

# Bus & Motorcoach NEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

## UMA considers endorsing fatigue management program

A comprehensive program designed to help both drivers and their employers better manage one of the industry's thorniest safety issues, behind-the-wheel fatigue, is being considered for endorsement by the United Motorcoach Association.

The North American Fatigue Management Program, developed over the past decade by safety researchers in the U.S. and Canada, was officially unveiled last month by the American Transportation Research Institute.

In pilot testing, drivers following the pro-

gram slept longer, experienced improved sleep quality, felt less fatigue and reported fewer "critical events" — such as nodding off and near-misses on the road, said Rebecca Brewster, president and chief operating officer of the institute.

The voluntary program is now available to motor carriers — both bus and truck — online at no cost.

"The UMA risk management committee is currently reviewing the program for possible recommendation to our members," said Ken

Presley, the association's vice president and chief operating officer.

"UMA members attending the last UMA Safety Management Seminar will recall a presentation in anticipation of the release. (See Jan 15 *Bus & Motorcoach News*.)

"From what we saw then, we are very excited to study the final release. It could give us a more comprehensive approach in mitigating the possibility of sleepiness and sleep deprivation, and that may reduce crashes and also lead to improved driver health."

Development of the program was jointly sponsored by the Federal Motor Carrier Safety Administration and Transport Canada. It is offered in 10 instructional modules posted online and narrated in English and French. ATRI has been asked to translate the program into Spanish. Completion times per unit range from 30 minutes to three and a half hours.

The English version of the program can be found at [www.nafmp.com](http://www.nafmp.com). The French version is at [www.pnagf.com](http://www.pnagf.com).

CONTINUED ON PAGE 12 ►

## Renewed federal warning: Watch tire ratings, loads

WASHINGTON — For the second consecutive summer, the Federal Motor Carrier Safety Administration has issued an emergency warning to motorcoach operators about weight limits on tires.

The warning last summer came after a series of crashes, at least one of them with fatalities. (See Sept. 15 *Bus & Motorcoach News*.)

This year, the FMCSA says it's concerned motorcoaches are being loaded with high numbers of passengers and their associated baggage, potentially resulting in loads that are near the tire load carrying capacity of coach tires.

The agency also noted that with the summer travel season in full

swing, motorcoaches and other passenger carrying commercial vehicles are likely operating in extremely hot temperatures, which can exacerbate the issue.

The United Motorcoach Association issued a notice to its operator members, asking them to review the FMCSA bulletin and distribute it widely within their companies, including to mechanics and drivers.

The FMCSA "advisory bulletin" says motorcoach operators should consider manufacturer-recommended tire pressures, maximum tire load-carrying capacity and tire-speed rating, and allow an adequate safety margin when carrying maxi-

CONTINUED ON PAGE 6 ►



**Follies to Fold.** *The Fabulous Palm Springs Follies, a popular motorcoach destination for more than two decades, announced the 2013-14 season will be its last. See story Page 14.*

## More clean-diesel buses on roads

There are now more than 10,000 motorcoaches operating in the U.S. that have 2007 or later emissions mitigation technology, meaning they output almost no particulate matter or NOx.

According to a new report from the Diesel Technology Forum, today's clean diesel over-the-road buses and trucks are 98 percent cleaner than those made 10 years ago.

Allen Schaeffer, executive director of the Frederick, Md.-based Diesel Technology Forum, says modern emissions technology reduces NOx output by 99 percent and

particulate matter by 98 percent.

"Emissions from today's diesel trucks and buses are near zero thanks to more efficient engines, more effective emissions control technology and the nationwide availability of ultra-low sulfur diesel fuel," says Schaeffer.

Beginning in 2007, all over-the-road motorcoaches sold had to meet particulate emissions levels of 0.01 grams per brake horsepower hour (g/HP-hr) — a level near zero.

