

# Bus & Motorcoach NEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

## Regulations discourage new entrants, hurt small operators

WASHINGTON — The disproportionate burden of regulation on the motorcoach industry discourages new entrants and makes business unnecessarily difficult for operators already on the road, according to a leader of the United Motorcoach Association.

As a result, the charter coach industry may lag 10 percent or

more behind potential consumer demand, said Ken Presley, UMA's vice president of industry relations and chief operating officer.

"The numbers speak for themselves," Presley said. "In 2007, the industry provided 750 million passenger trips, on par with commercial airlines. In 2014, that number dropped to just over 600 million

passenger trips.

"In 2010, there were 3,672 motorcoach companies operating nearly 37,000 motorcoaches," he added. "In 2014 we saw 3,330 motorcoach companies operating just shy of 32,825 motorcoaches."

That means that between 2007 and 2014, the industry shrank by 150 million passenger trips, 342

operating companies and more than 4,000 motorcoaches, according to Motorcoach Census Reports commissioned by the American Bus Association Foundation.

"This reduction from 2010 to 2014 came during a period of economic recovery," Presley said. "It may be time for concern. Clearly we must turn back the dial on the

regulatory environment."

The U.S. Federal Motor Carrier Safety Administration devotes an inordinate amount of resources to investigating applicants for authority to operate as passenger carriers and household goods movers, according to a 2012 report to Congress by the U.S. Government

CONTINUED ON PAGE 14 ►

## All Aboard America! turns 80, going strong

MESA, Ariz. — In 1936, when Henry Page started what today is known as All Aboard America! in Carlsbad, N.M., his company transported miners to their job sites at potash mines in southeast New Mexico.

Travel then wasn't what it is today on plush motorcoaches equipped with the latest gadgetry and creature comforts.

"When they very first started, some of the vehicles that (Page) ran were actually trucks that pulled trailers and the trailers had seats in them and a potbelly stove for heat," said Jack D. Wigley, 58, the third generation CEO of Mesa, Ariz.-based All Aboard America!, which

is marking its 80th year in business.

Wigley follows his grandfather, Page, who died in 1960, and father, Jack L. Wigley, who passed away on July 4, 2013.

The mines ran three shifts a day, seven days a week, 365 days a year, and Page's company, Potash Mines Transportation — later becoming Industrial Bus Lines Inc., doing business as All Aboard America! — would transport crews heading to work, bring home those getting off and repeat the cycle three times daily.

"Some of these plants were 30, 40 miles out of town and the only

CONTINUED ON PAGE 16 ►



All Aboard America!, which got its start 80 years ago driving miners to their job sites at potash mines in southeast New Mexico, now runs about 100 buses out of four offices in three states and has about 220 employees.

## Minn. drivers not responsible for unbelted passengers

ST. PAUL, Minn. — The Minnesota Charter Bus Operator's Association has once again proven that a politically active state association can successfully fight off unfair and costly regulations.

MCBOA recently won a two-year battle at the Minnesota Legislature to exempt charter bus drivers from the responsibility of making sure all passengers younger than 15 are wearing seatbelts if the coaches are equipped with

belts.

Drivers had been subject to fines and court costs of up to \$145 for each unbelted passenger, said Rick Thielen of Thielen Bus Lines in Redwood Falls, Minn., who is a MCBOA board member and author of the association's newsletter.

"This exemption bill we in Minnesota got passed is just a small example of what must be done all over the country and in Washington," Thielen said. "It is

one small victory in the larger war but the war is won by many small victories."

Under the old statute, seatbelt violations were considered secondary offenses, meaning that law enforcement officers would have to pull over a bus for another, more serious offense, such as speeding or an improper lane change. If they saw unbelted passengers younger than 15, they could ticket the driver for each offense, with

each ticket carrying a \$25 fine.

With court costs, the amount rises to \$135 to \$145 for each offense.

MCBOA's work on the issue began two years ago when members realized that charter bus drivers could be ticketed for unbelted passengers aged 14 and under on buses with seatbelts.

It seems that back in the 1980s, the legislature passed a law that exempted school bus drivers from

being responsible for students wearing seatbelts on buses equipped with belts. The reason for the exemption was that it would be impossible for drivers to safely drive buses if they also had to focus on making sure students were belted.

However, the exemption didn't include charter bus drivers, probably because back then motorcoaches didn't have seatbelts,

CONTINUED ON PAGE 12 ►



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# New Jersey gambles on bailing out ailing Atlantic City

JERSEY CITY, N.J. — New Jersey Gov. Chris Christie has signed legislation that would help Atlantic City recover from a crippling financial spate of poor gambling revenue and successful tax appeals, ending fears that a legislative stalemate would drive the city into insolvency.

The Republican governor's approval of two measures that would give Atlantic City officials 150 days to craft a five-year financial plan and would create a tax defer-

ral plan came a day after both the state Assembly and Senate passed the bills following a long-anticipated compromise.

The development also coincided with Christie's stroll along a Jersey shore boardwalk to launch the summer tourist season, the region's most lucrative time of year.

"These new laws will ultimately accomplish my mission to reform Atlantic City's overblown municipal government, and in turn protect local and state taxpayers from being

perpetually abused by the special political interests who admit to owning this city's elected officials," Christie said in a statement.

The legislation means "no more business as usual," he warned.

"We all agree that Atlantic City's government has not demonstrated the competence to properly manage the people's money without state guidance and oversight, and as I've said all along they will not be getting any more blank checks from state taxpayers as the

legislature had proposed last summer," Christie said.

Twelve casinos had made up 70 percent of annual property taxes in Atlantic City as of 2013. But competition from surrounding states and other factors have left the city with eight operating casinos, after four closed in 2014, and a tax base that dropped from \$20.5 billion in 2010 to \$7.3 billion in 2015.

The pressure to come up with a plan to avoid insolvency reached fever pitch in recent months as city

officials braced for a shutdown and battled legal wars.

The state Department of Education sued the town to ensure its school district got its share of taxes, although a state court judge last month declined to freeze the city's assets. Compounding the fiscal woes are \$240 million the city allegedly owes to bondholders and \$150 million for successful tax appeal, including \$88 million allegedly owed to Borgata Hotel Casino & Spa.

# Attorney-client privilege rejected in Greyhound suit

HARRISBURG, Pa. — A Pennsylvania state court has denied an attempt by Greyhound and its parent company FirstGroup America to block discovery of numerous investigative materials that 42 plaintiffs are seeking in lawsuits connected to a fatal bus crash.

A three-judge panel of the state Superior Court rejected attempts to assert attorney-client and work-product privilege by Greyhound and FirstGroup, which allegedly owned and operated the bus that crashed, largely determining that the arguments were aimed at sti-

fling discovery.

Greyhound and FirstGroup had argued that numerous materials from their adjustment company, which handles and investigates claims for them, should be privileged. But, Judge Jacqueline O. Shogan said their arguments were meritless.

"Like the trial court, we decry appellants' claim that any and all original investigation and statements contained in (third-party claims investigation company) Gallagher Bassett's files is privileged, including original investigative materials reported to claims

and other representatives of defendant Greyhound," Shogan said in the precedential opinion.

"Such an interpretation of the attorney-client privilege is improper. As represented by the trial court, appellants 'have unreasonably and improperly claimed attorney-client privilege and mental impression privilege of Greyhound claims representatives (in order) to thwart proper discovery.'"

