

## Operators have mixed feelings about highway funding

ALEXANDRIA, Va. — Motorcoach operators, like members of Congress, are far from united in how they think future highway construction should be financed, a new survey of members of the United Motorcoach Association shows.

Nearly 20 percent of UMA members responding to the survey indicated they think tolls should be used to make up for the shortfall in

money flowing to the federal Highway Trust Fund, which keeps running out of money because road travel is down and today's cars get better gas mileage.

Only 7 percent of the UMA members participating in the survey think fuel taxes should be increased, and just over 18 percent think highway funding should be bolstered by some combination of

higher fuel taxes and tolling.

Slightly more than 55 percent of UMA members think policymakers should come up with other funding mechanisms to make up for the gap in highway money.

Like coach operators, Congress, the Bush Administration and now the Obama Administration have been unable to agree on a way to pay for long-stalled federal high-

way and public transit financing legislation. (See related story on Page 8, and the June 15, May 1 and April 15 issues of *Bus & Motorcoach News*.)

Other highlights from the survey include:

- The top three legislative and regulatory challenges noted by operators were (1) understanding Federal Motor Carrier Safety Ad-

ministration regulations, (2) understanding regulations affecting the industry, and (3) understanding requirements under the Americans with Disabilities Act. Those issues also ranked high in 2009.

- There was a 4.2 percent increase in operators who said competition from public transit agencies has increased, and an almost 4

CONTINUED ON PAGE 13 ►

## UCR enforcement begins this month

Time has run out for motorcoach operators to pay their 2010 Unified Carrier Registration fees.

Officials set July 15 as the date when payment of this year's fees would be enforced. And the Commercial Vehicle Safety Alliance issued a notice to law enforcement agencies across the U.S. encouraging them to begin enforcing the fees.

All motor carriers — for-hire, private and exempt, operating in interstate or international commerce are subject to Unified Carrier Registration fees.

Forty-one states are participating in the Unified Carrier Registration program this year and will serve as UCR base states.

"Revenue generated from UCR helps fund safety and enforcement programs which in turn goes a long way to ensuring safer roads and saving lives," said Stephen A. Keppler, CVSA's interim executive director.

The Federal Motor Carrier Safety Administration didn't unveil this year's fee structure until late April, delaying implementation. The 2010 fees are as follows:

- 0-2 buses — \$76
- 3-5 buses — \$227
- 6-20 buses — \$452
- 21-100 buses — \$1,576
- 101-1,000 buses — \$7,511
- 1,001 and above — \$73,346

For more information or to register, go to [www.ucr.in.gov](http://www.ucr.in.gov).

## Traffic Tickets

### Speed 'estimates' OK'd by court

COLUMBUS, Ohio — An Ohio Supreme Court ruling that allows police officers to issue speeding tickets based on the officer's visual estimate of speed — without using radar, is being blasted by state lawmakers, the American Civil Liberties Union and the public at large.

Last month, by a 5-1 margin, state Supreme Court justices ruled that police can issue speeding citations based on an officer's observations of the apparent speeding, and the officer doesn't need radar or other devices before writing the ticket.

Since then, the ACLU has worried aloud about the possibility of abuse and profiling of drivers. State

lawmakers have begun discussing the need for legislation to require radar be used to show proof of someone speeding. And the public at large has gone slightly bonkers.

Chris Link, a spokeswoman for the Ohio ACLU, said drivers have reason to be worried about the possibility of abuse.

"This gives huge weight to the opinion, expert though it might be, of a police officer," she was quoted as saying.

"There's times when even a few miles difference can matter in the evaluation. It matters in how much the fine is, and it also makes it impossible for anybody to really challenge the expert opinion of

CONTINUED ON PAGE 6 ►

### Tennessee outlaws police quotas

NASHVILLE, Tenn. — Tennessee has adopted a law designed to prevent local law enforcement officers from going on ticket-writing sprees.

Ticket quotas also are being discussed in Michigan.

Tennessee Gov. Phil Bredesen signed a bill prohibiting law enforcement agencies from punishing or rewarding personnel based solely on the number of traffic citations issued. The law took effect this month.

"Traffic enforcement should be about public safety, not adding more money to government coffers," State Sen. Tim Burchett said in a statement. "Ticket quotas are just wrong."

The measure contains provisions designed to stop law enforcement agencies from using formal quota policies or even informal guidelines.

"This primarily deals with employees being awarded, or

CONTINUED ON PAGE 6 ►

## Feds fine coach operator \$73,000 after fatal wreck

WASHINGTON — The owner of a California motorcoach company with a four-year history of repeatedly operating illegally has been fined nearly \$73,000 by the Federal Motor Carrier Safety Administration.

The fine was levied against Cayetano Martinez, owner of Tierra Santa Inc. of Van Nuys, Calif., for multiple safety violations and came nearly four months after one of Martinez' coaches crashed near Phoenix, killing six passengers.

On March 5, a Tierra Santa coach entered the U.S. from Mexico at the border crossing in El Paso, Texas. As the coach headed west on Interstate 10 it rear-ended a pickup south of Phoenix before overcorrecting and rolling.

In addition to the six passengers who were killed, the crash in-

jured 16 others.

Late last month, the FMCSA charged Martinez with 19 counts of operating without federal authority; 21 counts of operating without required minimum insurance; 24 counts of operating in violation of a previous FMCSA order to cease operations; violation of drug and alcohol testing; violation of driver qualification requirements, violation of hours-of-service requirements, and violation of vehicle inspection and maintenance requirements.

All together, Martinez was charged with 78 violations of 13 federal motor carrier safety regulations. The total fine was \$72,760.

The FMCSA also identified four separate company names Martinez is alleged to have used to

CONTINUED ON PAGE 6 ►

## Out-of-service laws toughened

CONCORD, N.H. — New Hampshire is the newest state to bring its laws in line with federal regulations for commercial vehicle out-of-service penalties.

Other states also have been taking action to deter drivers and operators from violating out-of-service orders.

Starting Jan. 1, New Hampshire will modify the length of a driver's

suspension for violating an out-of-service order. Getting behind the wheel when a driver has an out-of-service order in place will result in a suspension for between six months and one year. Currently, state law authorizes 90-day suspensions.

Repeat offenses within 10 years would result in loss of driving privileges for between two and five

CONTINUED ON PAGE 6 ►

See the City,  
While you Wait

Free smart car loaner vehicle\*

Available at all Daimler Buses Service Centers.

DAIMLER  
Buses North America

Metro New York • Metro Orlando • Greensboro • 800.882.8054

\*Some restrictions apply

# ABC Companies introduces...

## Bus Buys

An Online "Outlet" Store by ABC Companies

### ...offering wholesale prices and support services!



#### Featuring:

- special pre-owned coach selection with videos, specs and pricing info
- quality engineered, value-priced ABC Select Parts
- parts specials
- coming soon... used parts
- locate coach repair facilities nationwide
- coming soon... downloads for parts and equipment manuals and maintenance guides



Access ABC's new BusBuys Outlet Store at [www.BusBuys.com](http://www.BusBuys.com), or by visiting [www.abc-companies.com](http://www.abc-companies.com) and selecting the BusBuys icon.



Exclusive U.S.  Distributor

**MIDWEST**  
800-222-2875

**NORTHEAST**  
800-222-2873

**SOUTHEAST**  
800-222-2871

**SOUTHWEST**  
800-222-2877

**WESTERN**  
800-322-2877

**CANADA**  
800-345-1287

View hundreds of ABC's quality pre-owned equipment at [www.abc-companies.com](http://www.abc-companies.com) and [www.BusBuys.com](http://www.BusBuys.com)

# Operators discuss creating Midwest coach association

CHICAGO — The resurrected Illinois Motorcoach Association is looking to bolster its clout by creating a sister organization that would span six neighboring states.

Illinois Motorcoach Association President Donald Ferrone of American Sightseeing Chicago said the association is in the process of recruiting motorcoach operators from Indiana, Iowa, Michigan, Missouri, Kentucky and Illinois to form what will become the Midwest Motorcoach Association.

He said the idea was hatched in June at the state organization's first regular meeting following its rebirth and formation in January.

"We have interest from most of

the states, so we really don't see a problem forming the new group," he said.

Operators from some of the six states attended the Illinois association's meeting last month and asked about being able to join the fledgling state group. The inquiries led to discussion of creating a regional organization and the decision to try to put it together.

Under the developing plans, the Illinois association and other state groups would continue as separate organizations, while one operator from each of the states would be selected to serve on the board of the nascent Midwest association.

Ferrone emphasized that a re-

## See related stories Page 12

gional group would have much more clout with state and federal lawmakers on issues that impact either individual states or the entire motorcoach industry.

More meetings are being planned to advance creation of the six-state organization, he said.

Meantime, the Illinois association continues its own development with the recruitment of new members — nearly 30 operators and a half-dozen related businesses now

belong — and the selection of Dave Henson of Go Airport Express as the new vice president. Henson fills the vacancy created by the death in February of Richard Hausman.

The group also has been discussing plans for seminars and possibly a marketplace.

Ferrone said the state group has been monitoring controversial legislation passed by the Illinois legislature that would double the "occupation tax" to and from O'Hare and Midway airports in Chicago. Under the new fee schedule, taxis are charged \$4, vans \$18, minibuses

\$36 and motorcoaches \$54.