"What makes the new diesel technology even more remarkable is model year

CONTINUED ON PAGE 12 ►

## Truck driver wins alcoholism case

FAYETTEVILLE, Ark. — A North Carolina trucking company's policy of not allowing drivers back behind the wheel after treatment for alcoholism has been found to violate the Americans with Disabilities Act.

A federal judge here ruled against Old Dominion Freight Line in a case involving a truck driver who self-reported alcohol abuse and the company's "no return" policy for drivers who suffer from such problems.

The case was brought by the U.S. Equal Employment Opportunity Commission nearly a year ago.

The agency said the carrier violated the Americans With Disabilities Act.

The driver, based at Old Dominion's Fort Smith, Ark., location had worked for the company for five years without incident.

In late June 2009, the employee reported to the company that he believed he had an alcohol problem. Under U.S. Department of Transportation regulations, the employer suspended the employee from his driving position and referred him for substance abuse counseling.

Old Dominion also informed the driver

CONTINUED ON PAGE 12 ►

### Wow Factor



The Number One Selling Coach in America

For nine years running, the MCI® J4500 has held this enviable position, earned by operators who have chosen it for durability and classic good looks, now made even better.

To learn more about the 2013 MCI® J4500 go to [mcicoach.com/newJ4500](http://mcicoach.com/newJ4500)



# ABC Companies' Pre-Owned Equipment

PRICED TO SELL IN CALIFORNIA

## 2000 Van Hool T2145



- New Wheels
- New Tires
- New Paint
- New Front Cap
- New Interior

VIN #43500

**\$149,000**



## 1999 Van Hool T2140U



- New Paint
- New Interior
- New Tires
- New Wheels
- Flat Screen Monitors
- New Woodgrain Floor
- Cummins Rebuild w/One Year Warranty
- New Front & Rear Cap w/Rear Window
- New Seats w/3-Point Seat Belts

VIN #40119

**\$209,000**



## 2000 Van Hool T2145 –Lift Ready



- New Paint
- New Front Cap
- New Interior
- New Woodgrain Floor

VIN #44132

**\$159,000**



- Photos and info for pre-owned units available at [www.abc-companies.com/inventory.asp](http://www.abc-companies.com/inventory.asp)
- View hundreds of other pre-owned units at [www.abc-companies.com](http://www.abc-companies.com) & [www.busbuys.com](http://www.busbuys.com)



ABC California, Western Region

**800.322.2877**

Contact your ABC Account Manager:

➤ Jeff Backer  
x60724

➤ Don Jensen  
x61004

➤ Charlie Walser  
x60721



Exclusive U.S. **Van Hool** Distributor

*All you need is One!*

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

Used vehicles sold "As-is." Actual coach may vary from photo. Conditions may vary by location.  
No warranties expressed or implied. Financing and special lease rates available to qualified customers.

# Operators step in during strike

## Frisco commuters get 'great service'

SAN FRANCISCO — It's not every day that people in the San Francisco Bay area get to hop aboard a 1950s-era transit bus for their commute to work.

But some did just that last month when private-sector motorcoach operators stepped up to help close the commuting gap during a strike by BART workers.

BART is the Bay Area Rapid Transit, a heavy-rail and subway system that connects San Francisco with cities in the East Bay, notably Oakland, and suburbs in northern San Mateo County.

The private bus operators, their drivers and coaches, including "No. 128," a 45-seat coach built by General Motors in 1958, earned high praise for their commuter-service performance during the nearly five-day BART strike.

"They were all flexible and hard-working and very friendly to our customers. They provided great customer service," said Bob Franklin, BART's shuttle access manager, the liaison with the



American Stage Tours of Concord, Calif., operated this 1958 GM transit bus — old No. 128 — during the BART strike. It created a stir.

operators.

At least nine of the coach companies tapped by BART to shuttle passengers during the strike are members of the California Bus Association. Along with a handful of others, they provided nearly 90 buses each day.

Things went smoothly from the operators' perspective, as well.

Charity Hutchins of West Valley Charter Lines in Campbell, Calif., said her company provided 10 coaches for three days during the strike.