The ruling in *Brown v. Greyhound Lines* upheld a decision from the Philadelphia Court of Common Pleas.

According to Shogan, the defendants sought to bar discovery of about 75 descriptions, statements and records, including identification of potential witnesses, preservation of evidence notices, descriptions of a related criminal case, a description of the police investigation into the accident, and "the location, transportation and possible destruction of the bus involved in the accident."

The lawsuits stem from a crash that occurred along Interstate 80 in Union County in September 2013. The bus, according to Shogan,

rear-ended a tractor-trailer that did not have working headlights, tail-lights, hazard lights or reflectors.

After plaintiffs filed suit, a discovery dispute ensued, with Greyhound and FirstGroup America arguing numerous materials were confidential under the attorney-client and work-product privileges.

The trial court ordered the parties to create a privilege log, and submit the documents for an *in camera* review. Thousands of documents were submitted, and the trial court ruled privilege did not apply to many of the documents.

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# THE DOCKET

## Minnesota is latest state to reject fuel-tax increase

ST. PAUL, Minn. — Minnesota became the seventh state to fail to pass a fuel-tax increase this year as its legislative session ended at midnight May 22 with no agreement on a long-awaited major transportation-funding package despite the state's \$900 million budget surplus.

The Republican-controlled House, which favored shifting money from general revenues to fund transportation, and the Democratic-controlled Senate, which wanted to raise fuel taxes 12 cents per gallon over three years, couldn't even concur on a short-term funding bill, let alone the

\$600 million annual package for which they were aiming.

As adjournment approached, the House passed a bill that included \$181 million for state roads and bridges, but the Senate added light rail funding and the House had gavelled to a close before considering that amendment.

"It's incredibly frustrating and disappointing because we were told over and over that this was the year that legislators were going to address transportation and that there was a fair amount of agreement between the House and Senate right up to the last day," said Margaret Donahoe, executive di-

rector of the Minnesota Transportation Alliance.

"They certainly had plenty of time to figure out a path considering conversations started last session, (but) election considerations trumped everything."

### \$16 billion shortfall

Minnesota's Department of Transportation has identified a funding shortfall in excess of \$16 billion over the next 20 years. Donahoe said that Sen. Scott Dibble and Rep. Tim Kelly, chairmen of the respective transportation committees in their chambers, forged a compromise but couldn't get their

caucuses to follow suit.

The GOP agreed to raise license fees but wouldn't allow counties in the Twin Cities area to impose a one-quarter-cent sales tax for transit even though it wouldn't have affected residents elsewhere in Minnesota.

"To watch everything fall apart was incredible," Donahoe said. "It's a big problem for infrastructure all over the state. A lot of problems won't get fixed, and the cost of all of these projects will increase. A lot of projects that communities are waiting for won't get done."

Gov. Mark Dayton, a Demo-

crat who had given up hope for a fuel-tax increase, gave no indication that he would call lawmakers back to St. Paul for a special session to try to pass a transportation-funding measure. Such a session was held in 2015 after Dayton vetoed several pieces of budget legislation.

Minnesota followed Alabama, Hawaii, Indiana, Mississippi, Missouri and West Virginia in failing to approve proposed fuel-tax increases this year, leaving Alaska, California and New Jersey as possibilities to do so.

Sixteen states passed such increases from 2013 to 2015.

## New York City embarks on major street repaving project

NEW YORK CITY — Nearly 1,300 miles of city streets are being repaved, with Mayor Bill de Blasio taking advantage of favorable oil prices and drier weather this season to fund the work.

The city had planned on repaving 1,200 miles but extended it by 65 lane miles last month.

"New Yorkers who pump their own gas certainly know that lower

oil prices are allowing us to keep more money in our wallets these days," de Blasio said. "For the city, lower prices at the pump also means that the oil we buy to produce asphalt has been cheaper, allowing us to make even more of it.

"I thank Commissioner Trottenberg and the hard-working DOT work crews for taking advantage of these lower prices and

good weather to increase their productivity to get even more of our streets repaved. From Gun Hill Road up in the Bronx down to the streets around the Staten Island Mall, drivers all around the city will be feeling the effects."

New York Transportation Department Commissioner Polly Trottenberg said the investment in resurfacing has allowed DOT to be

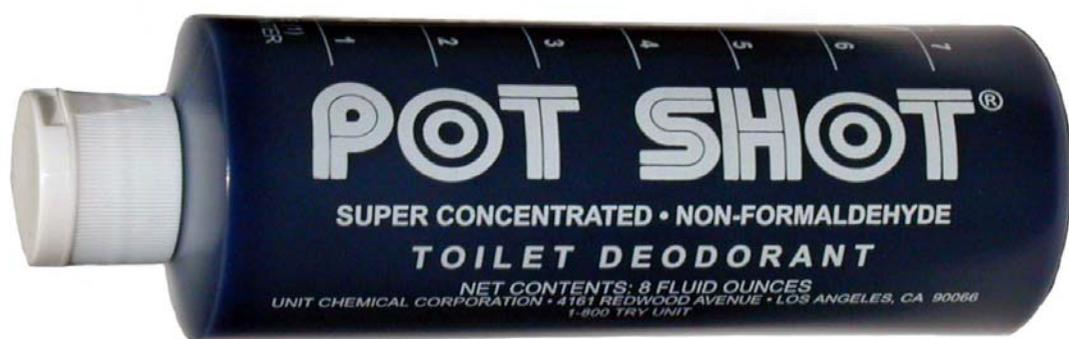
nimble and take advantage of factors that worked in its favor.

"DOT work crews, from those producing asphalt to those putting it down on our roads, deserve serious credit for stepping up to keep our roadways smoothly paved and safe," Trottenberg said. "Because of their hard work, New Yorkers are both enjoying smooth rides and noticing fewer potholes, with

complaints down by almost 50 percent this year."

Most of the repaving work was done exclusively during overnight hours in June.

In 2015, the mayor announced a \$1.6 billion commitment to resurface roads all over the city over the next decade, with 2,500 lane miles to be resurfaced in fiscal years 2016 and 2017.



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## Study seeks to link pay, safety

WASHINGTON — The Federal Motor Carrier Safety Administration is conducting a research project to determine the relationship between motorcoach driver pay and safe driving performance.

The purpose of the project, "Impact of Motorcoach Driver Compensation on Safety Performance," is to gather information on motorcoach driver pay and the associated safety performance of the driver to see if there is a relationship between driver pay and safe driving.

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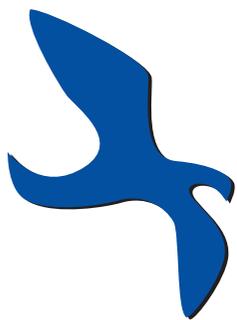
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# New interstate to connect Norfolk, Raleigh — someday

RALEIGH, N.C. — A new \$1 billion interstate highway planned to connect Norfolk, Va., and Raleigh, N.C., will open a high-speed, unobstructed route between a Virginia port and the Raleigh Research Triangle.

The road, to be called Interstate 87, could take as long as two decades to complete. It has the support of elected officials, business leaders and agencies in Virginia and North Carolina, including both highway departments, chambers of commerce and all four senators.

"This is one of those things whose time has long since come," said Joe Milazzo, executive director of the Regional Transportation Alliance, a business coalition in Raleigh.