Lawmakers approved the increase in May, but it was vetoed by Gov. Pat Quinn. The House and Senate then overrode the veto but there now is a movement among some lawmakers to repeal it.

The legislation was aimed at raising funds for McCormick Place and the Navy Pier, which have been losing convention business because of their prices.

Carriers interested in both the Illinois association and/or the proposed Midwest group can contact Ferrone at (312) 251-3100.

## Seminars deal with oil spill

LEXINGTON, Ky. — The National Tour Association and Edelman, the world's largest independent public relations firm, are presenting free seminars titled "Practical Skills for the Oil Spill Crisis: Managing Media Relations and Building Business through a Crisis."

The four-hour seminars, open to all in the travel and tourism industry and others impacted by the crisis, are scheduled for July 27 in

Alabama and July 28 in Pensacola, Fla.

It is not necessary to be an NTA member to attend. In fact, the NTA is encouraging those in the travel and tourism to spread the word about the seminars.

For specific details about times and locations, call (800) 682-8886, or email [Questions@NTAstaff.com](mailto:Questions@NTAstaff.com). A registration form is posted at <http://bit.ly/bxWzX2>.

## Academy graduates are announced

ALEXANDRIA, Va. — Bus & Motorcoach Academy, the motorcoach industry's only comprehensive continuing education program, graduated 10 individuals from its programs during the first half of this year.

The following individuals completed the course work in the academy's Clarence Cornell School of Business and received their Accredited Passenger Transportation Operator (APTO) designation:

- Michelle Petelicki, APTO,

Panorama Bus Tours, Clifton, N.J.

- Robert Strutton, APTO, Sandston, Va.

- Kelly Thomas, APTO, Flagship Trailways, Cranston, R.I.

- Linwood Whitters, APTO, Keller Transportation, Indian Head, Md.

- Robyn Winston, APTO, Spirit Tours, Ashland, Va.

The following individuals completed the Motorcoach Operator/Driver program and received their Certificate of Academic Achievement in Motorcoach Operations:

- Denis Dean, Rolling V Bus Corp., South Fallsburg, N.Y.

- Doug Gibson, Rolling V Bus Corp., South Fallsburg, N.Y.

- Robert Harrison, Rolling V Bus Corp., South Fallsburg, N.Y.

- Sean Lundy, Rolling V Bus Corp., South Fallsburg, N.Y.

- Dennis McAdoo, New World Tours, Haymarket, Va.

The academy was founded and is operated by the United Motorcoach Association. For more information, go to [www.uma.org/academy](http://www.uma.org/academy).








## Torino G FOR ALL GENERATIONS

**The Torino G seat incorporates an inner three points seat belt system located in the lateral side of the backrest leaving the passenger free of shoulder discomfort.**

**Fulfills the FMVSS 208, 209, 210, 222 and 225, also European M2 Standards for 3 points seat belt.**

**The "Energy Absorbing Back Panel" provides full compartmentalization.**

**It is the only seat belt system in our industry that adjusts automatically to the passenger's height.**

**AMAYA-ASTRON SEATING MEXICO**

Phone: (+52 55) 5311.5000  
e-mail: [donovan@asientosamaya.com.mx](mailto:donovan@asientosamaya.com.mx)

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



**WITH ADJUSTABLE 3 POINTS SEAT BELT**

**SALES REPRESENTATIVES FOR THE U.S. & CANADA**

**Darrell Niswander**  
Phone: (419) 892.2377 & (888) 338.8006  
e-mail: [darnis1@aol.com](mailto:darnis1@aol.com)

**George Farrell**  
Phone: (214) 495.9975  
e-mail: [gfarr007@aol.com](mailto:gfarr007@aol.com)

**TRANSIT SALES**  
Phone: (610) 265.3610  
e-mail: [info@4one.com](mailto:info@4one.com)

# THE DOCKET

## Road projects plentiful for busy travel season

WASHINGTON — Bus operators and other highway travelers will be seeing a lot more detours and road construction projects this summer. A whole lot more.

In fact, the number will expand from the more than 10,000 highway projects currently under way — six times as many as during July of last year, federal officials report.

The projects are part of what is being dubbed “Recovery Summer,” a surge in infrastructure projects funded by last year’s federal economic stimulus law.

Last month, President Obama spoke in Columbus, Ohio, to mark the 10,000th road project funded with stimulus money. During his remarks, Obama called transportation infrastructure projects one of

the “keys to our future prosperity.”

“The purpose of the Recovery Act (is) not just to jump-start the economy and get us out of the hole that we’re in right now, but to make the investments that will spur growth and spread prosperity and pay dividends to our communities for generations to come,” he said.

The White House plans to send out Cabinet members to various locations across the country to speak at project sites.

The construction industry is benefiting immensely from the effects of the stimulus, said Brian Turmail, a spokesman for The Associated General Contractors of America. “We would hate to see what the construction industry would look like without the stimulus,” Turmail added.

## Labor official supports bill targeting ‘misclassification’

WASHINGTON — A top official in the U.S. Department of Labor says a Senate bill, designed to make it easier for federal regulators to catch employers who misclassify their employees as independent contractors, also would help assure a “level playing field in the marketplace.”

“During this fragile economic recovery, workers are too often exploited and caused to lose out on the benefits they rightfully earned, while employers who do right by their employees are placed at a competitive disadvantage that they cannot afford,” Seth Harris, deputy secretary of labor, told the Senate Committee on Health, Education, Labor and Pensions.

Harris testified at a committee hearing that would amend the Fair Labor Standards Act of 1938 to require employers to keep records

on nonemployees who are paid to perform labor or services, and provide civil penalties for employers who misclassify employees as nonemployees.

The bill, introduced in April, has not been approved by the committee.

(See May 15, March 15 and March 1 issues of *Bus & Motorcoach News*.)

Harris testified that unscrupulous employers can hurt employees by not paying them minimum wage or for overtime, and by not providing them such benefits as health insurance, workers’ compensation, or unemployment insurance.

Misclassified contractors also reduce revenues to federal and state coffers because employers avoid unemployment taxes, workers’ compensation premiums, and payroll taxes, Harris said.

## Feds begin process to set mileage standards

WASHINGTON — The National Highway Traffic Safety Administration plans to propose first-ever fuel efficiency standards for large commercial vehicles beginning with model year 2016.

In a Federal Register notice, the National Highway Traffic Safety Administration said it will undertake an environmental impact statement to analyze the po-

tential impacts of the proposed fuel mileage standards and reasonable alternative standards pursuant to federal law.

The Obama Administration announced in May it was charging the U.S. Environmental Protection Agency and the U.S. Department of Transportation with collaborating on a rule setting limits on the fuel consumed and emissions pro-

## TSA, NTSB fill leadership posts

WASHINGTON — At last, the Obama Administration has a director of the Transportation Security Administration.

The Senate confirmed former FBI deputy director John Pistole to head the TSA — the first time the post has been filled since Barack Obama became president in January 2009.

Two previous nominees had withdrawn their nominations for various reasons, leaving the Department of Homeland Security agency without a permanent administrator.

While Pistole must deal with transportation-related security and safety issues, perhaps the biggest challenging facing him is an effort by the two largest federal employee unions to win collective-bargaining rights for about 50,000 transportation security officers at the agency.

### Sleep expert at NTSB

Mark R. Rosekind, said to be an internationally recognized fatigue expert, has been appointed a member of the National Transportation Safety Board.

Prior to joining the NTSB, Rosekind was president and chief scientist of Alertness Solutions, a consulting firm in Cupertino, Calif., that specializes in fatigue management.

Before founding Alertness Solutions, he directed the Fatigue Countermeasures Program and was chief of the aviation operations branch in the flight management and human factors division at the NASA Ames Research Center in Moffett Field, Calif.

Rosekind earned a bachelor’s degree from Stanford and holds a Ph.D. from Yale University. His term expires Dec. 31, 2014.

## FMCSA sticks to guns for safety system plan

WASHINGTON — The Federal Motor Carrier Safety Administration remains “absolutely” committed to the current time line for rolling out CSA 2010, says Administrator Anne Ferro.

“It is a component-oriented time line to ensure that everyone is with us every step of the way and that we get every piece of it right every step of the way,” Ferro said following a congressional hearing last month.

Rep. Peter DeFazio, D-Ore., chairman of the House highways and transit subcommittee, said that while the Comprehensive Safety Analysis 2010 — FMCSA’s new safety ratings system — was “an evolutionary change to the better...there are a number of legitimate concerns about the time line for implementation and specific aspects of it.”

DeFazio indicated he was particularly concerned that the agency was pressing ahead with its phased implementation schedule through the end of this year and into 2011 before the University of Michigan Transportation Research Institute has finished its review of FMCSA’s CSA 2010 pilot programs.

Those concerns were echoed by Rep. John Duncan of Tennessee, the subcommittee’s top Republican.

“That study’s not going to be completed until December of this year...but it seems like everything’s being done on this before you even get the result of this study,” he said.

Ferro told the committee that during the “30-month pilot...we have accumulated an enormous amount of information in testing this system” and have “been able to use preliminary findings both to identify the effectiveness as well as the efficiency improvements in this new CSA process.”

“As far as a first phase, we’re very confident this is the right step to take this year,” she said.

DeFazio also noted that with the budgetary constraints many states are facing, he was “not certain this is a realistic time line.”

