchener, Ontario

Dale Krapf  
 Krapf Coaches  
 West Chester, Pa.

Godfrey Lebron  
 Paradise Trailways  
 Hicksville, N.Y.

Joan Libby  
 Cavalier Coach Trailways  
 Boston, Mass.

Marcia Milton  
 First Priority Trailways  
 District Heights, Md.

David Moody  
 Holiday Tours  
 Randleman, N.C.

Michael Neustadt  
 Coach Tours  
 Brookfield, Conn.

Jeff Polzien  
 Red Carpet Charters  
 Oklahoma City

Tom Ready  
 Ready Bus Lines  
 LaCrescent, Minn.

Brian Scott  
 Scot Bus Lines  
 Largo, Fla.

Dan Shoup  
 Cardinal Buses  
 Middlebury, Ind.

Dennis Strief  
 Vandalia Bus Lines  
 Caseyville, Ill.

Tim Wayland  
 ABC Companies  
 Faribault, Minn.

T. Ralph Young  
 Young Transportation  
 Asheville, N.C.

# When weather intrudes, service decisions get cloudy

By Dave Millhouser

Hindsight being 20/20, we should have cancelled the trip.

The Scenicruiser's clutch was already slipping as we climbed Colorado's Monarch Pass, heading towards the 12,000-foot summit with a load of skiers.

There was a blizzard, but heck, these were SKIERS.

Halfway up the mountain, with its 7 percent grades, the clutch pooped out, and the chubby driver was forced to wriggle under the bus with a three-quarters-inch wrench.

The little porker (yup...it was me) cranked the clutch fingers tight and we "rode steel" up to the ski lodge.

When we arrived, the facility manager pointed out the obvious — it was BLIZZARDING out there, and they were closing, so we turned around and headed back down the road.

About halfway down, an avalanche closed the highway, and just for good measure, a second one blocked the road above us.

And so it came to pass (a mountain pun) that a fully loaded coach, including standees, spent a misera-

ble night on the side of U.S. 50.

When is "discretion the better part of valor?" And how do we explain our decision to a client?

Sometimes the choice is simple. Like this past winter when the governor of Massachusetts shut down roads throughout the state during a blizzard. Or, if your destination was struck by a meteor (as happened in Russia a few weeks ago), it's pretty easy to justify a no-go decision.

When weather or other factors beyond our control intervene, how do we balance risk and reward in deciding whether to start or continue a trip?

These days weather forecasting is reasonably reliable.

On the other hand, we've all seen supermarkets stripped of milk and bread by a public panicked by an exuberant weather person or government official (who may be covering their behinds just in case it really does get bad).

On the other hand, if the worst-case scenario comes to pass, can your coach, driver and group handle it?

One factor to consider is the importance of the trip.

If it's the Harvard Astronomy Faculty heading out to view Halley's Comet — the reward is a bit higher than a group venturing to a downtown dinner. Dinner is served nightly, Halley's once every 75 years.

Some events are worth a bit more risk than others. Airplane and event tickets may be non-refundable, which can be a factor in the decision.

Are alternative routes available? Longer, but safer? Will your driver run out of hours doing so?

Regulations allow for two extra hours in an emergency, but not if it was reasonably predictable. Are there resources (like relief drivers) along the way? If your driver does log the emergency hours, make sure he or she documents the circumstances.

Is your equipment up to the task? A southern operator's coach on a northern tour may not be ready for a late-spring snowstorm.

Is the assigned driver versatile and experienced enough to deal with the changing conditions? Is she or he capable of handling the added stress of driving in bad conditions, regardless of logging rules?

Does the driver know how to

put on tire chains? Has that person driven in a blizzard/hurricane/meteor shower before? Is the driver adept at performing emergency repairs? Or, taking the initiative?

If the bus is already at the destination, and the return is in question, is remaining in place safer than heading home? If there is shelter available, it may make sense to "stay put" rather than risk an ugly drive just to avoid homesickness.

The group is almost always going to want to go, but if they pressure you (or your driver) into hitting the road, anything bad that happens will be 100 percent on you — not them.

You probably knew all this, but hopefully some of it will be useful in talking to clients.

It's also worthwhile to have an informal process in mind before you're forced to make a quick decision.

Since hardly anyone reads my whole column, it seems reasonably safe to tell this story as we near its end.

One fall, years ago, I was scheduled to drive a charter routed over Tennessee Pass, another high-mountain pass in the Colorado Rockies, and I was both



Dave Millhouser

scared and exhausted.

Hours-of-service rules weren't the issue, but I had been working nights in the garage and sleeping poorly. Tennessee Pass is freakishly nasty, and an early snowstorm was approaching.

I called in sick, and fortunately a rested (and presumably braver) driver was available, so the trip went off without a hitch.

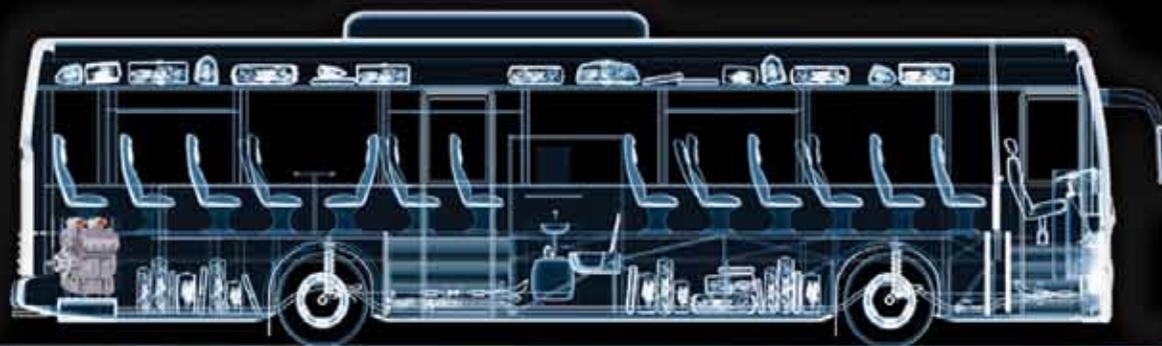
Years later, part of me still considers bailing out on the trip a failure, but another part knows that, on that day, the responsible thing for me to do was to beg off.

So, if you actually read this far, please don't tell the guys I wimped out.

Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him by email at: [Davemillhouser@gmail.com](mailto:Davemillhouser@gmail.com).

You Purchase "State of the Art" Buses...  
Why not Demand a "State of the Art" A/C Compressor?

Bitzer



Demand a BITZER Compressor from Your Systems Provider

### Some of the Many Features:

- Highest Reliability
- Lightest and most Compact Design in the World
- Highest Speed Range of any Transit Compressor in the World
- German Designed, American Built



BITZER U.S., Inc.