"Our employees were treated nicely by the BART employees, even the ones who were picketing. It went well," she said.

The agency had initially contacted coach companies in early June, and put out the word at the end of the month — when the strike seemed certain — that the buses would be needed.

"Basically we had notice in advance," said Charles Williams of American Stage Tours in Concord, Calif. "We were given a heads-up by BART management that they needed equipment. It was whatever we could provide them with each day."

One coach American Stage Tours could provide was old No. 128.

The historic bus with its art

CONTINUED ON PAGE 14 ►

# Three drivers in hot seat over negligence incidents

Three motorcoach drivers found themselves in the hot seat last month as authorities moved against them in separate actions stemming from separate incidents.

In Massachusetts, a tour bus driver from Philadelphia was arraigned and could face jail time following a February crash in Boston that left 35 people injured, including one teenager who is paralyzed.

The driver of a coach involved in a deadly crash in North Texas in April moved closer to facing criminal charges when the state Department of Public Safety concluded its investigation.

Finally, a driver in Alaska was declared an "imminent hazard to public safety" and ordered off the road by the Federal Motor Carrier Safety Administration after he drove a bus with 46 passengers on board and had an alcohol blood content of 0.341.

Here's how each case developed:

Samuel J. Jackson, the driver of the bus that crashed in Boston, pleaded not guilty in Brighton Dis-

trict Court to charges of negligent driving, and was released without bail.

Jackson, a veteran driver for Calvary Coach, was driving a group of Philadelphia high school students home after a tour of Harvard University when he allegedly failed to heed warning signs and headed onto a roadway restricted to cars. The coach hit a bridge and nearly sheared off its roof.

Local news accounts reported that a large sign on the overpass alerts drivers of a 10-foot clearance, and that several warning signs were illuminated by flashing lights.

News outlets also said investigators found no indication Jackson was under the influence of drugs or alcohol, but that he was unable to explain why he continued to drive after hitting the bridge.

Jackson reportedly told police that he was "following the GPS." If found guilty, he faces charges of up to two years in prison.

In Texas, the Department of Public Safety has asked the Dallas County district attorney's office to

CONTINUED ON PAGE 10 ►

## Monitor Retrofit Kits



Upgrade Your REI CRT Monitors With New LCDs!

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

## Your Reliable Safety Messaging Solution



Pre-loaded with UMA safety video!

Increase Efficiency and Save Your Driver Time

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

### Additional Solutions:

#### Media Center



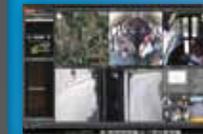
#### Camera Observation



#### GPS/AVL Tracking



#### Mobile Video Surveillance



Specify REI Today!

Sales: 800.228.9275 | Service: 877.726.4617 | radioeng.com

# THE DOCKET

## Dirty Harry lives: Tickets over-length buses

LOS ANGELES — Motorcoaches running in California have become targets of a commercial police officer — with a Dirty Harry complex — who's bent on enforcing a controversial state law that bans buses more than 40 feet in length from operating on all but certain routes.

What's more, the officer is urging fellow officers across metropolitan Los Angeles to join him in enforcing the letter of the law, and he has enlisted support from at least 12 officers, according to one California operator.

In just a few days during mid-July, drivers for five different companies received about two-dozen citations for violating the length law [CVC Section 35400 (a)], the opera-

tor reported.

According to the California Department of Transportation (Caltrans), the state's basic length law for vehicles is 40 feet unless specifically exempted. The law exempts buses up to 45 feet, but only on certain routes.

"In recent years, the tour bus manufacturing industry increased its standard bus length from 40 feet to 45 feet to increase capacity and to accommodate requirements of the Americans with Disabilities Act," the Caltrans website states.

"These longer buses can operate safely on many highways but may encounter problems on narrow two-lane roads with tight curves or without shoulders.

"Therefore, Caltrans restricts

certain route segments to buses over 40-feet long," it continues.

By law, longer buses are allowed to operate on Interstates and other federally-funded highways, and are allowed direct access to and from the highways.