### More criticism

Critics continue to maintain the new program contains a num-

ber of flaws that, if not addressed, will have a dramatic impact on motor carriers and on highway safety.

One issue being raised is crash accountability and how FMCSA measures a fleet’s exposure to crashes, two areas the agency has said it’s working to change.

Another major concern is that CSA 2010 counts both traffic citations and warnings for moving violations, and then assigns them the same weight.

Critics note that several states require officers to have probable cause before inspecting a bus or truck. In those states, it is commonly believed that enforcement officials stop trucks or buses for trifling offenses and issue warnings for justification to conduct inspections.

As a result, carriers operating in these states are disproportionately impacted and likely have worse driver violation scores.

The warnings issued to trigger an inspection can’t be appealed and they could have a dramatic effect on a carrier’s CSA score.

Rep. Tim Walz, D-Minn., said he thought the probable-cause issue “poses huge issues with the validity” of FMCSA’s data.

### System defended

Ferro defended the system, saying the initial review of the pilot program results shows the agency has “achieved a 35 percent increase in investigations using this approach — in other words, we not only reached more carriers, we did so with greater efficiency.”

The FMCSA said in April it intends to open the CSA 2010 system up to the public later this year and begin using its series of new interventions to monitor carriers. (See May 1 *Bus & Motorcoach News*.)

That, Ferro said, will be followed up with a proposed rule to change how the agency assigns carriers their safety fitness determination next year.

Commercial Vehicle Safety Alliance Interim Executive Director Steve Keppler said states were concerned they may lack the resources to implement CSA 2010 and that they may not be able to meet FMCSA’s schedule.

## Conn. cuts tax on school buses

HARTFORD, Conn. — Connecticut Gov. M. Jodi Rell has signed a law that creates a financial incentive for equipping Connecticut school buses with three-point seatbelts, but would not make them mandatory.

The compromise bill cuts in half the amount of state sales tax school districts pay on belt-equipped buses, reducing the tax from 6 to 3 percent.

That means the effective sales tax on a \$100,000 school bus, for example, would be \$3,000 instead of \$6,000. Equipping a large school bus with three-point belts costs upwards of \$8,500.

The program is to be paid for by increasing the registration fee on suspended driver licenses from \$125 to \$175. The fee would apply to people reinstating their licenses after offenses like driving under the influence or habitual speeding.

State budget officials estimate the fee increase will raise roughly \$2.1 million annually.

The compromise bill follows the defeat of legislation to require seatbelts on new school buses in Connecticut, which was voted down by a committee because of cost concerns. The legislature's Office of Fiscal Analysis estimated it would cost \$106 million for school systems to equip their buses with seatbelts. There was no proposal on how to come up with that much money.

Nearly two dozen bills to get seatbelts on Connecticut school buses have failed in the past few years.

"I believe all buses should have seat belts, but this is a step in the right direction," said bill sponsor Rep. Antonio Guerrero.

### Seatbelt proposal rejected

DENVER — For the second year in a row, a proposal to require seatbelts on school buses has failed in the Colorado General Assembly.

Senate President Brandon Shaffer, D-Longmont, proposed a similar bill during the 2009 session, but it was turned aside by members of the House Education Committee.

This year, lawmakers again rejected the proposal, saying the measure would be too costly and that school buses are already safe.

The amendment failed on a 5-29 vote, while the underlying school vehicle bill won approval on a 34-0 vote.

## Connecticut adopts snow/ice-free vehicle requirement

HARTFORD, Conn. — Connecticut has become the latest state to adopt legislation intended to get tough with drivers who fail to clear snow and ice off their vehicles.

Connecticut's new rule applies to commercial and noncommercial vehicles and goes into effect December 2013.

The Connecticut law permits police to pull over drivers whose

vehicles are not cleared of snow or ice. It is similar to a law slated to take effect this fall in New Jersey.

Supporters say the snow-and-ice rule will make enforcement easier, as well as create a significant deterrent for not cleaning off a vehicle following a storm.

Critics of such laws contend they are nearly impossible to comply with. They cite concerns about

people feeling compelled to climb atop large vehicles to remove snow and ice, and question whether the issue warrants the law.

Connecticut lawmakers, however, were convinced action was necessary. As a result, once the rule is implemented, violators will face \$75 fines for failure to clear ice and snow from their vehicles. The fine would increase to as

much as \$1,250 for commercial drivers if snow and ice breaks free and results in injury or damage to another vehicle.

Drivers will not be liable for snow or ice that accumulates on a vehicle while on the road.

There is some fear that local governments will try to get in on the act by adopting similar laws in an effort to boost revenue.

**THE LANCER DIFFERENCE**

STRENGTH & COMPASSION AT EVERY TURN SINCE 1985

*"Our castle's strength will laugh a siege to scorn."*  
WILLIAM SHAKESPEARE, MACBETH, V, v, 1

While nobody's laughing at the daunting challenges posed by today's marketplace, our customers recognize that our financial strength, innovative products and aggressive, hands-on claims approach is more important today than ever.

The most gratifying recognition of our 25 year commitment to our policyholders is that 90% renew their policies—and confidence in us—year after year.

Our commitment to "being there" through tough claims, difficult financial challenges and opportunities to grow is what our policyholders know is the Lancer Difference.

See how we can make a Difference for you. Please call, or have your agent contact us at:

**800-782-8902**  
mbayard@lancer-ins.com • www.lancerinsurance.com

CELEBRATING OUR 25TH YEAR

**LANCER INSURANCE**  
The Difference is Our Attitude.

Logos: Motorcoach, Trailways, UAW, ABA, CNA, Best

370 West Park Avenue, P.O. Box 9004, Long Beach, NY 11561 • www.lancerinsurance.com

## California Highway Patrol initiates bus/truck awards

SACRAMENTO, Calif. — The California Highway Patrol operates one of the nation's most comprehensive commercial vehicle inspection programs.

Now, it is implementing one of the few programs in the nation — operated by a state highway safety agency — designed to recognize private motor carriers that make safety the top priority in their business operations.

The program is called Safe Transportation Achievement Recognition, or STAR awards.

Three California bus operators could be recognized this fall when the program's first awards are presented.

The program has three categories — bus operators, truckers, and hazardous materials haulers. Three awards will be presented in each category. The three bus categories are carriers with 1-10 buses; carriers with 11-25 buses, and operators with 26 or more buses.

The deadline to compete for the 2010 awards was earlier this

month, but it was not immediately known how many operators applied.

Tom Giddens, president of the California Bus Association and Pacific Coachways Charter Services of Garden Grove, said his son Michael had entered their company.

The program has 11 scoring categories: Inspection history, citation history, collision history, miles driven, technology innovation, comprehensive policies for highway safety, training, achievements (awards), community service, number of years in industry, and worker's compensation claims.

The initial STAR winners will be recognized Sept. 19 at the Commercial Vehicle Safety Summit hosted by the California Highway Patrol in Anaheim, Calif.

## Colorado adopts lane-use rule for mountainous areas of I-70

DENVER — Colorado has a new law intended to improve traffic flow along Interstate 70 through the mountains.

All slow-moving vehicles must stay to the right on steep grades along the roadway. Specifically, lane use will be restricted on grades

that average 6 percent or more for at least one mile along I-70. The lane restriction will apply to all vehicles that cannot stay within 10

mph of the posted speed limit on the affected stretches.

Violators would face \$19 fines for failure to move right.

## Operator fined

CONTINUED FROM PAGE 1

illegally operate and evade previous orders from the FMCSA to cease all interstate and international passenger carrier transportation.

"Safety is our number one priority at the U.S. Department of Transportation," said Transportation Secretary Ray LaHood. "We will continue to take every action at our disposal to vigorously pursue illegal, unsafe carriers and re-

## Out-of-service laws

CONTINUED FROM PAGE 1

years — up from one year. Subsequent offenses within 10 years would result in suspensions of between three and five years — up from a maximum of three years.

Efforts this year to improve compliance with federal regulations on out-of-service orders has resulted in such states as Indiana, New Jersey, South Dakota and West Virginia modifying their laws.

In California, the General Assembly voted unanimously to approve a bill that would bring that state's commercial driver's licensing rules into compliance with Federal Motor Carrier Safety Regulations. The bill — AB2144 — has moved to the Senate for consideration.

States that fail to modify their laws could have federal funds withheld.

move them from our roadways."

FMCSA Administrator Anne Ferro said the FMCSA "worked tirelessly to bring this civil penalty case forward."

"We are committed to doing everything we can to prevent illegal carriers from operating and placing our road users at risk," she said.

The FMCSA's history with Martinez goes back to at least May 2006, when he applied for operating authority registration under the name of Cayetano Martinez dba Tierra Santa Tours.

The FMCSA conducted a compliance review of the company in December 2006, issuing an unsatisfactory rating. A month later, the FMCSA initiated an administra-

## Ohio ruling

CONTINUED FROM PAGE 1

the police officer."

Link said the probability is high that there will be "a waterfall of erroneous tickets in this situation."

Before an officer can issue these types of tickets, the officer must be certified in visual speed estimation by the Ohio Peace Officer Training Academy.

Two state lawmakers are reportedly working on bills to require officers to verify speed by radar when issuing tickets.

The Supreme Court ruling appears only to apply to local and regional jurisdictions. Troopers with the Ohio State Highway Patrol will continue to use radar as a

tive civil penalty proceeding for violations of Federal Motor Carrier Safety Regulations discovered during the compliance review.