To learn more, visit [www.bitzerus.com](http://www.bitzerus.com)

Phone: 770-503-9226

Email: [sales@bitzerus.com](mailto:sales@bitzerus.com) / [mlish@bitzerus.com](mailto:mlish@bitzerus.com)

## New York DOT

CONTINUED FROM PAGE 1

noted. "These differences must be addressed by the department in its new policies."

**Out-of-state operators.** "A considerable number of passenger carriers have principal operations in New York state; yet domicile their company in other states for various business reasons (insurance, taxes, vehicle registration, etc.)," said BANY.

"In many instances, these passenger carrier vehicles are not subjected to routine state inspections and often too few highway or destination inspections. ... Any modification to the current policy should correct this omission."

**Utilizing the FMCSA Safety Measurement System in performance determinations.** "BANY strongly believes NYSDOT should incorporate Federal Motor Carrier Safety Administration's Safety Management Systems in (its) prioritization scheme, with a high priority for carriers that attain alert status in vehicle maintenance.

"Additionally, any passenger carrier assigned a U.S. Department of Transportation rating of "Conditional" or "Unsatisfactory" should automatically have a NYSDOT revised classification of "Unacceptable."

**Commercial Vehicle Safety Alliance inspection conformity.** Again, as it has in the past, BANY

noted that the NYSDOT inspection program is out of step with that of 47 other states.

In typical New York fashion, NYSDOT contends its program is superior.

BANY points out, however, that the NYSDOT's continued focus on vehicle inspections ignores the advent of the FMCSA and the CVSA, and the changes in safety enforcement that have evolved from new research.

"The recent FMCSA Bus Crash Causation Study revealed driver factors as the overwhelming cause of bus crashes. In the FMCSA study, only one vehicle with defects was found to have contributed to an accident," BANY noted.

"The (crash causation) study stressed the need to focus more resources on drivers and to focus only those inspection resources critical to the safe operation of the bus."

BANY recommended that NYSDOT fully adopt CVSA North American Out-of-Service Inspection Criteria; increase destination inspections that afford not only inspection of the bus, but also drivers (CVSA Level 1), and reconcile its inspection processes with FMCSA so inspections may be uploaded to the Safety Management System to develop a more comprehensive view of passenger carriers requiring intervention and increased oversight.

**New entrants.** Additional atten-

tion should be paid to start-up operators, including a refined definition of new entrants.

"BANY believes it is imperative for safe operations and the future success of new entrants for NYSDOT to establish expectations of a high compliance ratio and the opportunity to 'earn' reduced oversight."

BANY applauded NYSDOT for its efforts to improve its program "through a more systematic approach that focuses scarce resources on passenger carriers that require additional scrutiny."

At the same time, the association said it was confident its recommendations would further improve the effectiveness of the program.

Currently, NYSDOT conducts more than 150,000 semi-annual motorcoach, school bus, ambulette and large passenger van and limousine safety inspections annually.

For at least 30 years, most of these inspections have been performed on operators that have relatively low out-of-service rates. These so-called high performers (with OOS rates at or below 10 percent) have received the same level of attention as the poor performers whose vehicles are consistently presented for inspection without addressing serious safety component defects.

• 81 percent of current inspections are performed on operators

whose vehicles meet state requirements at least 90 percent of the time.

• 17 percent of current inspections are performed on operators whose vehicles meet state requirements more than 75 percent of the time but less than 90 percent.

• 2 percent of current inspections are performed on operators whose vehicles meet state requirements 75 percent of the time or less.

Under its proposed overhaul, NYSDOT wants to focus more attention on the poor performers and "incentivize" (its word) the good performers.

The NYSDOT approach would modify the traditional semi-annual inspection process by separating operators into three categories based on their annual compliance with state safety requirements.

Inspection efforts and associated intervention/enforcement actions would be commensurate with the operators' performance, with more attention focused on those operators with higher vehicle OOS rates or other operational deficiencies identified through Compliance Reviews and random inspections.

However, the proposal would not change the semi-annual inspection regime because twice-yearly inspections are required by state law.

Still, the top performers would begin receiving only one comprehensive inspection a year and one "critical item" inspection, which would

consist of either a walk-around or an undercarriage inspection.

Based on their safety record, operators will be placed in one of three "performance categories." They are:

• Preferred — Operators with an OOS rate of less than 10 percent.

• Acceptable — Operators with an OOS rate of more than 10 percent but less than 25 percent.

• Unacceptable — Operators with an OOS rate of 25 percent or greater.

NYSDOT said the level of review and corrective effort focused on operators "will be proportionate with their overall safety and compliance performance. Low performance operators will be subject to more frequent inspections and reviews, and will face tougher corrective actions and penalties."

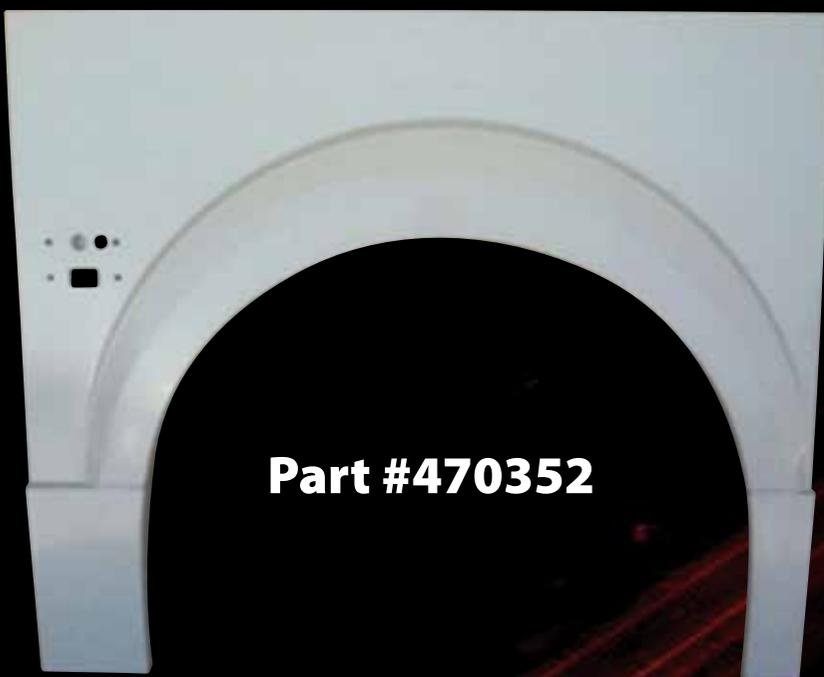
The NYSDOT proposal acknowledges "that human factors are the cause of almost 90 percent of accidents." To address the issue, the NYSDOT proposes stepping up its focus on "driver fitness" during its Compliance Reviews.

Presumably, department inspectors will eyeball more driver-related documents during CRs.