Last year, Congress authorized the future interstate, which will be about 213 miles long. In May, the American Association of State Highway and Transportation Officials approved the I-87 designation.

In North Carolina, the highway will follow U.S. 64 east from Raleigh to Williamston, continue on U.S. 17 near Elizabeth City and up into Virginia. There, it will join

Interstates 64 and 464 to Norfolk and the port facilities.

"We see I-87 as a means of transportation to open Hampton Roads to more efficient and more effective business," said Bryan Stephens, president and CEO of the Hampton Roads Chamber of Commerce.

The route will open a needed avenue for freight going to the southwest, said Cathie Vick, chief public affairs officer for the Port of Virginia.

The highway is not funded and

has no timeline for construction, said Jerry Jennings, an engineer for the North Carolina Department of Transportation. No study has been done on the interstate's economic effects.

The entire project, which will be built in sections, is estimated to cost \$1 billion, Jennings said. The federal government pays 90 percent of interstate construction, according to the Federal Highway Administration.

Studies will be conducted to determine construction needs and

costs to convert U.S. 17 into an interstate. The many stoplights and connecting driveways on U.S. 17 would be gone.

Many sections of the road would need interchanges and possibly new bridges, among other improvements. Some stretches of U.S. 17 around Elizabeth City, Edenton and Windsor already meet interstate standards, Jennings said.

U.S. 64 between Williamston and Raleigh already has unobstructed access, wide rights of way

and a 70 mph speed limit. Dominion Boulevard in Chesapeake, which is in the midst of a \$345 million widening due for completion next year, would become part of the new interstate, according to maps of the project.

Dominion has long been a traffic bottleneck and a stopping point for business coming to North Carolina, said Wayne Harris, economic developer for Pasquotank County and Elizabeth City.

One of the first questions business investors tend to ask about a region is the distance to the nearest interstate, Harris said. The new highway would place less prosperous eastern North Carolina cities such as Elizabeth City and Edenton close to a major trucking corridor. The primary reason many eastern North Carolina counties are among the poorest in the state is the lack of a major highway, Harris said.

"This kind of swings the pendulum for Elizabeth City," he said.

Overall, Milazzo said, the new highway will open a better route between the two Mid-Atlantic states.

"We're very excited about the potential," he said.

## NY chiropractors cannot do driver exams

WASHINGTON — Chiropractors in New York are no longer allowed to perform commercial motor vehicle driver physicals required by the U.S. Department of Transportation.

The Federal Motor Carrier Safety Administration sent out certified emails to chiropractors in New York last month informing them that they have been removed from the National Registry of Certified Medical Examiners.

"Effective as of the date of this letter, you are no longer certified to conduct medical examinations

to determine whether commercial motor vehicle drivers meet FMCSA's physical qualification standards," FMCSA wrote.

While these doctors have been removed from the registry, FMCSA spokesman Duane DeBruyne said that all of the medical certification cards issued by these doctors before the removal date are in good standing and will remain valid up to their expiration date.

The reason for the removal is based on the New York State Education Department's interpretation

of state law that DOT physicals are outside a chiropractor's defined scope of practice in New York.

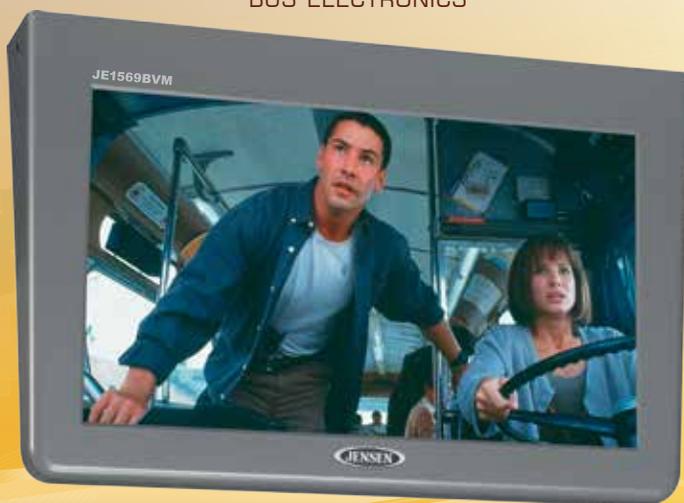
The Safe Drivers, Safe Roads Coalition is working to make sure removing chiropractors from the registry doesn't become a trend in multiple states.

"We have evidence that there is a movement afloat currently that elements of the medical profession are attempting to have chiropractic removed from participation in the National Registry of Certified Medical Examiners," the group said.

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# Driver fired for following regulations gets job back

WASHINGTON — A New Jersey trucking company has discovered the hard way that the federal government frowns on companies forcing drivers to violate regulations to complete a delivery.

NFI Interactive Logistics Inc. of Cherry Hill, N.J., fired one of its drivers four years ago for failing to deliver his cargo on time because he didn't want to run afoul of federal hours-of-service regulations.

Last month the federal Occupational Safety and Health Administration, or OSHA, ruled that NFI violated the anti-retaliation provisions of the Surface Transportation Assistance Act and ordered the company to reinstate the driver, pay him more than \$276,000 in back wages and damages and take

other corrective action.

NFI assigned the driver to deliver a truckload of Poland Spring bottled water from Northborough, Mass., to Jersey City, New Jersey. But because of a severe thunderstorm, flooded roads, heavy traffic and motor vehicle accidents, the trip took significantly longer than normal.

The driver, believing he lacked sufficient time to complete the delivery and return home without violating the hours-of-service restrictions contained in the Federal Motor Carrier Safety Administration regulations, delivered the water to a closer customer facility in nearby Kearny, N.J.

Arrangements were then made to have a different NFI driver deliver the water to Jersey City. Both

NFI and the customer approved the new arrangement. The water was delivered and the driver was able to return to Massachusetts without violating regulations or posing a risk to himself and other drivers.

NFI fired him the next day for insubordination.

The driver subsequently filed a whistleblower complaint with OSHA, which investigated and found merit to his complaint.

"This driver found a way to do his job and ensure motor carrier safety. Rather than receiving credit for doing the right thing, he received a pink slip," said Kim Stille, OSHA's New England regional administrator.

"The law is clear: Drivers have the right to raise legitimate safety

concerns to their employer — including refusing to violate safety regulations — without fear of termination or other retaliation. NFI must reverse its actions and compensate this driver for the financial and other losses he has suffered as a result of his illegal termination."

As a result of its findings, OSHA ordered NFI to take the following corrective actions:

- Immediately reinstate the driver to his former position, with all rights, seniority, pay raises and benefits.

- Pay the driver \$126,870 in back pay and interest covering the period from Aug. 17, 2012, to June 7, 2016.

- Pay him \$50,000 in compensatory damages for pain and suf-

fering, including emotional distress, depression, mental pain, humiliation and embarrassment.

- Pay him \$100,000 in punitive damages and also pay his reasonable attorney fees.

- Expunge from all of its files any reference to the discharge.

- Make no adverse statements about the driver's termination and/or any of the facts at issue in this case.

- Not retaliate against the driver in any manner for his instituting or causing to be instituted any proceeding under or related to the Surface Transportation Assistance Act.

- Immediately post in a conspicuous location in its workplace a signed and dated notice to employees informing them of the order and their rights under STAA.

## Comment period extended for proposed sleep apnea rule

WASHINGTON — Commenters looking to weigh in on the effects a potential sleep apnea rule would have on commercial motor vehicle drivers now have some extra time.