Roughly 10 months later, after Martinez defaulted on the notice of claim and failed to pay the assessed civil penalties, the FMCSA suspended his operating authority registration.

Meanwhile, on Feb. 10, 2007, the FMCSA prohibited Martinez and Tierra Santa from operating any commercial motor vehicles in interstate commerce and ordered the company to cease transportation in interstate and foreign commerce.

None of those actions by the FMCSA, however, deterred him

matter of policy, a spokesman said. The OSHP policy contains language to prevent driver profiling and other forms of abuse.

The issue grew out of a 2008 incident where Officer Christopher Santimarinio of Copley, Ohio, issued a speeding ticket to motorist Mark Jenney of Akron, Ohio, based solely on a visual estimate of Jenney's speed.

Jenney challenged the ticket, and following a series of rulings and appeals, the state Supreme Court upheld a lower court's decision siding with law enforcement.

"(A) police officer's testimony regarding his unaided visual estimation of a vehicle's speed, when supported by evidence that the officer is trained...(is) sufficient to

## Oregon transit gets rule exception

EUGENE, Ore. — The Federal Transit Administration has granted an exception to the federal charter service rule, allowing the public transit agency here to provide shuttle service this month for a popular festival.

Lane Transit District of Eugene petitioned the FTA in April, asking it be allowed to provide shuttle bus service July 9-11 for the Oregon Country Fair. It made the request

under the exception provisions contained in the charter rule.

Lane said it had sent an email notification late last year to registered charter providers in its service area. Two private operators responded to the notice, NW Navigator Luxury Coaches and Colonial Coaches.

"Colonial Coaches failed to contact the customer to begin negotiations for the service," accord-

ing to the FTA. Lane Transit committed to using two NW Navigator buses for the fair shuttle.

In granting the exception, FTA Administrator Peter Rogoff said Lane Transit had exhausted all registered charter providers in the area and by including NW Navigator in its service plan had satisfied FTA requirements.

Lane Transit anticipated using a total of 25 buses.

## Florida operator to run Gator shuttle

GAINESVILLE, Fla. — A private coach operator is taking over the fan shuttle service for University of Florida home football games.

Branford, Fla.-based Fabulous Coach Lines is replacing the former Gator Aider shuttle with a new service called Navigator. (The university's mascot is the al-

ligator and its sports teams are called the Gators.)

The Regional Transit System of Gainesville had previously operated the shuttle that allowed fans to park at several locations around the city and take RTS buses to the game.

It gave up the service this year after Fabulous Coach Lines said it

was willing and able to provide the service.

Fabulous Coach Lines will not use RTS bus stops, but company owner Ray Land said the service will use the same general locations as the former Gator Aider shuttle.

Land is increasing ticket prices to \$10 from \$8 per game.

from operating illegal passenger service. Martinez' determination to run no matter what, combined with the FMCSA's apparent inability to monitor him to assure he wasn't operating and then letting him slip through its screening processes, allowed him to remain on the road year after year.

In a court filing, the FMCSA admitted that "over the past several years, Martinez has repeatedly attempted to obtain operating authority from FMCSA under different business names and entities. FMCSA has shut these operations down, revoking any operating authority registrations that it issued, issuing orders to cease interstate transportation, suspending regis-

tration, and imposing civil penalties against Martinez and/or his entities for violations of FMCSA regulations.

"Each time FMCSA has shut down one operation, Martinez has reincarnated himself as a new carrier and tried again. Martinez has shown a persistency and determination to continue operating under new entities and businesses."

Yet, despite Martinez' repeatedly operating coaches in violation of federal rules, neither the FMCSA nor the California Highway Patrol went to court or took other appropriate actions to put Tierra Santa out of business or enjoin Martinez from operating — until after the deadly crash.

establish beyond a reasonable doubt the defendant's speed," Justice Maureen O'Connor wrote on behalf of the court majority.

Justice Terrence O'Donnell, the lone dissenting voice in the

## Tennessee quotas

CONTINUED FROM PAGE 1

punished, in reference to a predetermined, specified number of citations," said Rep. Harry Brooks.

Although law enforcement agencies deny having ticket quotas, Brooks said he is aware of quotas being an issue around Knoxville, as well as in other parts of the state.

Burchett said the law will not change enforcement efforts, instead it simply throws out the re-

case, wrote that an officer's credibility, just like a defendant's, should be subject to determinations by a jury or another factfinder that may choose to believe all, part or none of the testimony.

quirement that police go out hunting for speeders.

Meanwhile, lawmakers in Michigan have shown interest in the issue. Legislation has been proposed that would close a loophole in state law that allows "tickets issued" to be used in evaluations of traffic enforcement officers, as long as ticket writing is weighed equally among other job criteria.

Under the proposed law, ticket writing in general still could be considered in performance evaluations.

SETRA

Expect More

## Perfecting Perfection

Reintroducing the Setra TopClass S 417



Setra again delivers in exceeding expectations in luxury, quality, and innovation with the newly redesigned Setra TopClass S 417. Over 30 new innovations and features boost this motorcoach to the next level in luxury travel. Passengers are pampered with greater comfort from the next generation Setra passenger seats with integrated three-point seatbelts. Drivers are rewarded with a new seat, a redesigned color display, and a multifunctional steering wheel. Safety continues to be key as Setra introduces a Front Collision Guard (FCG) system that protects the driver and passengers in the event of a forward collision.

Even powering the S 417 is new with the reliable Mercedes-Benz OM 471 engine with BlueTec – Daimler’s proven SCR system. Keeping you on the road remains a focus with the Customer Assistance Network (C.A.N.) provided by Daimler Buses. Contact us today to learn more about the S 417 and how you can expect more from Setra and the luxury TopClass S 417.

# LaHood defends Obama Administration spending plans

ARLINGTON, Va. — Transportation Secretary Ray LaHood has responded to critics who say the Obama Administration is paying too little attention to highway-related modes of transportation and, at the same time, committing too much money and interest to urban feel-good programs that do nothing to reduce congestion.

In remarks delivered last month at a National Industrial Transportation League forum here, LaHood highlighted the administration's plan to spend lots of money on freight rail projects to bolster its push for high-speed intercity passenger rail.

"We need a strong freight rail system to help jump-start our opportunity for high-speed rail," LaHood said. "That's why freight rail is important." In many parts of the country, Amtrak passenger trains run on tracks owned and operated by freight railroads.

LaHood added that his department has "made some pretty significant investments in the Class

One (railroads), and we're proud of it."

Specifically, LaHood said the "lion's share" of USDOT's \$1.5 billion in competitive stimulus grants went to the "freight rail system to help them improve their infrastructure," in part to boost administration efforts to eventually create a high-speed passenger rail network.

Those funds went to the "freight rail system so that tracks and infrastructure could be fixed, so we can get to higher speeds with our passenger rail," he said. "This is what people want."

## No favoritism

Despite focusing much of his speech on the administration's rail push, LaHood went out of his way to say USDOT investments in rail and ports and other projects "do not favor one mode of transportation over another."

"They strike a new balance that maximizes the efficiency of freight transportation through whatever means are best for a given area,

whether it's trucking, rail, ships or barges," he said.

LaHood has come under criticism in recent months for seemingly giving short shrift to traditional highway transportation investments and planning.

Responding indirectly to that criticism, LaHood said that "we're not going to (move freight) with streetcars or bikes, or we're not going to walk these goods to the stores."

"I know people think that because, maybe sometimes, I get a little effusive about other modes of transportation I've given up on the more traditional modes; I haven't," he asserted.

## Highway bill limbo

LaHood told forum attendees he thought Congress and the administration would eventually come together on a highway bill that spends about \$500 billion or \$600 billion.

However, there are new worries — particularly among truck-

ing industry leaders — that Congress and the administration may not agree on a highway bill before Obama's first term ends in 2013.

Meanwhile, LaHood promised a second round of discretionary grants — a total of about \$600 million for this year — that will allow the government to "green-light even more high-priority road, rail, transit, aviation and maritime projects that will both create quality jobs and rebuild the infrastructure that your companies demand."

Separately, LaHood's department was poised to award another round of the type of grants — for "livable communities" projects — that have been the object of criticism by some in the transportation industry.

Totaling \$75 million, this round of grants is part of the first-ever joint grant program between the U.S. Department of Transportation and the Department of Housing and Urban Development for "livable and sustainable communities."

USDOT's portion, \$35 million, will come from the discretionary grant program.

## Smart spending?

"It's an ideology with a whole lot of money behind it right now," said one trucking industry lobbyist. "Unfortunately, there's no strings attached with these... grants, so the USDOT can use the money to promote its ideology of livable communities. But not everybody lives in an area that will meet their livable community threshold."

"During a tough economic time, when every penny of every dollar counts, when we look back on it will these 'livable communities' initiatives have been the best bang for the buck?" asked the lobbyist in a trucking publication.

"This is not Highway Trust Fund revenue, but ultimately it's still the taxpayer paying the bill," he said. "Twenty years from now, I'm not sure it will have been worth the investment, but they believe it is."

# Coalition says federal government 'too big to succeed'

WASHINGTON — A newly reformed coalition of businesses, associations and other organizations committed to reducing all forms of unfair government competition with the private sector has told an Obama Administration commission that the federal government is too big to succeed.