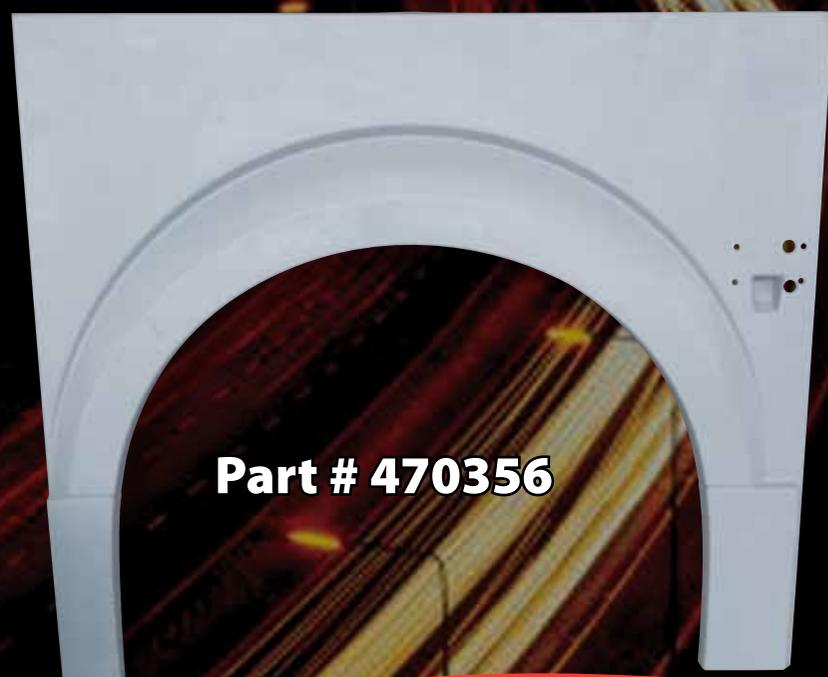
Additionally, it will pay more attention to vehicle maintenance and inspection records.

To read the entire NYSDOT proposal, go to <https://www.dot.ny.gov/divisions/operating/oss/bus/performance>.

## NOW AVAILABLE: Latest Prevost Front Fender



Part #470352



Part # 470356

"A good product, a good price."

Contact Your Local Representative for Pricing and Availability.

<b>NORTHEAST</b>	Mike Hemby	352-430-7977	Mike@CTCCoach.com
<b>WEST COAST</b>	Richard Olsonawski	253-219-0749	Richard@CTCCoach.com
<b>MID WEST</b>	Chuck Gosch	870-481-5442	Chuck@CTCCoach.com
<b>MID CENTRAL</b>	Dwight Barnett	248-421-3631	Dwight@CTCCoach.com
<b>MID ATLANTIC</b>	Howard Nichols	407-808-3322	Howard@CTCCoach.com
<b>SOUTHEAST</b>	Jenna Hemby	352-552-1764	Jenna@CTCCoach.com
<b>OPERATIONS</b>	Charlie McCarron	407-403-2494	Charlie@CTCCoach.com

# CTC

**Coach-Transit Components, Inc.**  
Your Source for Aftermarket Solutions!

All Orders Placed Over \$100 Will be Shipped  
FREE of Charge Regular Ground Freight

Our Knowledgeable Sales Staff has over 150 Years of Experience

**CALL TOLL FREE 877-500-6999**

## Tourism Cares marks anniversary

BOSTON, MASS — Tourism Cares, the leading philanthropic organization supported by the North American travel, tourism and hospitality industry, is celebrating the 10th anniversary of its volunteer restoration program, Tourism Cares for America.

The program, which benefits important historic sites that are in need of care and rejuvenation, began at Ellis Island in June 2003, and since then has been conducted at more than 20 locations.

The projects have brought together more than 3,800 travel in-

dustry volunteers who have donated more than 31,000 hours—valued at \$600,000.

This year's program returns to New York and will be May 30-31 at New York City's famous Coney Island, an attraction that was wracked by Superstorm Sandy.

The anniversary also will be marked May 29 during a dinner at which three tourism industry leaders will be inducted into the Tourism Hall of Fame. The dinner will be at the Crowne Plaza Times Square Hotel in New York City.

This year's inductees are Phil-

lip Gordon, chairman of Globus Family of Brands of Littleton, Colo.; Steve Gorga, president/CEO of Travel Impressions of Farmingdale, N.Y., and Robert Sullivan, executive vice president and group publisher of Northstar Travel Media, parent company of *Travel Weekly* and *Business Travel News*.

To learn more about Tourism Cares and its programs, go to [www.tourismcares.org](http://www.tourismcares.org). To learn about the Tourism Hall of Fame, go to [www.tourismcares.org/tourism-hall-of-fame](http://www.tourismcares.org/tourism-hall-of-fame).

## Ontario student trips resume

TORONTO — The number of bus trips taken by school groups dropped dramatically from December through March because of a "protest" by members of the Ontario elementary school teachers union.

The union ended the four-month protest late last month, which the Ontario Motor Coach Association called "very good news."

"The move clears the way for a resumption of extra-curricular activities, including school trips," said the association.

"Many coach and tour opera-

tors and suppliers have been badly hit by the protest," the association added.

While the protest officially ended, there were media reports quoting teachers saying they will still not resume voluntary extra-curricular activities, having become embittered by their battle with the Ontario government.

The government imposed a "restraint contract" on the teachers, feeding the bitterness.

"So, as a note of caution, it's probably fair to say that the resumption of 'business as normal' with school trips is therefore likely to be uneven as more militant teachers may continue to refuse to do trips, despite the union's decision to back down," the OMCA told its members.

The association said that while the end of the protest may be seen "as the beginning of the end of the current crisis," the issue lingers because the teachers union can use the tactic again should it not get what it wants from the government.

The association plans to push for assurances that school trips are included in the extracurricular activities that will be added to the job description of teachers.

## Mexican coaches

CONTINUED FROM PAGE 1

U.S. that meet the FMVSS typically sold for about \$450,000.

The coach was then driven across the border into the U.S., where it was operated by Capricorn Bus Lines for more than a year with registration and license plates from Mexico. During that time, it was inspected three times, and cited once by a Texas Department of Public Safety officer for not having Texas plates.

To get Texas plates, the bus was registered in California through the International Registration Plan

program using an intermediary company. At that time, a California registration loophole did not require confirmation of FMVSS compliance or declaration of import for IRP-registered vehicles.

And, when the owner transferred the registration to Texas, officials there didn't check for FMVSS compliance because the bus was previously registered in California.

During its investigation, the NTSB found more than 20 other non-FMVSS-compliant foreign-manufactured motorcoaches being used regularly in the United States that were registered the same way.

In its report, the NTSB urged the FMCSA to require that passenger carriers certify that all vehicles they use met the federal safety standards when manufactured, and to seek the means to revoke the operating authority of carriers operating non-FMVSS-compliant vehicles.