The Federal Motor Carrier Safety Administration and the Federal Railroad Administration have extended the comment peri-

od through July 8.

The agencies published the advanced notice of public rulemaking in the *Federal Register* on March 10, seeking information regarding the evaluation of safety sensitive personnel for moderate-to-severe obstructive sleep apnea. The original comment period was scheduled to end June 8.

Several participants asked for an extension of the comment period for a few months to give them time to review and respond to the American Transportation Research Institute's survey results on sleep apnea, which was released May 26.

In the proposed rulemaking, the agencies list 20 questions

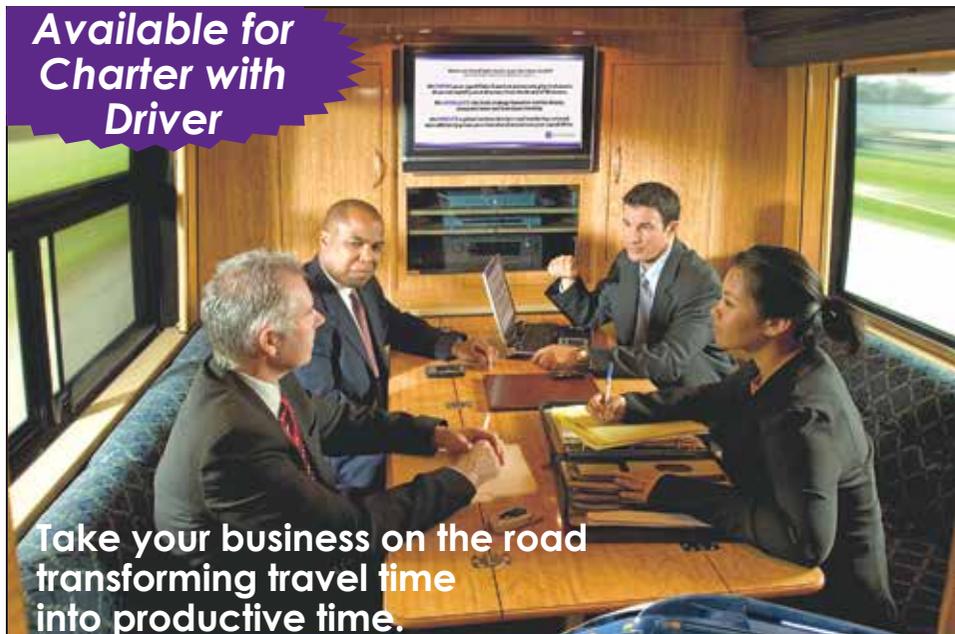
they would like answered in public comments. The questions touch on the problem of obstructive sleep apnea, the cost and benefits of treatment, screening procedures and diagnostics, medical personnel qualifications and restrictions and treatment effectiveness.

Transportation industry officials submitted examples of the

real-world out-of-pocket costs drivers have incurred for obstructive sleep apnea testing and treatment, as well as the stories of the income they've lost due to taking time off the road for sleep apnea screening and treatment.

Written comments can be submitted at <https://www.regulations.gov>.

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# USDOT working to reduce vehicle-pedestrian accidents

By Anthony Foxx  
U.S. Transportation Secretary

WASHINGTON — When it comes to vehicle safety, we often envision protecting the lives of occupants traveling inside a vehicle. But while roadway fatalities have successfully declined in recent years, the number of pedestrian and bicyclist fatalities has increased.

In 2014, there were 4,884 pedestrians killed and an estimated 65,000 injured in traffic crashes in the United States. On average, a pedestrian was killed every two hours and injured every eight minutes in traffic crashes.

As such, I declared pedestrian and bicyclist safety a top priority for the USDOT and the deployment of connected vehicle technology has the potential to yield significant safety benefits for all pedestrians, including cyclists, people in wheelchairs, children in strollers and passengers getting on and off of buses.

Our research into vehicle-to-

pedestrian (V2P) communication focuses on improving the safety and mobility of all of these transportation system users. The technology involves detecting the presence of pedestrians in or near the roads.

Such pedestrian detection systems can be implemented in vehicles, in the infrastructure, or with pedestrians themselves to provide warnings to drivers, pedestrians, or both. Perhaps the simplest and most apparent warning system for pedestrians is a handheld device, which would enable messages to be exchanged between pedestrians and road infrastructure such as traffic signals.

## Researching new apps

The USDOT has several research efforts underway that are researching the benefits of pedestrian collision warning applications.

For example, the Department's University Transportation Centers program awarded grants to the

University of Iowa's Safety Research Using Simulation (SAFER-SIM) and the University of Minnesota's Roadway Safety Institute to research apps that will increase pedestrian safety.

Iowa's SAFER-SIM is exploring the use of connected vehicle technology to provide timely warning to pedestrians via their mobile devices. Relatively little is known about effective interventions to reduce the harmful effects of mobile device use on pedestrian road-crossing behavior.

This study focuses on improving pedestrian safety and reducing impairment from distraction during road-crossing behavior.

## Visually impaired pedestrians

Minnesota's Roadway Safety



Anthony Foxx

Institute has developed a smart-phone-based mobile accessible pedestrian signal (MAPS) app to provide "walk" phase information to visually impaired pedestrians at signalized intersections.

This app, which has been successfully tested with many subjects at a number of sites, consists of a spatial database in the "cloud," wireless communication and a text-to-speech interface.

Researchers also have incorporated routing information into MAPS to alert blind pedestrians as they approach a work zone on the sidewalk.

In addition, the department's Intelligent Transportation Systems Joint Program Office is funding regional pilots of connected vehicle technology in New York City; Tampa, Florida; and Wyoming. The pilots in New York City and Tampa will feature V2P technology such as MAPS and an app that warns transit bus operators when pedestrians, within the crosswalk of a signalized intersection, are in

the intended path of the bus.

The Federal Transit Administration is also exploring the use of V2P technology to reduce pedestrian incidents involving transit vehicles. One such app will alert transit bus drivers and pedestrians at major bus stops when passengers are in harm's way as buses pull into and out of a bus stop. The FTA will be testing its pedestrian apps in Cleveland, Ohio.

Connected vehicles are expected to be on our roads before the end of the decade. As the number of equipped vehicles increases, so, too, do the benefits, extending well beyond the transportation field itself.

As we integrate the technology into our cars, our roads and our communities, we move more toward a connected society that unites transportation with other data-driven systems and energy, public safety and other coordinated public services—improving our overall livability. This is only the beginning.

# California Bus Association asks members to oppose bill

The California Bus Association has asked its members to send a letter to California Assembly Members Jim Frazier and Eric Linder, chairman and vice chairman of the Assembly Transportation Committee, to voice their opposition to SB 1072, which would require a safety alarm system on motorcoaches transporting students. The letter follows.

Dear Chairman Frazier, Vice Chairman Linder and Members of the Committee:

I am writing in opposition to SB 1072 (sponsored by Sen. Tony Mendoza).

While we support the requirement of having a child safety alarm

system in place on all yellow school buses (whether operated by a school district or a private contractor), we must oppose the requirement for our motorcoaches used as School Pupil Activity Buses (SPAB) as these are not yellow school buses.

The tragic death of the student occurred on a yellow school special education bus. SB 1072 requires these alarms on both yellow school buses and on regular motorcoaches for SPAB trips.