"Today, we have a government that is too big to succeed. We need to right-size the government to eliminate unfair competition with the private sector, make government work for the American people, and reduce our debt and deficit," Business Coalition for Fair Competition President John Palatiello told President Obama's Na-

tional Deficit Commission.

Palatiello testified before the commission, urging spending and contracting reforms to reduce the size and cost of government.

The commission, created in February by President Obama, is comprised of U.S. senators and representatives, as well as several presidential appointees.

Palatiello commission should take action to:

- End to the federal government's duplication of and competition with the private sector for the performance of commercial activities
- Reinstate the federal policy that the government should not

compete with the private sector, but should utilize the private sector to the maximum extent possible

- Endorse legislation in Congress to establish a statutory framework — "Freedom From Government Competition Act" (H.R. 2682)

- Study the potential conversion to private sector performance of the 850,000 federal positions that are commercial in nature (potential savings: \$27 billion over 5 years)

- Subject each commercial activity of the federal government to direct conversion; contracting out; vouchers; asset sales and leases; privatization; divestiture; public-

private partnerships; A-76 comparisons, or other instruments to transfer commercial activities from the government to the private sector

- End all forms of subsidies and preferences for government run or sponsored activities that perform commercial activities and thus unfairly compete with private, taxpaying companies

- Endorse re-establishment of the "Byrd Committee" — the Joint Committee on Reduction of Non-essential Federal Expenditures — in Congress

- Call for a current, accurate inventory of all federal land ownership, the elimination of obsolete,

inaccurate and duplicate land inventories (H.R. 1520); an evaluation of the need for continued federal ownership of each tract; and the establishment of a faster, more efficient process for surplus and disposal of land that can be transferred to state and local government or sold to the private sector

The commission will vote on a final report, containing a set of recommendations for reducing the federal deficit, no later than Dec. 1.

The Business Coalition for Fair Competition was active in the 1980s and 90s. It was reformed last year to fight unfair government competition with the private sector.

## 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 or to mail advertising-related 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 send advertisements or photographs via the Internet:

E-mail: [BMNews@jezac.com](mailto:BMNews@jezac.com)

To contact the United Motorcoach Association:

Call: (800) 424-8262  
 Online: [www.uma.org](http://www.uma.org)

# Bus & Motorcoach NEWS

ISSUE NO. 173

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: Amy Stalknecht  
 Editorial Assistant: Michele Nosko  
 Editorial Assistant: Maggie Masterson

Accountant: Ted Williford

## Advisory Board

William Allen  
 Amador Trailways  
 Sacramento, Calif.

Brian Annett  
 Annett Bus Lines  
 Sebring, Fla.

Larry Benjamin  
 Northfield Lines  
 Northfield, Minn.

Dave Bolen  
 New World Tours  
 Bristow, Va.

Autumn Dipert Brown  
 Dan Diepert Coaches  
 Arlington, Texas

David Brown  
 Holiday Tours  
 Randlemann, N.C.

James Brown Sr.  
 Magic Carpet Tours  
 Richmond, Va.

Steve Brown  
 Brown Coach  
 Amsterdam, N.Y.

Tira Wayland  
 ABC Companies  
 Faribault, Minn.

Gladys Gillis  
 Starline Luxury Coaches  
 Seattle

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.

Michael Neustadt  
 Coach Tours  
 Brookfield, Conn.

Jeff Polzien  
 Red Carpet Charters  
 Oklahoma City

Tom Ready  
 Ready Bus Lines  
 LaCrescent, Minn.

Brian Scott  
 Escot Bus Lines  
 Largo, Fla.

Michelle Silvestro  
 National Interstate Insurance Co.  
 Richfield, Ohio

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

# Inequity grows between government, private sector

It's a tale of two bus drivers — one with a full tank of pay and benefits, the other running on fumes.

MTA bus driver Glenroy Connor, 52, earned \$72,445 last year with hardly any overtime. He enjoys 11 paid holidays a year, including his birthday. In seven years, he can retire with a pension and health benefits.

Classic Coach tour-bus driver Ken Adams, 64, loves his job, even though the private company pays him \$26,500 less than his MTA counterpart. He gets only eight paid holidays and no pension contributions from his employer.

In the midst of the great recession, the gulf between private employees and government employees grows wider.

While the overall unemployment rate is 9.3 percent, and 9.6 percent in New York City, the rate for public-sector employees is about half that, according to the Bureau of Labor Statistics.

That's because most of the \$787 billion federal stimulus funds were used to save the jobs of public-school teachers and other city employees. President Obama is now asking Congress to pass another \$50 billion to preserve jobs in city and state government.

The increased job protection — not to mention the better benefits — isn't lost on bus driver Adams.

"I get more gratification than money, but if I was a young man raising a family, I'd run to the MTA," he said.

His boss, Classic Coach owner Bill Schoolman, is livid that he must fork over an MTA-bailout tax of 34 cents for every \$100 of his payroll to subsidize the public agency: "They make it impossible for guys like me to compete," he said.

The difference isn't limited to buses.

Metro-area data compiled by the Bureau of Labor Statistics show private elementary school teachers make an average \$34.63 per hour compared to \$49.41 for public school teachers. Private child-care workers make an average \$9.73 per hour, compared to \$13.08 for public workers.

Nurses earn a little more in the private sector, but don't get generous pension benefits, said a nurse at the city's Bellevue Hospital.

"There are two Americas, one for government insiders with gold-plated compensation, and one for the rest of us who survive in the competitive economy," said Cato Institute economist Chris Edwards.

A recent study by Edwards found that workers in the private sector nationwide earned an average \$50,000 salary in 2008, less than the \$59,000 for state and local

government workers in similar jobs.

The public employees received an average \$15,700 in fringe benefits, while the private-sector workers' benefits averaged \$9,800.

Public workers also work fewer hours and retire earlier, the study found.

## Private vs. Public Sectors

### Private

Ken Adams, 64, on the job eight years

- Salary for 2009: \$46,000
- Paid vacation: Three weeks
- Paid sick days: Five a year
- Years before retirement: Needs to work as long as he's able
- Pension: None; company offers 401(k)
- Health insurance: Company pays 25 percent of policy; Uses VA

benefits instead

- Paid Holidays: Eight
- Extras: \$50 tip on a tour; freebies
- Public
- Glenroy Connor, 52, on the job 18 years
- Salary for 2009: \$71,445
- Paid vacation: Five weeks
- Paid sick days: 12 a year; unused rolled over

- Years before retirement: Seven
  - Pension: Half the average of last three years' pay
  - Health Insurance: Contributes 1.5% of salary to MTA-paid plan
  - Paid Holidays: 11, including his birthday
  - Extras: Up to 2 years off with pay if assaulted; free transit pass
- Reprinted from The New York Post.*

NOT... "Just as good as" or "Compatible with"

# REI

*We are the Standard!*

10.2" LCD Widescreen Monitor

MB1 Mobile WiFi

BUS-WATCH® Mobile Surveillance

GPS/Backup

1.800.228.9275 • www.radioeng.com

## SINGLE USE POT SHOT®

- Easy to Use
- Measured Dosage
- Powerful Odor Control
- Low Cost
- Super Concentrated
- Pleasant Fragrance
- Non-Staining Blue Dye
- Non-Formaldehyde
- Biodegradable
- Safe for Dump Valves

The power of POT SHOT in a convenient, portion controlled, single use bottle. Portion Control POT SHOT is more effective than any other portion controlled product on the market. Each bottle is individually labeled with use instructions. No more packets that melt, stick together, and/or damage dump valves.

**UNIT CHEMICAL CORPORATION**  
**(800) 879-8648 www.unitchemical.com**

**60 Years Manufacturing Environmentally Safe Products**

## Eagles soar at museum fling

HERSHEY, Pa. — It was a “Gathering of Eagles” that greeted attendees at the Museum of Bus Transportation annual Spring Fling here last month.

Three models of the iconic U.S.-built coach were parked in front of the edifice shared by the bus museum and the Antique Automobile Club of America Museum.

Despite the fact Eagle Bus Mfg. has been out of business for nearly 20 years, the 05, Model 10 and Model 15 were all immaculate and still in service -- a real tribute to the durability of North American coaches.

## Bridgestone hikes tire prices

MUSCATINE, Iowa — Bridgestone Bandag Tire Solutions has increased prices on its Bridgestone brand bus and truck radial tires by 6 percent in the U.S.

The price hike follows a June 1 boost in prices of up to 6 percent on its Firestone and Dayton brand truck and bus radial tires. (See May 15 *Bus & Motorcoach News*.)

“Bridgestone Bandag Tire Solutions continues to look for ways



For its annual Spring Fling, the Museum of Bus Transportation moves many of its vintage buses outside, giving access to all coaches.

With one of the Eagles operated by Flagship Trailways of Cranston, R.I., and the other two the pride of Eagleways LLC of Yonkers, N.Y., they were a real hit.

Currently, the Museum of Bus Transportation owns 32 buses and the fling allows the general public to view all of them on one day. In addition to the museum fleet, other

buses were displayed by Greyhound Lines, Capital Area Transit, New Jersey Transit Heritage Group, Flagship Trailways, Trans-Bridge Lines and Coach Tours.

Attendance at this year's fling was down a bit from previous years but still totaled nearly 400. Museum President Tom Collins felt the weak economy played a significant role. Still, he was very pleased with how things went.