The FMCSA told the NTSB in a letter that it "believes a FMVSS certification label requirement does not ensure the safe operation of a commercial motor carrier."

Instead, the agency has found that "cross listing the operational standards in the (Federal Motor Carrier Safety Regulations) with the manufacturing standards in the

FMVSS is the most effective means to ensure motor carriers operate safe vehicles, rather than checking FMVSS certification labels."

That policy hasn't changed in the five years since the Texas accident, and the FMCSA still doesn't check for the FMVSS-compliance labels during its inspections.

Duane DeBruyne, FMCSA spokesman, said the agency has adopted the federal standards "deemed to be critical to safe operation" into the FMCSR and checks for compliance to those regulations "anytime a bus is inspected entering into or traveling within the U.S."

**AMAYA**  
**ASTRON**

*Enjoy the ride...  
leave the safety and comfort to us*

• AMAYA-ASTRON SEATING MEXICO

Phone: +52 (55) 5881 2007  
email: [donovan@amaya-astron.com.mx](mailto:donovan@amaya-astron.com.mx)

 Grupo Amaya-Astron  
 @amayastron

• SALES REPRESENTATIVES FOR THE U.S. AND CANADA

George Farrell  
Phone: (864) 895 4127  
email: [gfarr007@aol.com](mailto:gfarr007@aol.com)

Darrell Niswander  
Phone: (419) 892 2377  
email: [darnis1@aol.com](mailto:darnis1@aol.com)

TRANSIT SALES   
Phone: (610) 265 3610  
email: [info@4one.com](mailto:info@4one.com)

[www.amaya-astron.com.mx](http://www.amaya-astron.com.mx)



## Centralized charter sales program is kicked off by Trailways

FAIRFAX, Va. — Trailways has launched a charter sales program for its member companies.

Trailways says the new program offers one-stop shopping for customers who wish to charter passenger transportation or arrange other bus transportation.

Trailways' headquarters staff

will assist customers in all aspects of group travel planning, including quoting a price, scheduling the trip with a Trailways company near them, confirmation of the trip date, coordination with Trailways' local operations, and centralized billing.

"Customized, direct customer support is the goal of the new char-

ter effort," said Gale Ellsworth, Trailways' president/CEO. "We believe customer service and our brand recognition with the public set us apart."

A pre-launch test, starting in 2011 and continuing through last year, was "highly successful," according to Trailways. During the

test, \$1.1 million in gross revenue was generated for Trailways-affiliated companies.

The program was officially transitioned from pre-launch to full-blown operation at Trailways' annual stockholders meeting and conference held in San Diego last month.

The charter sales unit is housed at Trailways' corporate office here and is staffed by sales personnel, as well as support staff.

Working with Relational Bus Systems (RBS), Trailways created a charter quote page on its website. The program also has a toll-free phone number.



Roni Stevens Mike Richardson

### People

VIRGINIA BEACH — *Roni Stevens* has joined **Venture Tours** here as director of marketing and business development.

Stevens previously held similar positions at **Academy Express**, **Academy Bus** and **New World Tours** in northern Virginia.

Stevens has been active in a variety of travel industry groups, including the **American Bus** and **United Motorcoach** associations, the **NTA (formerly the National Tour Association)**, and the **North Carolina, Virginia and Maryland motorcoach associations**.

COLUMBIA, S.C. — *Charles 'Buddy' Young*, owner of **Capitol Bus Lines** of West Columbia, S.C., has been appointed by the governor of South Carolina, *Nikki Haley*, to a panel that will review state regulations with an eye toward eliminating or changing cumbersome rules.

Young represents the **National Federation of Independent Business** on the panel.

Haley announced plans to create a regulatory review task force in her State of the State address in January. The 11-member group has until mid-November to issue a report to the state legislature.

FARIBAULT, Minn. — **ABC Companies** has announced the appointment of *Mike Richardson* as parts territory sales manager for the region that includes Texas, Oklahoma, Arizona and New Mexico.

Richardson joins ABC with more than 33 years of experience in the coach industry. He began his career with **Carrollton (Texas) Coach & Tours** as a driver and mechanic. He then spent the next 25 years at **Motor Coach Industries**, ending his tenure at **MCI** as parts and service manager for the company's south central region.

Most recently, Richardson was the driver training and maintenance manager for **Tornado Bus Co.** of Dallas.

# SHORE FUNDING LTD.

## PUTTING YOUR COACH FINANCING OVER THE TOP SINCE 1978

### Coach Financing and Leasing Specialists

- Coach and School Bus Financing
- Terms Up to 84 Months
- Balloons and Skip Monthly Payments Available
- 100% Financing Available to Qualified Credits
- Low Fixed Rate Equipment Financing
- Fleet Refinancing
- Used Equipment Financing
- TracLeases Available

[www.shorefundingltd.com](http://www.shorefundingltd.com)
[info@shorefundingltd.com](mailto:info@shorefundingltd.com)

## (800) 542-7467

TEL: (732) 389-7500
FAX: (732) 389-7505

## Rimrock Trailways

CONTINUED FROM PAGE 1

tices to assure its vehicles were systematically and properly inspected, repaired and maintained.

The agency also found the company “failed to repair its commercial motor vehicles in a competent manner, failed to ensure its mechanics are knowledgeable and qualified, failed to ensure its commercial motor vehicles meet minimum safety standards, and knowingly dispatched vehicles with safety defects.”

Based on the findings, the FMCSA ordered the company be immediately shut down as an imminent hazard, and told Rimrock it would not be permitted to resume operations until it took “specific steps to ensure and demonstrate compliance with (Federal Motor Carrier Safety Regulations).”

The order included a requirement that Rimrock submit in writing — within eight hours of the out-of-service order being issued — a list of the location of every one of its buses.

“FMCSA will continue to do everything within its current legal authority to remove unsafe operators from our roads,” said FMCSA Administrator Anne S. Ferro. “Our agency is committed to raising the bar for commercial vehicle and

driver safety.”

Rimrock President Thorm Forseth told a Billings newspaper the company was doing everything it can to comply with the changes demanded by the FMCSA, after which it would reapply to serve Montana and North Dakota.

The company has been in business for 38 years.

Forseth also told the newspaper that only one in four companies returns to the road after a federal order like the one issued against his company. For that reason, he said, Rimrock wants to make sure it gets everything right before reapplying.

A copy of the Rimrock imminent hazard out-of-service order can be found at [www.fmcsa.dot.gov/documents/about/news/2013/Rimrock-IH-032213.pdf](http://www.fmcsa.dot.gov/documents/about/news/2013/Rimrock-IH-032213.pdf).

Following the shutdown, Trailways removed Rimrock from its list of member operators and the American Bus Association issued a statement to a Montana TV station saying it supported the actions taken by the FMCSA.