Operators who perform SPAB trips for school districts have very strict rules that they follow. There are already controls in place so passengers are not left behind on

the coaches because there is an adult chaperone always required on board the bus. SPAB trips are unique and completely different from the home-to-school yellow bus trips.

To our collective memories of members in the California Bus Association, there has never been a child left behind on a SPAB trip since the law went into effect in 1977 because there is always an adult chaperone who counts the students on and off the bus.

The SPAB California Department of Education training manual is very specific about the driver and chaperone making numerous checks of the SPAB vehicle for

students and their belongings.

All SPAB trips have a chaperone (teacher, coach or authorized parent) on the bus with the students. The chaperone has a list of all the students traveling on the trip. The driver and chaperone count the students onto the coach and off the coach. Each teacher has a file with permission slips that the parent must sign to allow the student to travel for the event or activity.

The problem Senator Mendoza attempts to remedy is not SPAB trips but rather home-to-school yellow school bus trips where students get on the bus at school and ride until they get off at their stop. The bus driver then goes back to

the school bus yard.

Therefore, we are requesting an amendment for the reasons stated above specific to our SPAB trips to say: "Anytime there is an adult chaperone present on a School Pupil Activity Bus trip, the bus will be deemed to have complied with this section requiring a Child Safety Alarm System."

The extra adult acting as a chaperone is responsible to count the children on and off the bus and thus acts as the "human alarm system."

Promoting safety on the highway and with our passengers is the No. 1 priority of our company and the California Bus Association.

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# If you see pink elephants, don't blame Benny or Jack

By Dave Millhouser

Stop me if you've heard this apocryphal story before.

Two tractor-trailers were convoying late at night back in the 1960s when the driver of the lead truck slammed on the brakes and pulled to the shoulder. His buddy pulled over and ran up to the cab to ask why he'd stopped.

"Pink elephants crossing the highway. Didn't you see them?"

"Nah, that's Benny driving," said the trucker.

Back in the day many long-haul drivers, in an effort to stay awake, used "diet pills" (a euphemism for Benzedrine). One of Benny's side affects was hallucinations, which explained the elephants.

A few miles later, the lead truck stopped again to allow a whale to cross the road. Exasperated, his partner yelled, "Get going. That was Benny driving again."

Thirty minutes later the trailing truck rounded a bend and saw his pal's rig had annihilated a sailboat and the trailer transporting it. Staggering amid the wreckage, he found his friend muttering, "I saw

a boat in the middle of the road and figured it was Benny driving and put the hammer down."

Benny is BAD, and fortunately you don't hear too many stories like this anymore (that could also explain why we have so many plump drivers — just sayin').

Vision is a two-part process. Your eyes record an image and your brain figures out what it means. Think about optical illusions, where your brain interprets the same image in several ways. Anything that alters or delays our ability to understand images, like Benny, is bad, particularly when we're driving.

Experience helps us understand more quickly what the image in front of us means, but there's a caveat. There are processes that influence how quickly and accurately we assess what we see.

One is "change blindness," the inability to recognize the existence and meaning of changes in what we're seeing.

If I understand this correctly (admittedly a stretch) older people are more susceptible, but it can affect anyone. Further, not all older drivers experience it, and you can

test specifically for this problem.

One example might be drivers who pull out of the same driveway every day in a rural area. They look both ways, but an approaching car doesn't "register" because there is rarely traffic. They see what they expect, rather than reality.

Or, you don't intentionally tailgate but don't notice that you've drifted dangerously close to the vehicle in front of you. Another example would be failing to understand the meaning of that mess of flashing red and amber lights ahead of you until you need to dynamite the brakes.

Healthy eyes record everything, but change blindness slows the brain's ability to turn changing images into actionable information.

It appears that identifying and mitigating this phenomenon and another called "Useful Field of View" is in the early stages. Wouldn't studying and developing testing and training mechanisms to deal with them be a better use of regulatory funds than fining off-duty drivers for sleeping in the wrong bus?

According to an article about change blindness, "Once refined,

we believe CB would differentiate different driver populations and be better equipped to predict poor driving performance. Understanding the relationship between attention and driving can help identify the specific needs of drivers."

I assume this means developing an exam similar to a vision test and offering corrective aid and/or training to folks with this difficulty.

It seems clear that fatigue, distractions and "substances" impact drivers' ability to process and act on what they're seeing, and to a great extent regulators are dealing with those factors.

In the meantime, if I understand correctly, just being aware of the process and its dangers can help — taking a second look before acting, eliminating or reducing distractions.

We've all had those "WHERE THE HELL DID THAT COME FROM" moments, and, at least for a while, we concentrated more intensely on our driving. It might be a good idea to try and make that our default state.

A bunch of us were walking back to our hotel in downtown Hartford, Conn., late one night,

after a dinner that might have included a few adult beverages. All of a sudden, around the corner came a line of elephants marching down the street in front of us.

One member of our group, James, immediately dropped to his knees and wailed loudly that he would never again drink, assuming that the elephants were his personal version of "Jack Daniels driving."

He, and the rest of us, were relieved to find out that the circus had arrived in town. The elephants were being herded from the train to the arena at night, in an effort to avoid disrupting traffic.

Happily, James was able to restore his relationship with Jack Daniels.

In this (rare) case, the elephants were real, and no change blindness was involved.

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



Dave Millhouser

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# Americans are driving more miles but using less gas

WASHINGTON — American drivers logged a record number of miles in the first three months of the year, as travel rose 4.2 percent to 746 billion miles, the U.S. Transportation Department reported.

In March of this year, Americans drove 273.4 billion miles, up 5 percent from the same month last year. March 2016 saw the

most U.S. driving ever, according to seasonally adjusted data, the government said.

In 2015, Americans drove a record 3.15 trillion miles, up 3.5 percent from 2014.

American drivers are benefiting from low gasoline prices, which are helping to boost miles traveled, analysts say.

The U.S. average retail price

for gasoline was running about 50 cents lower during the spring than at the same time last year, and the lowest average price before Memorial Day weekend since 2009, the U.S. Energy Information Agency said.

Memorial Day marked the start of the U.S. summer driving season.

Despite record driving, U.S.

gasoline usage has fallen because of rising fuel efficiency standards. In 2015, about 140.43 billion gallons of gasoline were consumed in the United States — a daily average of about 384.74 million gallons.

This was about 1.5 percent less than the record high of about 390 million gallons per day in 2007.

That year, Americans logged

3.03 trillion miles — or about 115 billion fewer miles than last year.

More miles traveled means more U.S. road deaths. The National Safety Council in February released preliminary estimates that U.S. road deaths rose 8 percent in 2015 from 2014, in what would be the largest year-over-year percentage increase in 50 years.

## Minn. seatbelts

CONTINUED FROM PAGE 1

Thielen said.

Now, however, with a growing number of coaches having seatbelts and all new ones required to have belts beginning later this year, holding drivers responsible for passengers wearing seatbelts could be a major problem for the charter industry in Minnesota.

Even motorcoach drivers from out of state passing through Minnesota were subject to fines under the statute.

### Focus on safety

“Who the hell can assume responsibility for making sure pas-

sengers are wearing seatbelts when they have to focus on safely driving the bus,” Thielen said. “We want them to concentrate on the road.”