With one of the Eagles operated by Flagship Trailways of Cranston, R.I., and the other two the pride of Eagleways LLC of Yonkers, N.Y., they were a real hit.

Currently, the Museum of Bus Transportation owns 32 buses and the fling allows the general public to view all of them on one day. In addition to the museum fleet, other

buses were displayed by Greyhound Lines, Capital Area Transit, New Jersey Transit Heritage Group, Flagship Trailways, Trans-Bridge Lines and Coach Tours.

Attendance at this year's fling was down a bit from previous years but still totaled nearly 400. Museum President Tom Collins felt the weak economy played a significant role. Still, he was very pleased with how things went.

Conestoga Tours of Lancaster.

Corporate sponsorship remained strong, despite the depressed economy, with participation by ABC Companies, Lancer Insurance, Busesonline.com, Fullington Auto Bus Co., Motor Coach

Industries, Members First Federal Credit Union, Prevost Car, Setra and Vernon & Maz, as well as three major trade groups -- Pennsylvania Bus Association, American Public Transportation Association and United Motorcoach Association.

## MCI gets new ISO certification

WINNIPEG, Manitoba — Motor Coach Industries announced that its main manufacturing facilities have been awarded ISO 9001:2008 certification.

The recognition marks MCI's first corporatewide, multifacility ISO certification.

Since 1996, MCI's primary manufacturing facilities have held individual ISO 9001 certifications.

Cal Kowcun, MCI senior manager of quality assurance, said the multifacility certification assures

that MCI plants share best practices at each facility.

ISO (International Organization for Standardization) is the world's largest developer of international quality standards.

The ISO 9001 standard deals with “quality management.” That is, what the organization does to fulfill customer quality requirements and applicable regulatory requirements, while at the same time aiming to enhance customer satisfaction and improve performance.

# RODES – ROPER – LOVE

## INSURANCE AGENCY

WHATEVER ROAD YOU TRAVEL  
RODES-ROPER-LOVE HELPS GET YOU THERE

- Commercial Auto Liability
- Truckers Liability
- Physical Damage
- General Liability
- Workers' Compensation
- Occupational Accident

- Property
- Cargo
- Excess And Umbrella
- Garage
- Garage Keepers Legal Liability
- Loss Control Services

**ELIGIBLE CLASSES:**  
Public Transportation • Sedan Services • Airport Shuttle • Van Service • Limousine  
Taxi • Coach • Trolley • Charter Bus • School Bus • Airport Van • Paratransit  
Social Service • Trucks (Local/Intermediate/Long Haul) • Tow Trucks • Courier ...and more

**RODES-ROPER-LOVE INSURANCE AGENCY**  
A Division of Euclid Insurance Agencies, LLC

Phone: **800.333.7754** • Fax: **321.757.6182**  
[www.ropesroperlove.com](http://www.ropesroperlove.com)

# 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!

# Driver monitoring: An expanding frontier for operators

By Dave Millhouser

It's a May-December relationship. I fell in love with Gracie the moment we met, and my wife thinks it's great.

She's a Golden Retriever puppy, and would be perfect except for one trait. She still does some things indoors that Mother Nature intended for the Great Outdoors.

Letting her know this is a bad thing is tricky because she has a very short attention span; you need to catch her in the act to have a "teachable moment."

For eons we've had a similar situation in the transportation industry. The group of employees who had the most responsibility, and could put your company and the lives of your passengers at risk, had no direct supervision while they were working.

You could catch and correct mistakes by office staff and other employees in real time, but drivers were out there on their own.

The first sign of trouble might be a nasty letter from a passenger, or a court summons days after an incident. Worst case would be see-

ing it as a Fox News Alert. There was little or no opportunity to observe and correct mistakes on the spot.

Sometimes we tried the "organic method" by "ghosting" some runs, but even there, criticism came after the act and could be subjective.

A bunch of new electronics is opening an era where you may be able to exercise some real-time management of your drivers as they do their job. This is not to imply that coach operators are as flighty (or incontinent) as puppies...but it offers opportunities on two fronts.

Bus drivers are similar to many other groups in that there are good ones and bad ones. (Profound, huh?) The new stuff is going to help make objective judgments as you sort the wheat from the chaff.

Second, the electronics will make it possible to break bad habits and refine skills in the good ones.

Simulators have come a long way in terms of realism and affordability. They offer the opportunity for drivers to practice, with you observing, all sorts of situations

where you might be hesitant to risk a real coach (you know, like demonstrating the results of following too close).

These jewels aren't cheap, but in many cases you can rent time and put drivers through realistic situations without bending metal.

There is a variety of onboard safety equipment currently available, with more on the horizon. Some of these things are going to make it; others will flop for a variety of reasons. The goal here is to get you thinking about what might help your company.

Event recorders have been with us for a while and are useful. Savvy drivers will do all sorts of good things to avoid setting off the nasty little light that glows when they exceed preset G forces. Sometimes they even resort to driving smoothly. These gadgets provide a visual, audio and data record for every incident or sudden stop.

Many GPS systems allow you to know exactly where your coach is at all times, and how fast it's going — right from your desk. They can be set to alert you when certain speeds are reached or if the bus goes off route or schedule.

Some of the new tire monitoring systems can be tied into the GPS communication, so you can call your driver and tell him he's got a tire running hot. Now THAT would be fun.

While onboard computers have been around for a while and they aren't strictly "real time," you can download all sorts of information, such as speed, fuel consumption and hard stops.

Some forward-thinking operators pay drivers a bonus for such things as staying within speed parameters or fuel efficiency.

Technology now exists to monitor a driver's eyeballs for signs the driver may be about to fall asleep. These devices make some sort of emphatic suggestion that a stop is in order.

A new tool that may eventually be mandated is the means to electronically record and track driver hours of service.

You're going to have more opportunities to manage and train drivers, if you choose the right equipment. You're going to be held responsible for your driver's actions, so why not have a measure of control?

Sadly, in many accidents, the commercial vehicle is initially assumed to be at fault. Some of these technologies show, with certainty, what really happened.

The gentleman who ran maintenance for a small company used to go home every night with a piece of plywood. Every morning he'd come to work with that plywood fashioned into a rear door for the transit buses he ran.

Apparently his drivers were getting to the end of the run, and heeding the call of nature on the inside of these doors...which then rotted.

Imagine if HE had real time driver monitoring.

Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him at: [dave\\_millhouser@hotmail.com](mailto:dave_millhouser@hotmail.com).



Gracie

**ACADEMY**

**COACHES FOR SALE**

**1997 MCI 102DL3's For Sale**

Find our buses for sale @ [www.academybus.com](http://www.academybus.com)



Contact David Lehmkuhl  
201-725-5328  
[david@academybus.com](mailto:david@academybus.com)

**SEFAC**<sup>®</sup>  
heavy duty lifts



Tel 800-826-3486 | Email [sefac@sefac.com](mailto:sefac@sefac.com) | [www.sefac.com](http://www.sefac.com)

## A refresher on rules for mechanics while driving

PORTLAND, Maine — Attendees at the New England Bus Association Annual Meeting here appeared surprised when reminded that mechanics testing or transporting coaches must have a CDL license with passenger endorsement.

Additionally, in the event the bus crosses a state line, the mechanic driver has to comply with all federal safety regulations, including logging hours of service.

Federal Motor Carrier Safety Administration official Wes Barber reminded operators of the requirements in comments he made during a safety panel discussion conducted at the meeting. The panel was moderated by Chris Crean of Peter Pan Bus Lines.

Barber noted there had been conflicting advisories on the issue in the past, and he wanted operators to be clear about the requirements.

The panel also devoted attention to the FMCSA's new safety ratings system, called Comprehensive Safety Analysis 2010, that is being rolled out this year. (See story on Page 4.)

A second panel, featuring seven coach builders, dealt with what

manufacturers thought the next five years would bring in terms of coach innovation and changes in the market.

In addition to business and education sessions, attendees at the meeting also participated in a New England Clam Bake at Kennebunk's Seashore Trolley and Bus Museum ([www.trolley-museum.org](http://www.trolley-museum.org)).

The museum features an impressive collection of vehicles, and offers rides on a variety of antique buses and trolleys.

Attendance at the June 24-27 meeting, held at the Holiday Inn by the Bay here, was the highest ever, at 132.

Despite current economic conditions, NEBA added 6 operator members this year, bringing the total to 56. The association also added 25 vendors as associate members.

Donald DeVivo of DATTCO was elected the association vice president, and is expected to become president when Flagship Trailways' Tom McCaughey's term expires next year.

NEBA's next annual meeting will be next June in Providence R.I.

## Md. association hires administrator

BALTIMORE — The Maryland Motorcoach Association has announced the hiring of Mary Presley as its first executive administrator.

"Our organization is at a crossroads and we feel it is the right time to appoint someone who can manage the affairs of the association on a daily basis," said association president Sam Shea, owner of Golden Ring Travel & Transportation in Baltimore.

"Mary's varied experiences in the motorcoach industry will help us get to the next level of serving our members."

Mary Presley's involvement with the motorcoach and travel industry goes back nearly 20 years when she was group reservationist and then group sales manager at

Hershey Farm Restaurant and Inn in Strasburg, Pa.

After moving to Charlotte, N.C., she was hired by Lancaster Trailways of the Carolinas as director of sales and marketing.