“The American Bus Association has been very supportive of the Department of Transportation to get unsafe bus companies off the road,” said ABA Spokesman Dan Ronan. “In the Compliance Review, the FMCSA found enough problems to issue this order.”

Rimrock interlined with Greyhound, which abandoned Montana during the last decade, Salt Lake Express, Arrow/Black Hills Stage Lines, Jefferson Line and others, providing service to cities like Idaho Falls and Coeur d’Alene, Idaho; Seattle and Spokane, Wash.; Cody, Wyo., and Salt Lake City.

### OKC operator closed

OKLAHOMA CITY — The FMCSA also ordered Oklahoma City-based Heartland Charters & Tours to cease all operations.

The shutdown stemmed from Heartland failing to adhere to operating conditions the company agreed to follow last July.

In April of last year, Heartland was ordered to close as an imminent hazard. That order was based on an investigation of the company’s operations that found multiple hours-of-service, vehicle maintenance, controlled-substance and alcohol-testing violations. (See May 1 *Bus & Motorcoach News*.)

The federal investigators also discovered the company did not conduct pre-employment drug screenings of its drivers and failed to use properly qualified drivers.

In July 2012, FMCSA and Heartland reached a consent agreement allowing the resumption of passenger operations provided Heartland remained compliant with

## Failure to provide records cited in company closure

WASHINGTON — The Federal Motor Carrier Safety Administration shut down a trucking company last month, using new authority the agency was granted under the two-year federal highway and public transportation legislation that became law last summer.

After Southern Transportation of Atlanta stopped cooperating with FMCSA safety investigators and failed to provide copies of company safety records, the agency invoked provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and ordered the company shut down.

Under MAP-21, signed into law by President Obama last July, the FMCSA may place a motor carrier out of service if it fails to comply with a letter demanding release of company safety records.

federal safety regulations.

A follow-up Compliance Review conducted by FMCSA investigators last month found multiple violations of the consent agreement that included repeat violations of specific safety regulations that resulted in the April 2012 shutdown.

At the time Heartland was

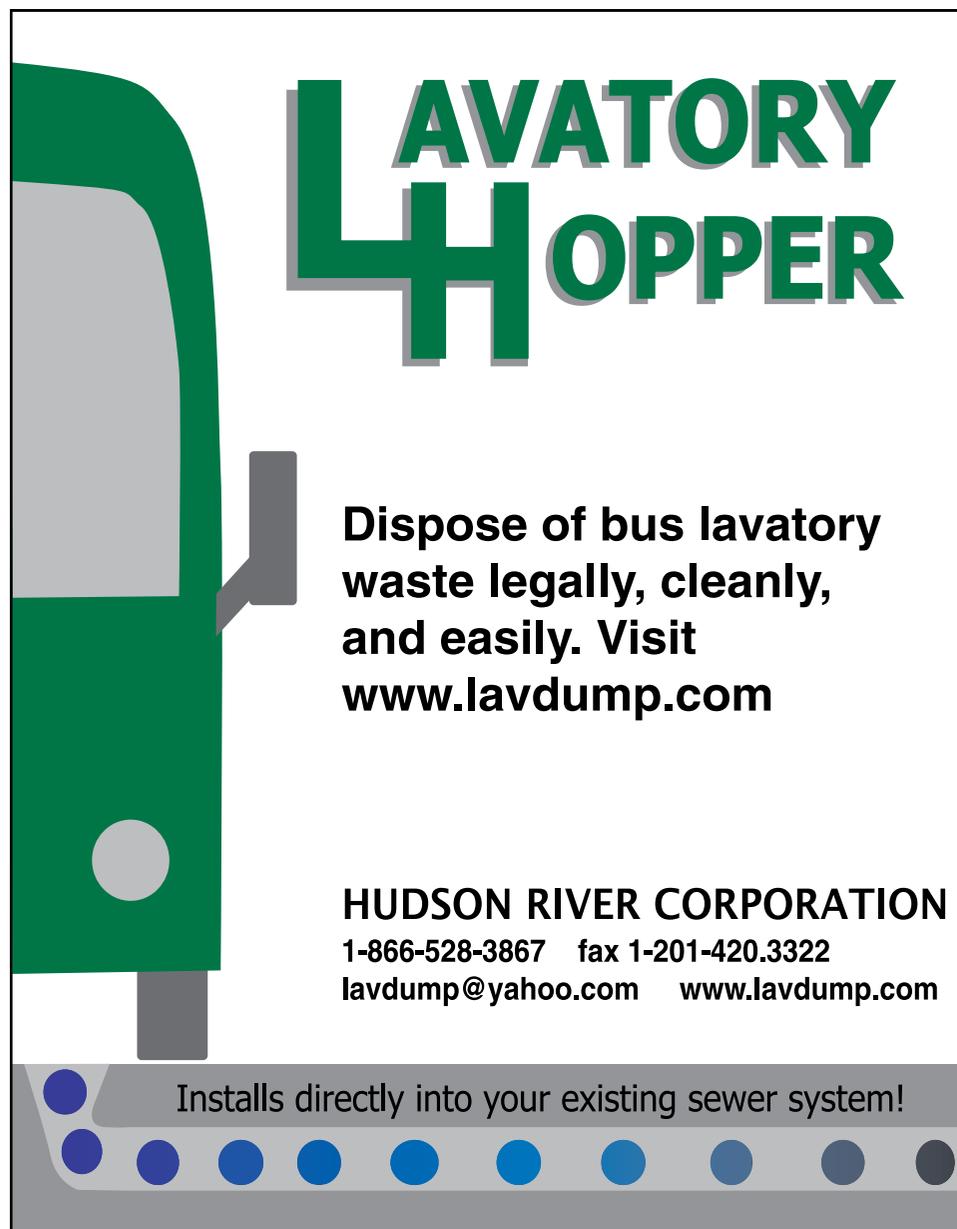
“Truck and bus companies that refuse to cooperate with safety investigators have no place on our nation’s roadways,” said U.S. Transportation Secretary Ray LaHood. “We will continue to use our authority to shut down motor carriers that endanger the public.”

Added FMCSA Administrator Anne Ferro: “MAP-21 strengthens the ability of FMCSA investigators to take necessary and appropriate actions to protect innocent lives. We will not allow the safety of the traveling public to be compromised by an unsafe commercial truck or bus company.”

Roughly a week earlier, the FMCSA declared General Transportation, Inc., a trucking company operating out of the same location, to be an imminent hazard to safety, shutting down that company.

shut down last year it had three motorcoaches. It has been in business for eight years.

A copy of the revocation of operating authority order for Heartland can be viewed at [www.fmcsa.dot.gov/documents/about/news/2013/Heartland-Charters-CAO.pdf](http://www.fmcsa.dot.gov/documents/about/news/2013/Heartland-Charters-CAO.pdf).