"You can operate a 45-foot bus on the nation's highways, and for pick-ups and drop-offs off of the highways," says Jim Seal, a Santa Monica-based consultant investigating the issue for the California Bus Association.

In one instance, a driver missed an onramp to a freeway and drove on city streets in Culver City, Calif., where she was stopped and ticketed by the officer, according to the operator.

"I think the officer is over-inter-

preting the law because if you're lost, or the freeway is blocked, how in the world can he justify giving you a ticket?" Seal asked.

"What we think is happening here is, in certain circumstances, city commercial officers are using this as a ticket bonanza," said Seal.

He said local officials should be warned that tour-and-charter bus operators, whose customers dine, shop and otherwise spend money, can easily bypass cities.

Already, he said, at least one company has stopped running a tour-bus route that ends in Santa Monica because of a fear of being ticketed.

Said the operator: "This is a new revenue source for the law enforcement officer, but not for the city."

## System adopted to cut wait time at B.C. crossing

SURREY, British Columbia — Motor Coach Canada reports that a processing system is being tried at the Pacific Highway Crossing with the expectation of reducing border wait times for charter buses and their passengers.

Over the next three months, the Pacific Highway Crossing will be providing a dedicated reservation service, specifically designed for charter bus processing.

The service is being offered on a trial basis and will be available only on weekends and Mondays for the time being, according to Motor Coach Canada.

The process also may allow an opportunity for passengers to remain on the bus at the time of the scheduled arrival. This will further assist in expediting passengers through the border in an efficient and seamless manner, said the association that represents bus operators across Canada.

Operators interested in participating in the trial can contact the Canada Border Services Agency by calling (604) 897-7287 to schedule an arrival time at the Pacific Highway Crossing in Surrey.

Reservations are being offered on a first come, first served basis.

A Canada Border Services Agency representative will consult with the operator regarding its schedule, and assist in determining the best time for a coach to arrive at the border to assure the fastest processing possible.

When calling the reservation line, operators will be asked to provide information, including the number of passengers and the purpose of the trip to Canada.

Charter buses with a reservation will be directed to a dedicated lane upon arrival at the Pacific Highway crossing. Further instruction on the clearance process and dedicated charter bus reservation lane location will be provided to operators once they receive their confirmation number from Canada Border Services when calling to reserve an arrival time.

For more information, contact Superintendent Harry Dearing at (604) 538-3613 or email [Harry.Dearing@cbsa-afsc.gc.ca](mailto:Harry.Dearing@cbsa-afsc.gc.ca).

## Feds seek to automate 'chameleon' screening

WASHINGTON — The Federal Motor Carrier Safety Administration, which has a spotty record of screening for so-called chameleon and reincarnated bus and truck operators, is moving toward setting up an automatic ferreting-out process.

If funding permits, the agency could begin automatically screening for chameleon carriers in 2015.

The agency has reported on the implementation of its risk-based vetting of carriers to Congress.

Chameleon or reincarnated carriers are previously noncompliant companies that apply for operating authority under a new identity to disguise a former identity and evade FMCSA detection.

Last year, the agency began developing specifications for modifying its information technology systems for expanded vetting. Congress had asked for changes consistent with a Government Ac-

countability Office study that recommended developing a risk-based process.

The FMCSA collaborated with the Pipeline and Hazardous Materials Safety Administration to develop what is called the Application Review and Chameleon Investigation.

Over time, the agency will run a validation study of the model, which uses data from both agencies and Dun & Bradstreet, a commercial database.

The prototype identifies carriers with the highest likelihood to reincarnate. This potential is based on having more than one factor, such as having a record of a crash that resulted in death or an unfit review.

The agency is developing the model in conjunction with designing the Unified Registration System, which will replace current systems used to track carriers. If

funding permits, the FMCSA anticipates new entrant applications could be automatically screened and assigned a risk factor in the Unified Registration System in 2015.

Additional legal resources will be needed to review and support operating authority legal determinations and appeals, the agency said.