During her years at Lancaster, she became adept at government grant writing.

She began working with state and regional motorcoach associations when Linda Morris of Morris Meeting Management in Brookneal, Va., offered her a position as manager of the then Louisiana Motorcoach Association.

She currently is executive administrator of the National Association of Motorcoach Operators.

Presley also is an instructor for the United Motorcoach Association's Bus & Motorcoach Acade-

my Clarence Cornell School of Business. She is married to Ken Presley, vice president of UMA.

"I am pleased with the trust the Maryland Motorcoach Association board of directors has placed in me," said Mary Presley, "and I look forward to managing the affairs of (the association) and continuing its mission.

"The Maryland Motorcoach Association is on the right track to becoming a strong organization by building on the relationships that they have worked so hard over the years to instill," she added.

For info about the association, go to [www.marylandmotorcoach.org](http://www.marylandmotorcoach.org). To contact Mary Presley, phone (517) 312-7117 or email [mpresley@marylandmotorcoach.org](mailto:mpresley@marylandmotorcoach.org).

## Pa. Bus Association chooses leaders

CHESAPEAKE, Va. — The Pennsylvania Bus Association has chosen new officers and elected four new members to two-year terms on its administrative board.

The selections came at the association's general membership meeting here last month.

The new officers are Chairman James A. Jebran of Trans-Bridge

Lines; Vice Chairman Nelson Floyd of Perkiomen Tours; Treasurer Aerial Fullington Weisman of Fullington Trailways, and Secretary Patrick Cole of Cole Transportation.

The officers also serve two-year terms.

New bus operator board members are Jim Garman of Advance

Coach LTD in Lititz, Pa.; Don Hagey of Hagey Coach in Souder-ton, Pa.; John Kowalski of Bieber Transportation Group in Kutztown, Pa., and Jay Newswanger of R&J Transportation in Pottsville, Pa.

For information about the association, go to [www.pabus.org](http://www.pabus.org), or call (717) 236-9042.

# Busforsale.com

## Spring Special!



2006 MCI D4505  
55 Passenger  
\$179,000



2005 MCI J4500  
56 Passenger  
\$197,500

CAT ENGINES • ZF TRANSMISSIONS • NEW PAINT • DOT READY  
SEAT COVERS LIKE NEW • ALCOA WHEELS  
6 VIDEO MONITORS  
FINANCING AVAILABLE!

**Busforsale.com**

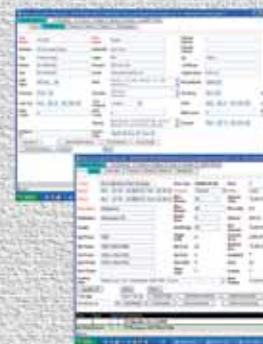
813 Louisville Hwy, Goodlettsville, TN. 37072 | Phone: (615) 859-1998 | Fax: (615) 859-1995  
E-Mail: [spellings@busforsale.com](mailto:spellings@busforsale.com)

# RBS, Inc.

Relational Bus Systems

## GoTour Online

Browser Based Tour Management System



- ✓ Accessible with any Internet Connection
- ✓ Credit Card Authorization
- ✓ Management Reports
- ✓ Reservations
- ✓ Receivables
- ✓ Payables

## GoChart2000

Complete Charter Management System

Off-Site Backup  
Secure Backup and Disaster Recovery

Industry Partners



GoMile 3000  
IFTA Compatible Fuel Tax Reporting  
DriverDuty 3000  
Driver Payroll Module

FOR MORE INFORMATION CALL 800-448-7001  
OR GO ONLINE TO [WWW.RBS2000.COM](http://WWW.RBS2000.COM)

# UMA announces fall board election, 6 seats contested

WASHINGTON — The United Motorcoach Association is seeking nominations from its U.S. operator members to compete for a half-dozen three-year seats on its board of directors.

Two directors will be elected from each of UMA's three U.S. membership regions. Aug. 30 is the deadline for letters of nomination for the director positions.

UMA added a Canadian director this year. That seat will not be contested for another two-plus years.

All of the director seats being contested are the result of expiring terms of incumbent directors, who

may seek re-election.

The directors whose seats are expiring are: Region I (the West): Larry Benjamin of Northfield Lines in Northfield, Minn., and Jeff Polzien of Red Carpet Charters in Oklahoma City; Region II (the Midwest): Dave Bolen of New World Tours in Bristow, Va., and James Brown Sr. of Magic Carpet Tours in Richmond, Va., and Region III (the Northeast): Steve Brown of Brown Coach in Amsterdam, N.Y., and Mike Neustadt of Coach Tours in Brookfield, Conn.

Nineteen members of the 21-member UMA board are regional directors who must be coach

operators and who are elected to three-year staggered terms from the three regions of the U.S., plus the single director elected from Canada. In addition, it has one non-coachbuilder associate representative who serves a three-year term, and one coachbuilder associate who also serves a three-year term.

Maps showing the UMA regions are available on the association website, [www.uma.org](http://www.uma.org). Click on About UMA and then the UMA Board of Directors link. A list of the states composing each region also is available on the website. Go to About UMA and click on By-laws of the Association.

Additionally, the maps were printed in the 2009-10 UMA Membership Directory, and the bylaws are included in the back of the directory.

Qualification standards for UMA directors can be found in Article VI of the UMA bylaws. Among the qualifications is a requirement that nominees must have been a UMA member for at least one year.

Directors serve without pay but the association generally reimburses directors for travel and accommodations while performing UMA business and/or attending association meetings.

Nominations for the regional board directorships must come from active UMA members who are motorcoach operators. Candidates nominated for the board must represent an active UMA-member company in good standing with the association.

Written letters of nomination must state the candidate's name, company affiliation and home-base location. Nomination letters also must be postmarked or faxed no later than Aug. 30.

Regional UMA Nominating Committees will certify the eligibility of all candidates to produce a list of nominees for each region no later than Oct. 1.

Ballots will be mailed to UMA members by Oct. 15, and must be returned no later than Nov. 15. Winners will be announced in *Bus & Motorcoach News*.

UMA members with questions about nominations should contact the association at (800) 424-8262. Mail nomination letters to: UMA Nominations, 113 S. West St., 4th Floor, Alexandria, VA 22314-2824. Nominations also may be faxed to (703) 838-2950, or emailed to UMA President and CEO Victor Parra at [vparra@uma.org](mailto:vparra@uma.org).

## UMA survey

CONTINUED FROM PAGE 1

percent increase in members who reported it had decreased.

- Marketing channels stayed consistent during the past year, with two exceptions: Yellow Pages advertising decreased slightly, while BusRates.com showed an increase of more than 7 percent. There also was an almost 8 percent increase in members who said they subscribe to BusRates.com.

- The top three operational is-

ssues facing operators stayed the same as reported last year: fuel costs, driver costs and insurance costs.

- The top three marketing issues facing members also remained unchanged: maintaining customers, reaching new customers, and increasing web presence.

"Our surveys show that in the past two years alone, 'yellow pages' has dropped nearly 15 percent when we ask our members to report the marketing tools they currently use, while 'website ads' has jumped by 15 percent and 'BusRates.com'

has grown a whopping 30 percent," said UMA President and CEO Victor Parra.

"It is clear that operators are shifting toward an online presence for cost-effective marketing."

The views of coach-operator members of UMA was obtained in the association's annual Membership Survey and Industry Assessment, which was conducted early this spring. The survey was sent to all 900 UMA operator members via email and fax.

A total of 249 operators com-

pleted the survey (up from 243 in 2009 and 234 in 2008), for a 28 percent response rate.

UMA went green with its survey this year, allowing members to complete the study via the internet and providing the results through an online link.

By offering the survey online, UMA said it saved more than 12,000 sheets of paper and hundreds of dollars in postage. Only eight members requested the survey by fax; all others completed it online.



**Leap into savings with**

**Jensen**

**Kingston Distribution**  
when you purchase a **Complete Add-On Video System**  
All for only **\$2099.00**  
that includes a **FREE DVD Player & PA Controller**

**Jensen System includes:**  
(1) FREE DVDB01 - 12V DVD Player  
(1) FREE PADIN4 - PA Controller  
(4) JE1029BVM - 10.2" LCD Monitor  
(6) JCAV25 - 25' Cable  
(1) VA100 - Amplifier  
(1) JMICHST - Microphone

Retail Value **\$448.00!**

**Kingston Distribution, LLC**  
Promo pricing thru July 31<sup>st</sup>

6402 Corporate Dr. Indianapolis, IN 46278  
866-733-2820  
[www.kingstonmobile.com](http://www.kingstonmobile.com) • [sales@kingstonmobile.com](mailto:sales@kingstonmobile.com)



**We carry so much bus glass you're going to need a bigger bumper.**

**Call us at 800-243-6546**

Our legendary service is only slightly more impressive than the cost savings we can deliver:

- **Save up to 25% off** all of your glass needs.

We've been keeping independant coach companies and major city transit systems moving for over 35 years.

**AutoBusGlassDistributors.com**

CURVED GLASS DISTRIBUTORS

## Calendar

### JULY 2010

**15-18 National Motorcoach Network Invitational 100**, Wyndham Virginia Crossings Hotel & Conference Center, Glen Allen, Va. Info: Go to [www.motorcoach.com](http://www.motorcoach.com).