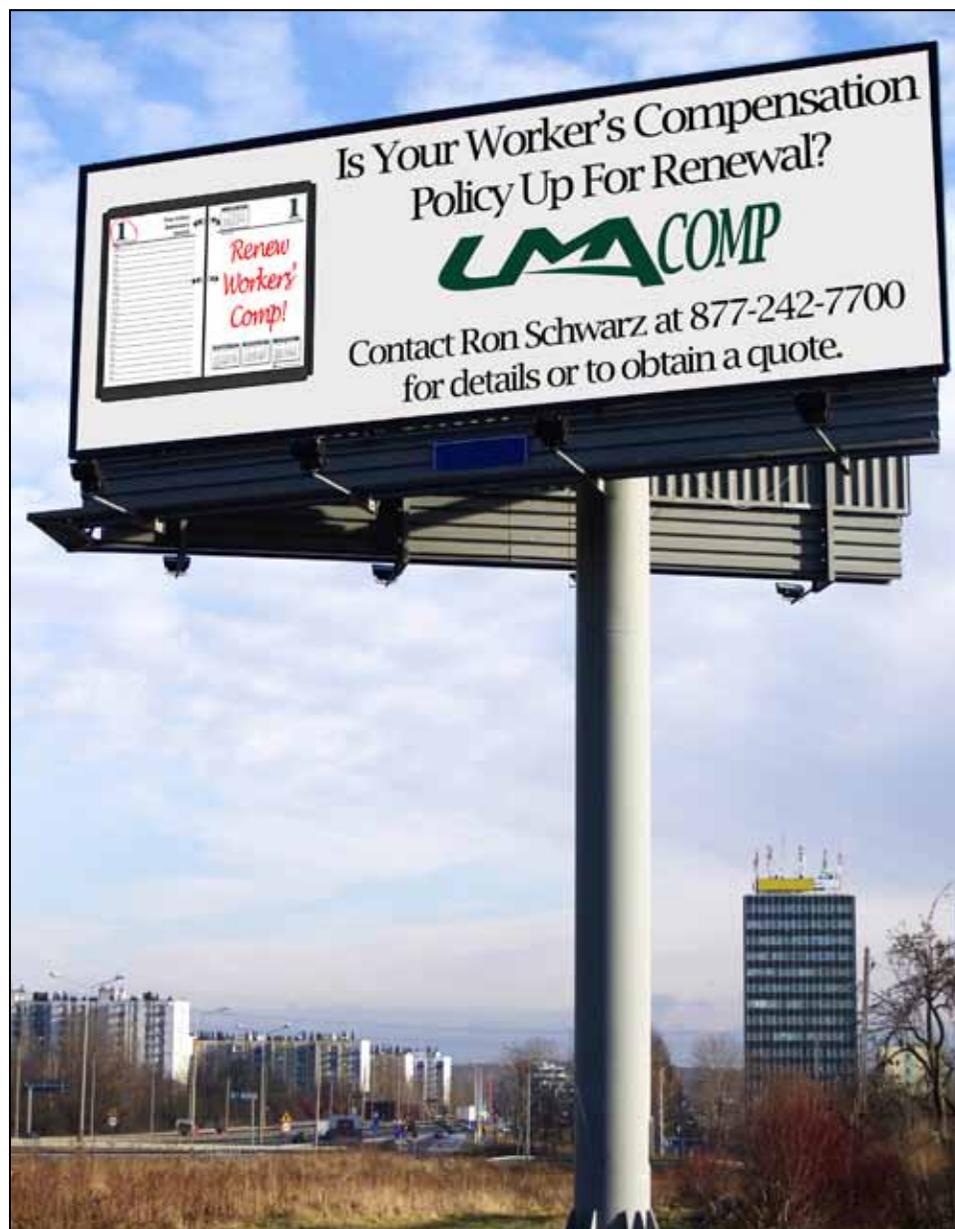


# LAVATORY HOPPER

Dispose of bus lavatory waste legally, cleanly, and easily. Visit [www.lavdump.com](http://www.lavdump.com)

**HUDSON RIVER CORPORATION**  
1-866-528-3867 fax 1-201-420.3322  
[lavdump@yahoo.com](mailto:lavdump@yahoo.com) [www.lavdump.com](http://www.lavdump.com)

Installs directly into your existing sewer system!



Is Your Worker's Compensation Policy Up For Renewal?

**UMACOMP**

Contact Ron Schwarz at 877-242-7700 for details or to obtain a quote.

# Feds hit Fung Wah with third out-of-service order

BOSTON — For Fung Wah Bus Transportation, the thumping just keeps on coming.

The Federal Motor Carrier Safety Administration issued its third out-of-service order against the high-profile ethnic curbside operator in a span of 32 days.

At the end of last month, the safety agency found Fung Wah to be an imminent hazard to public safety and ordered it to cease all passenger operations.

That action rescinded an out-of-service order the FMCSA had issued in early March that was based on Fung Wah's failure to cooperate with FMCSA investigators. That order also did not permit the company to operate. (See March 15 *Bus & Motorcoach News*.)

The early March order came roughly a week after the FMCSA served Fung Wah with an imminent hazard operations out-of-service order that directed the company to park 21 pre-2005 coaches in its fleet.

The first order was based on inspections made in late February by the Massachusetts Department of Public Utilities that found Fung Wah coaches had a ton of safety prob-

lems, and the company had no maintenance program that would prevent the operation of unsafe buses.

After the early March order, FMCSA safety investigators spent about a month digging deeper into the company and "found evidence of significant safety problems and dangerous conditions on its buses.

"The company failed to inspect, repair and maintain its vehicles, falsified inspection records, failed to ensure its drivers were qualified and complied with hours-of-service regulations, and failed to meet drug and alcohol testing requirements," the FMCSA said in announcing its latest order.

Among other things, the FMCSA also found that Fung Wah was permitting drivers to falsify logs and drive beyond speed limits.

"Individually and cumulatively, these violations and conditions of operations substantially increase the likelihood of serious injury or death to Fung Wah drivers, passengers and the traveling public," the FMCSA said.

The in-depth probe of Fung Wah seemingly contrasts sharply with a Compliance Review the FMCSA conducted at Fung Wah

# Museum Spring Fling will be June 1

HERSHEY, Pa. — The Museum of Bus Transportation's annual "Spring Bus Fling," featuring three recent additions to its fleet of vintage buses, will be June 1.

The event will be in and on the grounds of the Antique Automobile Club of America Antique Automobile Museum, where the Museum of Bus Transportation houses a portion of its historic bus fleet. The AACA museum is celebrating its 10th anniversary this year.

The museum is one mile north of famous Hersheypark on Pennsylvania Highway 39 in Hershey.