The 2012 GAO report on reincarnated carriers indicated that the high volume of new applicants had resulted in the agency focusing its vetting program on applicants from for-hire passenger and household goods carriers.

These categories represent only 2 percent of all applications, but pose the highest safety and consumer protection concerns. Also, agency resources are insufficient to vet all new carriers, the FMCSA said.

GAO research had indicated the number of carriers with cha-

meleon attributes increased from 759 in 2005 to 1,136 in 2010. The researchers also found 18 percent of the applicants with chameleon attributes were involved in severe crashes, compared with 6 percent of new applicants without chameleon attributes.

In 2012, Congress allocated an extra \$3.5 million for the FMCSA to develop the new system and to hire up to three additional staff.

Ken Presley, vice president of the United Motorcoach Association, who is closely monitoring the process, has expressed concern that whatever screening system is developed needs to contain safeguards so truly new carriers, who are trying to start a business, are not penalized for the actions of the illegal and guilty.

"Right now, that is something I am not comfortable thinking any mass system will rightfully achieve," says Presley.

## FMCSA issues new guidance on driver breaks

WASHINGTON — The Federal Motor Carrier Safety Administration has issued guidance aimed at clarifying language issued 16 years ago by its predecessor agency concerning breaks for drivers.

The language issued in 1997, the FMCSA said last month, has the "effect of discouraging drivers from taking breaks during the work day, or documenting such breaks in their logbooks."

Among other changes, the new

guidance requires drivers to take a 30-minute break every eight hours on duty.

There are two new conditions FMCSA says must be met to record meal and other routine stops made during on-duty hours as off-duty break time:

(1) "The driver is relieved of all duty and responsibility for the care and custody of the vehicle, its accessories, and any cargo or passengers it may be carrying."

(2) "During the stop, and for the duration of the stop, the driver must be at liberty to pursue activities of his/her choosing.

The 1997 guidance included requirements for written instructions from a drivers' employers concerning breaks and were inconsistent with FMCSA rules, the agency says.

The new guidance, says the agency's notice, attempts to make clear to carriers that they do not

need to provide guidance to drivers — written or verbal — regarding specifics as to when and where they can take rest breaks.

"While FMCSA has not received any requests for clarification of the guidance, the agency believes it is out-of-date and no longer provides practical assistance to motor carriers attempting to achieve compliance with (hours-of-service) rules," says the FMCSA notice.

# Fuel taxes go one way in Connecticut – higher

Add one more state to the list of those that boosted fuel taxes last month (see July 15 issue of *Bus & Motorcoach News*), but also note that taxes dipped in three states.

Connecticut posted the biggest increase with fuel taxes rising 3.7 cents per gallon.

The latest tax hike will cost fuel buyers in Connecticut an extra \$60 million at the pump over the next year.

The Nutmeg State already has the highest diesel fuel taxes in the U.S., at more than 51 cents a gallon, and the third-highest gasoline taxes — after California and New York.

Meanwhile, state government will continue to siphon fuel tax revenues from the transportation system, as it's done for nearly a decade.

"Connecticut has been systematically underinvesting in its transportation infrastructure, and this has been going on for years and years and years," said University of Connecticut economist Fred V. Carstensen.

When policymakers launched

an aggressive series of fuel tax increases in 2005, they thought that modest pain at the pump would be offset by a transformed transportation network.

They were wrong on both counts.

As fuel prices skyrocketed, tax revenues grew by more than double what was expected. They became, and remain, a cash cow for the state.

Meanwhile, transportation spending has limped along, as non-transportation programs gobbled up fuel tax revenue in good economic times and bad.

As sorely needed roadway projects continue to languish, transportation advocates and some state officials bemoan the loss of an economic spark plug.

"This is the big challenge for economic growth," said Joseph McGee, vice president of the Business Council of Fairfield County.

"It's a long-term issue of underfunding in highways and in mass transit. And it spans multiple governors, and it's no longer acceptable."