**25-27 Georgia Motorcoach Association Annual Meeting & Marketplace**, Chattanooga, Tenn. Marriott at the Convention Center. Info: go to [www.gamotorcoachoperators.org](http://www.gamotorcoachoperators.org).

### AUGUST 2010

**1-4 Alabama Motorcoach Association and South Central Motorcoach Association Annual Meeting & Marketplace**, IP Casino, Resort & Spa, Biloxi, Miss. Info: go to [www.southcentralmotorcoach.org](http://www.southcentralmotorcoach.org) or [www.alabamamotorcoach.org](http://www.alabamamotorcoach.org).

## Philly becomes hub for megabus

PHILADELPHIA — megabus.com is expanding its Philadelphia round-trip service to cover nine cities in the U.S. and Canada.

The expansion of the Philadelphia hub on July 21 will mean passengers can travel to Atlantic City, N.J.; Baltimore; Boston; Buffalo, N.Y.; Harrisburg, Penn.; Pittsburgh; State College, Penn.; Syracuse, N.Y., and Toronto.

Additionally, five more trips have been added to the existing

Philadelphia to Washington route, increasing departures to roughly every two hours.

In all, megabus.com will offer 29 daily departures to and from Philadelphia.

To celebrate the expanded services, megabus.com is offering 10,000 free seats for travel on July 21 and beyond. The free seats are available on megabus.com departures to and from the nine Philadelphia hub destinations, as well

as Washington.

Dale Moser, president and chief operating officer of megabus.com, said: "Our budget coach services are becoming increasingly popular as consumers search for low-cost products and great quality of service."

More than 5 million riders have traveled on megabus.com coaches in North America since its launch in April 2006. The service covers 33 locations in the U.S. and Canada.

## National Interstate completes acquisition

RICHFIELD, Ohio — National Interstate Corp. announced that its principal subsidiary, National Interstate Insurance Co., has completed the acquisition of Vanliner Insurance Co. of Fenton, Mo. (See May 15 *Bus & Motorcoach News*.)

Vanliner provides insurance for the moving and storage industry.

The purchase price of \$128 mil-

lion, which reflected Vanliner's estimated tangible book value at closing, was paid in cash by National Interstate from available funds.

National Interstate does not expect the transaction to materially impact 2010 earnings. Beginning next year, the acquisition is expected to be accretive to earnings and return on shareholder equity.

Vanliner wrote approximately

\$104 million of gross moving-and-storage premiums last year, representing roughly 58 percent of its business.

Under an agreement, Vanliner remains the exclusively endorsed insurance provider for Mayflower Transit and United Van Lines moving and storage agents.

Vanliner will continue to be based in Fenton.

## People

*Brian Souter*, founder and chief executive of **Stagecoach Group**, corporate parent of **Coach USA**, **Coach Canada** and **megabus.com**, has been named Ernst & Young Scotland Overall Entrepreneur of the Year 2010.

The award judges described Souter as "a true global entrepreneur who demonstrates great leadership along with a keen eye for long-term vision and business growth."

Souter, who is 55 and a former bus conductor, co-founded Stagecoach Group with his sister, Ann Gloag, in 1980, with two buses. He developed the company into a leading passenger transportation conglomerate in the United Kingdom and North America with 30,000 employees and annual sales of more than \$3 billion.

Earlier last month, Souter became an initial recipient of a new award designed to honor women and men who are contributing to the development of public transport and sustainable mobility across Europe.

Souter received the inaugural Talent in Mobility award in the category of "special career service." The award is given in three other categories — best young 'talent,' best project manager, and best manager.

**ABC Companies** has appointed *Rachel Pereira* as ABC Parts mid-Atlantic territory manager. Her territory includes New York MTA, New Jersey, Delaware, Maryland, District of Columbia, Virginia and Philadelphia.

Pereira comes from a bus family. Her parents have been employed at **Liberty Lines Transit** in Yonkers, N.Y., for more than 30 years.

She holds a bachelor's degree from Florida Atlantic University and a master's degree from San Diego State University in chemistry. She began her career as a research scientist with Pfizer. Subsequently, she opened and successfully operated four **Curves for Women** franchise locations.

When the time came for a new challenge in her career, Pereira turned to the bus industry.

"Rachel's enthusiasm, prior business experience, and excellent people skills will be key components to her future success with ABC," said *Tim Guldin*, vice president of sales at ABC Parts.

Long-time UMA board member *Bob Hume* and his wife *Gaye*, retired former owners of **Travel Mates of Virginia**, have a new phone number and email address. Reach them at (540) 434-0288 or by email at [bob4863@comcast.net](mailto:bob4863@comcast.net).

## CLASSIFIED ADVERTISING



**2003 MCI E4500**

*Excellent Condition*

*LOW Mileage*

**\$224,900**

DD Series 60, 400 hp, Allison B500, Jake Brake, 56 pass, AM/FM, CASS/8 Disc CD Changer/VCR/DVD/PA., Six Monitors, Enhanced Speaker System, Cruise Control, Enclosed Overhead Racks, Polished Alcoa Aluminum Wheels & Tires, Lavatory Holding Tank, National Seating with Foot Rests, Isringhausen Driver Seat, Dual Bosch Alternators, Window Shades, Card Table, Snack Trays, 195,000 miles

Call David 1-888-382-8737 ext. 200  
david@davidthomastours.com ~ Call for more photos

### Hard to Find Late Model Transit Bus



2002 Thomas TL 960 2 door

transit bus with Ricon lift, Allison auto B300R, Cummins ISC250 engine, Thermo King ac, 40 pass, Ridewell air susp, 18551 hours on bus, alum wheels, one owner.

**In service - available after July. \$47,500**

**Arrow Coach Lines, Little Rock 1-800-632-3679**

### REDUCED \* ONE OWNER \* MCI E4500

**Excellent Condition None Nicer! Low Miles**  
Michelin Tires, Alcoa Rims, CD/DVD, Cordless Mic, Partial Financing O.A.C. Delivered to West Coast **Trades for clean MCI D & DL models considered**  
**\$239,000**



**Marc 808.832.6261 for photos and more info**

### (2) 1996 MCI DL-3 COACHES



**PRICE REDUCED: \$54,950 ~ NOW \$49,900!!**

**Excellent condition and 100% READY FOR SERVICE.** Suspension, brakes, A/C & power train perfect condition. 51 pass, <700k miles, Ricon equipped with clean and well maintained interiors. Paint and panels in great condition. For more photos visit:

<http://s880.photobucket.com/albums/ac5/ridecj/Coaches%202300/>  
**CONTACT: Jim 603.817.1717 or [jmj@ridecj.com](mailto:jmj@ridecj.com)**



**(2) '99 Van Hool T-945'S**

**57 PAX, + 1 Escort Seat, \$89,500**

**REDUCED TO \$55,500**

**w/tires - New Paint**  
*All buses are Clean Well Maintained Excellent Condition*

For more Photos:

<http://s259.photobucket.com/albums/hh298/amaralbus/>  
**Call Joe: 508-993-4503 or e-mail [joe@amaralcompanies.com](mailto:joe@amaralcompanies.com)**

### REPOS FOR SALE

**Variety of makes and models of "Bank Repos" across the United States and Priced to Sell!**

**1-877-737-2221 Ext. 30716 for more information!**



# BUILT TO PROTECT PASSENGERS, DRIVERS AND BOTTOM LINES.

The Volvo 9700 has a look that communicates quality and style. But beneath the sleek exterior is a business machine built to protect your income and lower your operating costs — all while giving your passengers a first-class motorcoach experience. This unique Volvo coach comes with advanced electronic brake and stability systems to help drivers avoid incidents. We've combined a safety-tested body with standard seat belts and impact defense features that protect everyone on board. The driver's environment offers exceptional visibility and comfort, and the integrated Volvo D13 engine and I-Shift transmission make driving easier and more economical. The entire vehicle is designed for dependable performance that takes uptime to the next level.

The Volvo 9700. Safety and comfort for your driver and passengers. Affordability and productivity for your bottom line.

Volvo motorcoaches are distributed by Prevest, a fully owned subsidiary of Volvo Bus Corporation. Please contact your Prevest Regional Sales Manager for more information.



#### **Prevest**

35 Gagnon Blvd.  
Ste-Claire QC  
G0R 2V0 CANADA  
USA 1-877-773-8678  
Canada 418-883-3391

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

**VOLVO BUSES. WHEN PRODUCTIVITY COUNTS.**



# YOU SEE EMISSION PROBLEMS, IC 2010 SOLUTIONS.



**IC BUS. THE DIFFERENCE.**

IC Bus has you covered when it comes to your buses complying with 2010 emissions requirements. That's because all IC Bus™ brand buses come with MaxxForce® Advanced EGR engines. Advanced EGR was clearly designed with the customer in mind, unlike the alternative solution, SCR. You don't have to worry about adding the cost of urea to your bottom line. Just as important, it's less hassle because your maintenance, service, training and parts will all remain the same. And the burden of compliance is completely taken off of you because you don't have to change a single thing about the way you currently operate. Plus, Advanced EGR is better for the environment. As you can see, your 2010 problem is already solved by IC Bus and MaxxForce Advanced EGR.

Find out more about how Advanced EGR is the only 2010 solution that is hassle free for you by signing up for our weekly email updates at [ICBus.com/2010updates](http://ICBus.com/2010updates)