The fling, which will run from 8:30 a.m. to 4:30 p.m., is free to museum members.

The regular admission fee to the museum, which houses more than 130 vehicles (cars, trucks, motorcycles and buses) will be reduced for other visitors from the normal \$10 to \$5.

There will be more than 20 tables of bus-related artifacts for sale to visitors.

The fling is an opportunity to view the museum's entire fleet in one day, including those buses in early February, 19 days before the first out-of-service order.

The Compliance Review resulted in a "satisfactory" safety rating



New to the museum fleet is this 1955 Flxible VL-100.

housed at its nearby storage facility. Wolf Bus Lines will provide shuttle service to and from the storage facility during the day.

The three additions to the museum fleet that will be on display at this year's fling are a 1955 Flxible VL-100, a Beaver transit coach, and a 1936 International school bus.

Last year's outdoor bus display, which included intercity,

for the company. (See April 1 *Bus & Motorcoach News*.)

transit, school and conversion buses brought by attendees, numbered nearly 25.

Bus operators, manufacturers and individuals are invited to display a bus; there is plenty of parking and there's no charge to display.

The museum has arranged a block of rooms at an adjoining hotel.

More information about the event is available by calling the museum at (717) 566-7100 ext. 119.

against Fung Wah can be found at [www.fmcsa.dot.gov/documents/about/news/2013/Fung-Wah-IH-Order.pdf](http://www.fmcsa.dot.gov/documents/about/news/2013/Fung-Wah-IH-Order.pdf).

## Monitor Retrofit Kits



Upgrade Your REI CRT Monitors With New LCDs!

- Easy installation
- Upgrade to larger HD monitors
- Lower power consumption saves on energy costs
- Lightweight monitors
- Provide the latest technology and convenience for your customers

## Your Reliable Safety Messaging Solution



Pre-loaded with UMA safety video!

Increase Efficiency and Save Your Driver Time

- Customized audio and video passenger safety message
- Interfaces with existing entertainment systems
- Auto-play, loop or stop-start playing
- Automatically switches between other video sources
- Playback date/time recorder for verifications
- Driver one-touch playback

### Additional Solutions:

#### Media Center



#### Camera Observation



#### GPS/AVL Tracking



#### Mobile Video Surveillance



Specify REI Today!

Sales: 800.228.9275 | Service: 877.726.4617 | [radioeng.com](http://radioeng.com)

## 2002 MCI J4500



**Champion Coach – Original & Current Owner – Southern Coach**  
 Series 60 Detroit, B500 Allison Transmissions. 56 Passenger  
 National Seats with Winged Headrest. Recent Leatherette seat covers.  
 Flat Screen Monitors (6), Durabrite wheels. Currently in Service.  
**For info Call (770) 486-9790 or email [gene.hall7@yahoo.com](mailto:gene.hall7@yahoo.com)**

## Greyhound buying 130 MCI D4505s

SCHAUMBURG, Ill. — Motor Coach Industries confirmed it has been awarded a contract by Greyhound Lines to supply 130 D4505 coaches during the next two years. (See March 15 *Bus & Motorcoach News*.)

“This is a significant contract,” said MCI President and CEO Rick Heller.

“It demonstrates MCI’s ability to supply ‘reliability driven’ coaches, parts and service, and allows us to participate in Greyhound Lines’ expansion.

“We are proud to be a part of its success in serving its growing ridership,” Heller added.

The new Greyhound Ds will be wired for Wi-Fi and equipped with

passenger power outlets and three-point seatbelts.

Additionally, each coach will have a wheelchair lift and leatherette seating for 50 passengers, compared to the typical 55-seat configuration for the D4505.

The driver station will include an air-ride seat, plus there will be an aisle gate and shield for security.

Power for the coaches will be delivered by Cummins engines mated to Allison B500 transmissions. The 2010 order had Detroit engines.

The contract is the second purchase of MCIs by Greyhound in this decade. It ordered 70 D4505s in April 2010. (See April 15, 2010 *Bus & Motorcoach News*.)

Prior to that, it purchased 36 D4505s in early 2006. (See March 15, 2006 *Bus & Motorcoach News*.)

“We’re committed to providing our customers with safe and comfortable travel, which is why we continue to work with MCI to deliver quality motorcoaches with modern amenities that our customers will enjoy,” said Dave Leach, president and CEO of Greyhound.

## Fake genitals fail in bid to cheat drug test

ST. CHARLES, Mo. — A resident of suburban St. Louis faces criminal charges for allegedly using a prosthetic penis to try to pass a drug test.

Authorities say Sydney Levin, 34, was submitting a urine sample last month as part of his probation when an officer spotted him using a prosthetic, known as a Whizzinator.

The device has been marketed in the past as a way to pass drug tests by using someone else’s urine.

Local television stations and news services reported that Levin, who lives in Lake St. Louis, was charged with possessing a forging instrument. He was arrested and released after posting a \$25,000 bond. In a court appearance, he pleaded not guilty.

Levin was on probation for possession of a controlled substance and felony stealing in 2009. Authorities said Levin’s probation required him to submit a urine sample as part of a drug test.

Levin does not have a listed phone number.

Two years ago, Gerald Willis of Los Angeles was sentenced to six months in federal prison for running a company that sold the Whizzinator to cheat on drug tests. Willis’ company disbanded, but the Whizzinator is still sold on the Web as a sex toy through a company called Alternative Lifestyle Systems of Long Beach, Calif.

We'll See You Next Year!

UMA MOTORCOACH  
 EXPO 2014  
 at **travel**  **exchange**

February 16-20, 2014 • Los Angeles, CA

## Star of America buys Econoway

DALEVILLE, Ind. — Ron Halbert, who founded Econoway Motor Coach here 30 years ago, has sold most of his coaches and other assets of the company to Star of America of Jeffersonville, Ind.

Halbert started his coach company with a single bus in August 1983 and it grew into a diverse business that included a tour company, a small school bus service, and a charter operation. At its peak, it had a fleet of 13 buses.

Star of America purchased the six MCIs Econoway was operating at the time Halbert decided to sell the company.

Halbert gave up the school bus contract he had with the school district in Richmond, Ind., which put the service out to bid; Star of America won the contract.

The tour operation, called Overland Tours, is being closed.

The Econoway name also will be phased out.

"I would like to thank UMA, ABA and the National Motorcoach Network for the support they have given our company, and we would like to thank the many motorcoach friends and operators that have been so marvelous to meet and work with these past 30 years," said Halbert.

Star of America is a nine-year-old operation created by the Sodrel Companies and the Free Enterprise System of Jeffersonville.

The Sodrels purchased Star of Indiana, a charter bus operation based in Bloomington, Ind., and modified its name in May 2004.