# Ohio interstates get 70 mph speeds

COLUMBUS, Ohio — Drivers in Ohio are now able to put the pedal a little closer to the metal in parts of the state.

Legislation that went into effect last month pushes the speed limit from 65 mph to 70 mph along rural portions of interstate routes.

In May, the Ohio Transportation Department identified the routes that would get the higher speeds, which had already been permitted along the Ohio Turnpike

since 2011.

The location of the speed limit increases are:

**Interstate 70:** From the Indiana border in the west to just outside of Wheeling, W.V., in the east, excluding Dayton, Columbus and Zanesville

**Interstate 71:** From the Jeremiah Morrow Bridge in southwest Ohio to just south of the border of the Cuyahoga/Medina County line in the north, excluding Columbus

**Interstate 75:** From just outside of Toledo going south until just north of Dayton, excluding Findlay and Lima

**Interstate 76:** From just outside Akron going east to just west of Youngstown

**Interstate 77:** From just outside of Canton south to the West Virginia border

**Interstate 90:** From just outside of Cleveland to the Pennsylvania border

# Oregon is first to OK road-user fee

SALEM, Ore. — The Oregon legislature has become the first to approve a voluntary road-user fee for drivers of vehicles weighing less than 10,000 pounds.

The legislation, which is expected to become law, provides for charging participants 1.5 cents per mile instead of the state's gas tax of 30 cents per gallon.

The legislation was approved by lopsided margins in both the

state Senate and House.

Participation will be limited to 5,000 vehicles whose drivers may apply for a refund of gas taxes they pay at the pump. State officials will stipulate what technology will be used to report mileage.

The bill provides \$2.8 million to implement the program, which is to be fully operative in 2015.

The increased use of fuel-efficient vehicles, along with high-

mileage hybrid and electric vehicles, have resulted in less revenue for transportation projects and maintenance.

In 1919, Oregon was the first state to collect a gasoline tax.

Earlier this year, state officials completed a second pilot project for road-user fees after conducting the original study in 2007. (See June 15, 2006, *Bus & Motorcoach News*.)

Meanwhile, there are three additional states where fuel tax rates actually slipped last month.

Virginia's drop, reported previously, was the most notable example.

Vermont saw its gasoline tax fall by a fraction of a penny due to a dip in gas prices, though this followed an almost 6-cent hike that went into effect in May as a result of new legislation.

Georgia and California also saw their diesel tax rates fall by a penny or less, due to a diesel price drop in Georgia and a reduction in the average state and local sales tax rate in California.



## Mobile Tracking and Communications

### Made Simple

- GPS Vehicle Tracking
- Graphical Web-based Interface
- Onboard Video Surveillance and WiFi
- Customer Interfaces (web, Smartphones, etc.)
- Mapping and Communication
- Electronic Driver Logs
- Secure Sign On and Remote Shutdown
- Distinctive Systems Integration
- Vehicle Scheduling/Dispatch
- Engine Monitoring and Fuel Tracking
- Operational Reporting and Efficiency

**And Much More...**



**For more information, please contact:**  
**Saucon Technologies, Inc.**  
 2455 Baglyos Circle • Bethlehem, PA 18020  
**Tel: 888.872.8206**  
**Email: TDSinfo@saucontech.com**  
**Web: http://www.saucontds.com**











## Florida toll rises, others on the way

Toll rates continue to be hot topics in four states — Florida, Texas, Ohio and Rhode Island.

Those using the toll-by-plate method to pay their tolls on Florida's Turnpike are now paying 2.1 percent more. The rate went up last month.

Toll-by-plate rates will increase roughly the same amount each year thanks to a 2007 law that indexes toll rates to inflation.

Cash tolls in Florida increased 11.7 percent in 2012 but will not increase again until 2017 when the state turnpike agency applies a five-year inflationary rate.

In Houston, Texas, the Harris County Toll Road Authority is slated to increase tolls later this summer on the Sam Houston Toll Road,

Hardy Toll Road, Westpark Tollway and Fort Bend Parkway Extension.