Dean Johnson, a former Minnesota state senator who is now MCBOA's lobbyist and legislative liaison, helped the association introduce a bill in the 2015 legislative session to extend the exemption to charter bus drivers. The bill didn't pass because lawmakers were focused on budget issues during that session.

The association went back to the legislature this year for another try, with Democratic Sen. Lyle Koenen introducing the bill in the Senate and Republican Rep. Chris

Swedzinski introducing it in the House.

Johnson and MCBOA board members appeared before lawmakers to testify and answer questions and attended several meetings to gather support for the bill.

This year's bill received widespread support from lawmakers and was passed overwhelming last month by both the House and Senate. Minnesota Gov. Mark Dayton signed the bill into law a week later.

“A huge thank you goes out to the legislators in getting this exemption through the political process,” Thielen said. “Also, thank you to all the MCBOA board members who took time out of

their busy days and away from their businesses to appear before the legislature.”

### More work ahead

There still is work to be done on the issue. Although drivers are now exempt from responsibility for unbelted passengers younger than 15, passengers 15 and older can still be ticketed and fined for not wearing seatbelts. MCBOA wanted to extend the exemption to all passengers, but that would have meant butting heads with the Minnesota Department of Public Safety and could have jeopardized the driver exemption.

“That may be a fight for another day,” Thielen said, noting that

the new exemption involving younger passengers doesn't specify who would be responsible if they weren't wearing seatbelts.

He added that MCBOA's success in fighting unfair regulations in Minnesota is a model for the industry.

“Everybody in this industry is keenly aware of the amount of regulation coming down from the federal agencies,” Thielen said. “It becomes a full-time job just trying to comply with the never-ending flow of new demands of these agencies.”

“It is the reality in today's world that our industry must say, ‘Stop, enough is enough.’ It is time to stand up and fight back.”

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## New entrants

CONTINUED FROM PAGE 1

Accountability Office (GAO).

These efforts are intended to identify “chameleon carriers” that have lost operating authority then “registered under a new identity and begun to operate in interstate commerce, violating federal law in an effort to disguise their former identity and evade detection by FMCSA,” the report said.

The time consumed by the FMCSA vetting process discourages new entrants, Presley said.

“Most new entrant passenger carriers begin with one bus and typically the owner is the driver,” he said. “Currently, it appears to take approximately four to six months at a minimum to obtain operating authority. We know of one instance that took nearly a year. Most individuals desirous of starting a motorcoach business cannot afford to sit around with no income.”

The GAO report “highlights that FMCSA does not need to take this long to vet new entrants,” Presley said. “Anecdotally, a casual observation suggests FMCSA may be purposely slowing down the new entrant application process to starve out new entrant applicants. More than once we have heard the term ‘faux economic regulation’ mentioned.”

Detecting chameleons across the motor carrier industry “would require FMCSA to investigate each of the tens of thousands of new applicants that register annually,” the GAO explained.

Therefore, “FMCSA’s attempt to identify chameleon carriers... is limited to bus companies (passenger carriers) and movers (household goods carriers). These two relatively small groups, representing only 2 percent of all new applicants in 2010, were selected because they present consumer protection and relatively high safety risks.”

Chameleon carriers have been determined to pose three times the risk of severe crashes as non-chameleon operators, the GAO stated.

GAO investigators found that safety officials “believed that while the number of chameleon carriers is a relatively small proportion of new entrant carriers, it also is a serious or growing problem.”

GAO’s own study found that “carriers with chameleon attributes accounted for about 1.7 percent of the approximately 326,000 new applicants that registered” from 2005 through 2010. It also found that these carriers accounted for 1.9 to 3.3 percent of passenger carrier applicants each year while representing 1.6 to 1.9 percent of

freight carriers.

### Freight carriers ignored

However, the report concluded, FMCSA’s programs “are not well designed to identify suspected chameleon carriers... and does not cover other groups of carriers, including freight carriers (which) were more likely to be involved in fatal crashes than passenger carriers.”

The GAO also stated that “freight carriers present safety risks that are as great or higher than those presented by passenger carriers... According to 2009 Department of Transportation crash data, the number of fatalities per fatal crash is nearly the same for large trucks (1.13) as for buses (1.15) even though buses have more occupants.

Furthermore, the number of people who died in truck crashes in 2009 (3,380) is more than 13 times greater than the number who died in bus crashes (254).”

“FMCSA started the vetting process to weed out chameleon carriers,” Presley said. “That population was always over-represented in rhetoric, however. As the GAO study states, by speeding up the process, any missed during vetting would likely be identified in the new entrant audit.”

The regulatory scrutiny awaiting newly-authorized operators is

another factor that could discourage entrants, Presley said.

“The depth of the Comprehensive Safety Investigations that FMCSA now conducts, combined with a seemingly endless stream of new regulations facing small operators, is not necessarily an environment conducive to investment.

“We are aware of a bus company that has been in business nearly 50 years. A recent Comprehensive Safety Investigation could have put them out of business. Tens of thousands of dollars in fines later and a ‘Conditional’ rating could leave one wondering if it is all worth it.”

### Whose ox?

Some impetus for the regulatory crackdown arose with the appearance of small carriers competing with the established scheduled-service carriers, Presley said.

“When compared to trucking, the passenger industry is tiny and the number of crashes and fatalities is even tinier. DOT rarely paid the industry much attention. By not seeing much enforcement attention, there was certainly more margin for mischief or at least perceived mischief,” he said.

“Over the years there was a steady drumbeat about noncompliant, rogue and chameleon carriers,

but DOT continued to rarely pay much attention to the passenger carrier side. The turning point was when new, upstart independent companies entered the scheduled-service business, primarily in the Northeast corridor. Large, influential operators and those that advocated on their behalf found a very receptive administration that was pro-large business and labor,” he said.

“Expanded enforcement and regulations gained influential support and created a new hostile environment. Will the new environment reduce fatalities? So far, the numbers say no, but I am sure those that advocated to have their competitors taken out by regulators can justify about anything in their mind.”

### Lagging supply

While the charter coach industry’s numbers have been shrinking over the past decade a companion industry has experienced growth, Presley said.

“From 2008 to 2015, intercity scheduled service grew every year, culminating in a record 61.6 million passenger trips in 2015,” he said. “This suggests that charter service may be taking a bigger hit than we are thinking.”

Those numbers, gathered by

CONTINUED ON PAGE 17 ►



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## All Aboard

CONTINUED FROM PAGE 1

way they could get a workforce there was in a transportation-related system because people didn't have cars like they do today," Wigley said.



Jack D. Wigley

To occupy themselves en route, miners occasionally gambled on the rides, especially on Fridays when they were paid in cash. Wigley remembers finding letters years ago from those early days, one in particular from a miner's wife asking the company to control gambling on the buses.

"This woman, I'll never forget the letter, she said that by the time her husband got back on Friday, he had no money left, and they had kids to feed and things to do," Wigley said. "It's pretty hard to control those kind of things, but that's the way it was."

The company's mine routes peaked in the late 1970s and early 1980s, running about 55 buses to eight different plants around southeast New Mexico and west Texas, but began to dwindle until the company made its last mine trip in 1996.

Wigley, though, had seen the mine business slowdown coming years earlier and had begun diversifying operations.

"This is not a business to be stagnant because if you're stagnant, you get left behind," said Wigley, who assumed day-to-day and CEO duties about 1989, even though his father, who married Page's daughter, Coradene, wouldn't officially retire as CEO until 1994. Coradene, Wigley's mother, passed away on Nov. 12, 2013.