Late in 2004, the Sodrels purchased two of the oldest motorcoach companies operating in Indiana, I-V Coaches of Indianapolis and Vincennes, Ind., and Illini Swallow Lines, which had facilities in Indianapolis and Champaign, Ill.

In 2005, the Sodrels purchased D&E Charter Service and Four Star Charter Service, both of Muncie, Ind.

All of the companies were folded into Star of America.

### Consumer confidence rises to 4-month high

Consumer confidence in the U.S. increased in March to a four-month high, according to the Thomson Reuters/University of Michigan consumer sentiment index.

The month's final index rose to 78.6, from 77.6 in February.

Economists had forecast a reading of 72.6, following a preliminary mid-month reading of 71.8.

The index averaged 89 in the five years before the recession that began in December 2007.

Meanwhile, personal spending rose 0.7 percent in February, the largest gain in five months, the Commerce Department reported.

More recently, the Sodrels purchased Royal American Charter Lines of Lansing, Ill., which is south of Chicago, off Interstates 80 and 94.

Separately, Halbert is selling three coaches not purchased by Star of America — a 2000 Prevost XLII and two 1999 Setras. Contact him at (765) 425-4260.



**REPOS FOR SALE**  
 • "Bank Repos" across the US • Priced to Sell  
 • Variety of Makes & Models  
 ☎ **1-877-737-2221 x30716**  
[www.Bus-Buys.com](http://www.Bus-Buys.com) — View "Repo Inventory"

# Are you just a needle in a haystack?



With an average of over 100,000 visitors each month, BusRates.com generated **40,000 unique requests for quotes** for its subscribers in 2012. There is no comparison—being listed on other online directories is like being *a needle in a haystack*.

**BusRates.com** >>><sup>®</sup>  
 Charter & Group Travel Directory

Contact us to see how BusRates.com can help potential customers start finding you today!

866.375.0800 / [eric@busrates.com](mailto:eric@busrates.com)  
[www.BusRates.com](http://www.BusRates.com)

**One-Stop Shopping!**  
 With listings\* for buses, hotels, attractions, CVBs, restaurants and more—BusRates.com is a full-service resource for group travel planners!

\*Ask us how you can list *your* bus operation, hotel, attraction, CVB, restaurant or other group travel service!

## For Sale Tour/Motorcoach Company

Have you ever dreamed of living in Montana and making a great living? We are retiring from our 32 year old Tour and Motorcoach company that has shown steady growth even with the poor economy, and has so much more potential. Please contact us via email [lairdtravel@aol.com](mailto:lairdtravel@aol.com) or call (406)761-9700



**1 LEFT - 1997 NEOPLAN!**  
Over 500K miles. Series 60 Detroit, B500 Allison Transmission. Seating capacity is 57. Currently in service with VERY COLD Thermo King A/C systems! 10 month old paint jobs.  
**Asking \$29,500**

Please call for info at **757-494-1480** or email us at [jimmy@venturebustours.com](mailto:jimmy@venturebustours.com)

**2003 E4500 ~ Low Mile ~ One Owner ~ 58 Seats**  
**Lift Equipped Coach • 8 Tie Down Stations**

**Bus converts seats in less than 1 minute with Flip Seats**  
Approx. 240,000 original miles  
Detroit Diesel Series 60 Engine  
Allison B500R transmission (hydraulic retarder)  
Michelin Tires (not retreads)  
Enhanced sound system w/ AM/FM/CD/DVD/PA system  
Cordless mic & 6 monitors

**Asking \$179,000 OBO**  
**Marc: 808.832.6261**  
or [sales@RoyalStarHawaii.com](mailto:sales@RoyalStarHawaii.com)

**2004 Setra 417**  
**Excellent Condition**  
**Low Miles**  
**Contact Eric**  
**415-573-2313**  
**for details**

## Calendar

### APRIL 2013

**24** ADA Motorcoach Training sponsored by Pennsylvania Bus Assoc., Holiday Inn Harrisburg (Pa.). Info: [efarrell@pabus.org](mailto:efarrell@pabus.org).

### JUNE 2013

**Southeastern Motorcoach Operators Coalition Meeting.** Info: [info@ncmotorcoach.org](mailto:info@ncmotorcoach.org).

**North Carolina Motorcoach Association Annual Operators Meeting.** Info: [info@ncmotorcoach.org](mailto:info@ncmotorcoach.org).\*

**1** Museum of Bus Transportation Spring Fling, AACAMoBT Museum Campus, Hershey, Pa. Info: [www.busmuseum.org](http://www.busmuseum.org).

**17-20** Pennsylvania Bus Association Annual Meeting, Resort & Conference Center, Hyannis, Mass. Information: [www.pabus.org](http://www.pabus.org).

**20-23** New England Bus Association Annual Meeting, Sebasco Harbor Resort, Sebasco Estates, Maine. Info: [www.newenglandbus.org](http://www.newenglandbus.org).

**25-27** United Motorcoach Association Board of Directors and Board Committee Meetings, Washington, D.C. Info: (800) 424-8262.

\*Details pending

## Mark Your Calendar!

UMA Capitol Hill Day  
**June 26, 2013**  
Washington, DC



**MAKE YOUR VOICE HEARD!**

# POWER FOR DEMANDING ROUTES. FUEL EFFICIENCY FOR A DEMANDING ECONOMY.



The Volvo D13 engine with SCR technology saves you money by saving fuel. Powered by Volvo's proven platform, the D13 delivers a measurable advantage in dependability, performance and economy. Its advanced design exceeds current emissions standards and eliminates active regenerations to conserve time and fuel. Add Volvo's I-Shift transmission and you'll increase fuel savings even more. The I-Shift's microprocessor keeps the engine in the "sweet spot" for more miles per gallon. And the automated operation lets every driver shift like a pro. If you're looking for a powertrain to accelerate your motorcoach profits, the Volvo D13 is the way to go. Learn more at [www.prevostcar.com](http://www.prevostcar.com).





**TEMSA**

## THE BEST BUS IS A FULL BUS

TEMSA MOTOR COACHES FROM CH BUS SALES ARE THE ONLY 30' AND 35' INTEGRAL DESIGNED COACHES IN THE UNITED STATES – THIS GIVES FLEXIBILITY TO BOLSTER PROFITS WITH A FULL BUS AND THE COMFORT AND RELIABILITY OF A 45' COACH.

WITNESS THE DIFFERENCE!



**BUS SALES**

EXCLUSIVE DISTRIBUTOR

### **EAST**

TONY MONGIOVI  
856-325-0094

### **MIDWEST**

RANDY ANGELL  
507-331-7911

### **SOUTH**

TIM VAUGHT  
817-994-8692

### **SOUTHEAST**

TIM GULDIN  
407-625-9207

### **WEST**

RANDY KOLESAR  
310-503-8892

[www.chbussales.com](http://www.chbussales.com)