Tolls will not change on the Ship Channel Bridge.

The new rates take effect Sept. 7.

The Ohio Turnpike Commission is considering a plan to index tolls to inflation to pay for \$1 billion in bonds used for improvements. An inflationary toll would likely add 2-3 percent per year to rates.

The Rhode Island Turnpike and Bridge Authority had been planning to institute new tolls on the Sakonnet River Bridge starting last month, but the state General Assembly pushed the timeline back to at least February.

The assembly called for a special commission to study toll-free alternatives.

### Open-road tolling in N.H.

HOOKSETT, N.H. — Open-road tolling is now occurring on Interstate 93 near here.

A total of \$23 million was spent to convert six conventional toll lanes to four open-road lanes, where drivers with E-ZPasses breeze through without braking.

The pass-through toll lanes are separated from conventional toll lanes by concrete barriers.

Transportation officials say 25 million vehicles pass through the Hooksett toll plaza on I-93 annually and up to 80,000 vehicles pass through daily during the summer months.

The New Hampshire Turnpike along Interstate 95 has open-road tolling at its tolls in Hampton.

## N.C. OKs funding reallocation plan

RALEIGH, N.C. — A new law in North Carolina overhauls the state transportation funding system. The new model avoids raising or imposing new taxes.

Gov. Pat McCrory's 10-year, \$16 billion funding model calls for devoting more resources to the state's top transportation priorities.

Specifically, the new law sets up three tiers of projects for

spreading state and federal transportation dollars.

North Carolina law previously required all available funding to be divided evenly between the state's 14 Department of Transportation divisions.

McCrory said during his campaign for governor the formula was unfair to metropolitan areas because big projects claimed most

available funding.

The governor's model applies 40 percent of funds, or \$6.4 billion over the next decade, to statewide proposals. Regional proposals and the state's DOT divisions will share the other 60 percent, or \$9.6 billion.

The new funding method, called the Strategic Mobility Formula, ends a practice in place since 1989

## Tire warning

CONTINUED FROM PAGE 1

mum passenger and luggage loads.

"The Federal Motor Carrier Safety Regulations...prohibit motorcoaches from carrying a weight greater than that marked on the tire and prohibit operating a motorcoach with damaged or dangerously worn tires.

"While this regulatory prohibition applies to all commercial motor vehicle operations, recent investigations suggest motorcoaches may be susceptible to overloading," said the FMCSA.

"A motorcoach at or near the maximum number of passengers and a heavy luggage load could exceed the manufacturer's rated gross vehicle weight rating, one or more gross axle-weight limits, or the tire load carrying capacity.

"Safety demands that operators of these motorcoaches have policies and procedures in place to monitor the loading of their vehicles, and take appropriate action (such as reducing passenger/cargo load or in-

creasing tire pressure) to ensure that they remain within the allowable tire load-carrying capacity and state vehicle weight limits," says the FMCSA bulletin.

FMCSA noted it is working with state officials to increase enforcement of safety regulations related to tire-weight limits.

"A tire on a motorcoach loaded beyond its tire-load-carrying capacity, operated at highway speeds for a significant period of time, is more likely to overheat and fail, possibly placing the lives of passengers and other motorists at risk," said the FMCSA.

Due to this serious safety concern, motor carriers that violate applicable tire loading restrictions may face enforcement action including, but not limited to, a declaration that those carriers and/or their vehicles are an imminent hazard, placing them immediately out-of-service, the FMCSA added.

The bulletin can be found in the "News & Alerts" box on the home page of the FMCSA website, [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

that allocated state road money evenly among the regional transportation districts, which critics said resulted in highways that ended at regional or county lines.

Backers of the bill said the new

formula recognizes the state's urban growth and the need for connectivity.

The state DOT is required to use objective criteria to rank projects for funding.