### Deregulation and diversification

The company's diversification started after the bus industry was deregulated in 1983, with the company providing charter service out of Midland, Texas, and establishing a line run from Midland to Presidio, on the Mexico border, a service that continues today.

"We really started the charter operation in Midland-Odessa and then grew that and...actually started buying our first new equipment," Wigley said. "We never bought new buses before that."

The company continued running mine routes, charters and line runs and then expanded into Phoenix in 1989 with the acquisition of an existing motorcoach company in the area, Marshall Motor Coach.

Tours then became a standard service.

With the continued expansion, Industrial Bus Lines Inc. needed a new name to better identify the company and its array of services. Wigley's daughter, Adrian, came up with All Aboard America! in 1992 or 1993, he said.

In the early 1990s, Wigley started seeing some mines and industrial plants discontinue operations or eliminating employee transportation.

"I wanted to kind of further expand the charter part of our business because I saw (the mine business) was going away, which in fact it did," 60 years after his grandfather had started the runs, he said.

The year of its last mine run in 1996, the company acquired a charter operator, Enchanted Tours, in Las Cruces, N.M., which Wigley moved to El Paso, where it continues to offer charter and contract services.

In 2003, the company expanded again, forming a division in Santa Fe, N.M., returning to the company's home state by providing park-and-ride services for the New Mexico Department of Transportation.

### Four offices

Today, the company runs about 100 buses out of four offices — Mesa, Midland-Odessa, El Paso and Santa Fe — and does charters, tours, contract work and scheduled line runs. It has about 220 employees.

Its business last year was about 40 percent longer-term contracts like park-and-ride and casino shuttles, about 55 percent general charters and about 5 percent in-house retail tours.

The business varies by market, with substantial convention shuttles and over-the-road extended tours out of the Mesa-Phoenix area; myriad school and church and longer-distance trips out of the Texas markets; and mostly contracts out of New Mexico.

All Aboard America! is the New Mexico Department of Transportation Park and Ride's contractor for express intercity bus service between dozens of New Mexico communities and El Paso and Anthony, Texas. In May 2003, the service started with nine buses on three routes and has grown into the fifth-largest public bus transit operation in New Mexico based on ridership.

### Employees deserve credit

Wigley credits All Aboard America! employees for making the company what it is today. Five have been with the company at least 40 years, another for 34 years,



All Aboard America! drivers pose in front of their buses in this undated photo. The Mesa, Ariz.-based company is celebrating its 80th anniversary this year.

others for 20-plus and a bunch for more than 10, he said.

"To me it's amazing to think back about people who basically spent their entire professional work life working for this company, getting it to where it got," Wigley said. "You think about all the time, energy and effort they put into just doing their job right that day for 42 years, that built the foundation for us to continue to bring people like them on board and to take the company to new heights."

He said the key is attracting and retaining "people who have the same kind of passion for the business that I have and (who) understand we're a service business."

While All Aboard America! is a bus company, "technically we're a service business and we have to put our best foot forward to every customer every day and they get that."

Catherine Musa sees that service.

An All Aboard America! customer at Terra Travel, a full-service travel agency with offices in Mesa and Phoenix, she has worked with the company for about a decade booking motorcoaches.

"It's been awesome and it's largely because of the staff" and their service, said Musa, a group travel coordinator who works with Arizona school districts to book student trips that can include transportation, lodging, dining and attractions.

"We're very happy with their coaches, they take excellent care of their equipment, the drivers are fabulous and my groups are student groups and so a driver can make or break a trip," Musa said. "It's really important that you get

the right driver and All Aboard always makes sure that I have drivers who are not annoyed by teenagers or middle-schoolers, that they get along with all of (them), so they match the drivers very well."

### Casino customer

Patty Robinson, sales manager for Harrah's Ak-Chin Casino Resort outside Phoenix, said All Aboard America! operates charters and line runs on a regular schedule to the casino from the Phoenix metro area and Tucson. The line runs bring approximately 4,000 customers a month to the casino. Charters are additional business.

All Aboard America! has worked with the casino since it opened 22 years ago.

"I can't say enough good about them," Robinson said. "Obviously, you can't have that kind of a connection and do business with someone for 22 years if they have not been A-1 service, A-1 partner. They truly are a partner, not just a business associate."

She also lauded the company's safety record and driver quality.

Wigley himself has driven in the past, just one of the numerous jobs he's done for a company in which he grew up.

"I always joked around saying, 'If I had a dollar for every bus I washed, I would have already retired,'" he said.

Wigley, though, toyed with the idea of becoming an architect in college, but returned to the family business.

"Fortunately, as a young child, I developed a passion for the business and I developed a love for buses," he said.

His daughters aren't interested

in taking the reins as the fourth generation, he said. So a few years ago, he began planning for the future of the company and its employees.

"We ended up doing a transaction that I felt was in the best interest of the company moving forward since there wasn't a fourth generation," he said.

### Merger with Hotard

In 2012, All Aboard America! merged with Hotard Coaches and Calco Travel of New Orleans and the companies were sold to the equity group Celerity Partners. Celerity formed All Aboard America Holdings Inc., which acquired the three companies' stock.

The combination provides a huge advantage in growing the companies' individual markets and services due to the diversity within the combined companies and the benefits Celerity brings to the table. In 2014, the group expanded into California by bringing Sun Diego under the All Aboard America Holdings Inc. umbrella.

Wigley and the others maintain an equity interest in the holding company and he continues to run All Aboard America! The company is well positioned for the future, he said, and continues to focus on another key to its success: customer relationships.

"We don't churn and burn the client list," he said. "We get customers, we kind of focus on volume-type users, we want to make sure we do the service right because we want to retain that customer. It's always easier to keep running for somebody you're running for than try to always go out and find new people to run with."

New entrants

CONTINUED FROM PAGE 14

the Chaddick Institute for Metropolitan Development at DePaul University, indicate that intercity bus ridership increased 35 percent from 2008 to 2015.

“Many of our consumers have alternatives to our services,” Presley said. “School and activity buses, as well as not traveling, are all options for student groups. Many senior groups have access to transit, senior center buses, church buses and so forth. It would seem the industry could at least grow by 10 percent if we could once again regain market share.”

New entrants could expand motorcoach market share by offering new services and attracting current non-users, he said.

“The competition that new entrants create when they enter the marketplace is the growth mechanism that expands the marketplace. This was true when the industry was first deregulated in 1982 and when the so-called curbside operators entered the marketplace in the mid-90s,” he said.

“It will prove true again when we see new blood come into the marketplace. It’s kind of exciting to see what new ideas will be created in the ‘share economy’ made possible by the Internet.”

Now what?

UMA is considering the regulatory adjustments it will advocate to create a more navigable industry, Presley said. “From a regulatory perspective, we are studying the ‘Blueprint for Safety Leadership: Aligning Enforcement and Risk.’”

The Blueprint was issued in 2014 by an independent review team (IRT) appointed by U.S. Secretary of Transportation Anthony Foxx. Reviewers were asked “to provide actionable information for his response to National Transportation Safety Board (NTSB) recommendations issued after its investigation of four commercial vehicle crashes and to provide insights and perspectives on other opportunities for the Federal Motor Carrier Safety Administration (FMCSA) to improve motor carrier safety.”

The review team reported that it “has been impressed with the talent and dedication of the people of FMCSA. These men and women demonstrate great energy and professionalism in the way they approach their duties. During the IRT’s interview process they also displayed a genuine openness to new ideas and enthusiasm for positive change. In our opinion, they labor under an extraordinary operational workload and their willingness to seek more effective ap-

proaches, even while under such pressure, is noteworthy and commendable.”

However, “The IRT found that FMCSA’s current compliance review (CR) process does not consistently generate the intended results. The current leaders of FMCSA share many of the concerns of the NTSB and other stakeholders about this process. Current operating conditions and methods

appear to constrain FMCSA.”

The team said it found that “multiple stakeholder groups,” including oversight agencies and Congress, have overloaded FMCSA:

“Ironically, the cumulative effect of prior critiques has been to add substantial requirements for safety oversight (mandatory CRs), which has exacerbated the production pressure on front line staff, limited their discretion, and re-

duced their ability to focus their attention and actions on the risks that really count. They now seem so busy trying to keep up with their mandated investigation load that they have limited opportunity to align their operations with current and emerging risks.”

Presley said UMA hopes that part of the new era will include the industry outpacing the regulators in incorporating best practices and

advanced technologies.

“We envision a time very soon when regulators will be facilitating safety rather than enforcing safety,” he said. “That time cannot come soon enough.”



Ken Presley

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# Museum's Spring Fling attracted 360 people, 30 buses

HERSHEY, Pa. — Approximately 360 people from as far away as Israel traveled to the Museum of Bus Transportation last month for the annual Spring Fling, an event that has evolved into a bus-industry family reunion.

Thirty "visiting" buses also made the trip to the facility the museum shares with the Antique Automobile Club of America in Hershey, where they joined the 36 buses in the museum's fleet.

Attendees, including many industry veterans, checked out modern and antique school buses, transit buses and motorcoaches, while reconnecting with old friends and colleagues.

"Despite a doubtful weather forecast and a variety of competing events, the Fling nearly equaled last year's record attendance," said

MBT President Tom Collins. "All of us at the Museum of Bus Transportation are grateful for the support we've gotten from our 11 corporate sponsors, staff and the public."

Buses on display ranged in age from a 1908 Martz Lines White to 2016 Van Hool, Volvo and Starcraft demonstrator coaches, representing 108 years of bus-industry progress, and nearly every bus was in its original seated configuration.

Coaches were displayed inside the facility, as well as in the museum's parking lot and at the George M. Sage Memorial Annex. Thirty-one vendors offered a wide assortment of bus memorabilia.

The first-ever "Peoples Choice" award for the most unique bus went to a GM 5306A ex-Golden Gate Transit suburban driven by



People from as far away as Israel traveled to the Museum of Bus Transportation last month for the annual Spring Fling, an event that has evolved into a bus-industry family reunion. Buses on display represented 108 years of industry progress.

Cornelius Jackson of Staten Island's C&J Coach.

During an evening reception, Terry Cosentino presented Collins with a rare 1951 Brill school bus restored by Premier Fleet Service. The coach is the last surviving example, and in his presentation Cosentino recalled fond memories of traveling on the bus as a student in the Reading, Pa., public school system.

Krapf's Coaches funded the restoration of the bus.

MBT's 1945 Ford model 59-B

returned to the museum after being restored to its Peninsula Charter Lines livery by Perfect Body Company's owner Joe Patella and his crew. The bus was donated to the museum in 2008 by M.J. Demeter.

Collins also unveiled a plaque dedicated to the memory of Pete Wilson, an industry icon renowned for his dedication to the motorcoach industry and his efforts to preserve its history. Wilson, who operated Wilson Bus Lines in Massachusetts, died last July on his 61st birthday.

The plaque gives a rundown of Wilson's career in the motorcoach industry and ends with: "Everyone in the industry thought Pete was their friend...and they weren't wrong."

Stan Holter of Richfield Bus Company announced that he and his team are scheduling a Vintage Bus Show for September 2017 in Evansville, Ind. Holter and Richfield are known in the industry for their efforts to preserve historical coaches.

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## People

DES PLAINES, Ill. — *Brian Dewsnup* has been named vice president and general manager of **Motor Coach Industries Aftermarket**.

Dewsnup previously was vice president of business development for **New Flyer Industries Inc.**'s U.S. heavy-duty transit bus-manufacturing subsidiary **New Flyer of America Inc.**

He also served as vice president and general manager of operations at **North American Bus Industries, Inc.**, which New Flyer purchased in June 2013.

MCI also is a subsidiary of New Flyer Industries, and Dewsnup was part of the New Flyer team that completed the MCI acquisition last year.

He succeeds *Wolfgang Winzer*, who is retiring after four years at MCI.

Dewsnup continues to report to New Flyer President and CEO *Paul Soubry*.

"We are pleased that Brian will be stepping into the leadership role

on the MCI Aftermarket team, an important assignment within our company," Soubry said. "Brian will lead the Aftermarket team to

execute its annual *Brian Dewsnup* operating plan and continue the development of long-term strategy in areas ranging from faster and more competitively priced parts shipments to improving the entire customer aftermarket experience."

In his new role, Dewsnup will lead the Louisville-based parts distribution warehouse, field technical support and training center and six MCI Service Centers in the U.S. and Canada.

"MCI's parts and technical service team already has a proud history, but with the many brands we now serve, we have a unique opportunity to improve and innovate," Dewsnup said. "Our customers are the best in the industry and we want to provide service to match."

PEORIA, Ill.—Insurer **RLI Corp.** has promoted *Dan Meyer* to



president of the company's Transportation Division.

Meyer succeeds *Dave Dunn*, who recently departed the company to pursue other opportunities.

Meyer joined RLI in 2000 as a claim manager and transitioned to underwriting in 2006. He has been a key member of the RLI Transportation Division for 16 years, serving for the past 10 years as head of truck underwriting.

Prior to joining RLI, Meyer was a partner and civil litigation attorney with **Savell & Williams, LLC**. He earned a bachelor's degree in English from George Washington University and a JD from Emory University School of Law.

"For the past 16 years, Dan has made significant contributions to the growth and profitability of the RLI Transportation Division," said RLI Insurance Company President & COO *Craig Kliethermes*. "His proven leadership, customer focus and deep underwriting and claim expertise make him well-qualified to lead the Transportation Division into the future."

## Calendar

### July 2016

**16-20** AMA-SCMA-GMOA Regional Meeting, Marriott Shoals Hotel & Spa, Florence, Ala. Info: [www.gamotorcoachoperators.org](http://www.gamotorcoachoperators.org).

### August 2016

**8-9** Midwest Bus Association

**Annual Convention and Rodeo**, Holiday Inn & Suites, Carol Stream, Ill. Info: [www.mbmca.org/convention](http://www.mbmca.org/convention).

**17-21** NCMA-VMA-MCASC Regional Meeting, Embassy Suites Charlotte-Concord Golf Resort & Spa, Concord, N.C. Info: [www.scmotorcoach.org](http://www.scmotorcoach.org).

**18-21** National Association of Motorcoach Operators Annual Meeting, Resorts Casino, Atlantic City, N.J. [www.namocoaches.org](http://www.namocoaches.org).

### September 2016

**11-14** American Public Transportation Assoc. Annual Meeting, JW Marriott Los Angeles L.A. Live, Los Angeles, Calif. Info: [www.apta.com](http://www.apta.com).



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