## Keep your employees <sup>Hiring</sup> in Line

- Domestic & Foreign Criminal Checks
- Previous Employment & Education Checks
- Drug Screening
- Social Media Searches



1-800-569-6133  
[www.amerisearchbg.com](http://www.amerisearchbg.com)

AMERISEARCH  
**BACKGROUND**  
ALLIANCE

Verify Employment Eligibility Verification

## COACH GLASS

**IT'S NOT JUST OUR NAME  
IT'S WHAT WE DO**



ABC  
BCI  
DINA  
GILLIG  
GLAVAL  
IRIZAR  
MCI  
NABI  
NEOPLAN  
NEW FLYER  
NOVA  
ORION  
PREVOST  
SETRA  
STALLION  
TEMSA  
VAN HOOL  
VOLVO

### Featuring

*The Industry's Deepest Inventory  
Quick Delivery & Shipping  
Great Pricing, Exceptional Service*

### Warehouse Locations

*Oregon, Indiana, Florida & Arizona*

**(800) 714-7171**

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

**(541) 684-7868**

[Bus@CoachGlass.com](mailto:Bus@CoachGlass.com)

**chempace**<sup>®</sup>  
 corporation  
 800.423.5350  
 www.CHEMPACE.com

Super Strength Concentrate  
 Featuring  
 Performance & Longevity

**NEW!**  
**PowrX™ Line**  
 Formaldehyde Free  
 Toilet Treatment



Maximum Odor Control in the Most Extreme Conditions & Temperatures!



FULL LINE OF SUPER-EFFECTIVE SOLUTIONS FOR MOTORCOACHES!

SEFAC by  
**ISLEC**

**We STAND  
 BEHIND  
 Our Product!**



**So You Can  
 STAND SAFELY  
 UNDER  
 YOURS!**

**FREE SHIPPING**  
 ON ALL ORDERS  
 For More Information:  
 1-800-826-3486 ext.105  
 Visit us Online  
 www.sefac.com

\*FOR LIMITED TIME ONLY!  
 Mention Code "COACHSHIP"

**Coming Soon!**

10th Annual

# UMA Safety Management Seminar

Dec. 4 - 5, 2013

NTSB Training Center in Ashburn, VA



Presented by:

*"The best day & a half investment you can make to fine tune your company's safety program."*

— Peter Shelbo, Tour West America, Inc., Phoenix, AZ  
 2012 attendee



# It's hard to keep up with changes to healthcare law

WASHINGTON — Last month's delay in the Affordable Care Act's employer mandate was not the first time ObamaCare's implementation effort has hit a bump in the road, as the Obama Administration's signature domestic policy initiative has suffered a handful of wounds on the path toward implementation.

Democrats say the law will work well once it's fully implemented, and President Obama has acknowledged that there will be more "glitches and bumps" as key provisions start to take effect.

While many of the administration's challenges stem from entrenched Republican opposition to anything that would help the law function better, plenty of the potholes so far have also arisen from the law itself.

As officials work to implement the law's biggest provisions, which also happen to be the policies that provide the clearest and most direct benefits to consumers, an analysis by *The Hill* has identified some of ObamaCare's biggest setbacks so far.

## 1. The CLASS Act

The healthcare law included a new insurance program for long-term care, known as the CLASS Act. The problem? It couldn't be implemented as written.

In October, 2011, Health and Human Services Secretary Kathleen Sebelius announced she would indefinitely suspend work on the program, stating that it could not be financially viable.

With the death of CLASS, the law lost about 40 percent of its total deficit reduction. And Republicans criticized the program as an accounting gimmick, noting that budget analysts predicted before the law was passed that CLASS wouldn't work.

## 2. The federal insurance exchanges

The Affordable Care Act provides a literally unlimited budget to help states set up their own insurance exchanges — and no budget whatsoever for the federally run backup. So, while the Department of Health and Human Services has shelled out billions of dollars to help 17 states build their own

exchanges, it has had to scrape together money from other programs so it can build the remaining 33 marketplaces.

Most observers say the lack of funding was simply an oversight. But the implications are real. HHS has come under fire from congressional Democrats for some of the cuts to programs to help pay for the federal marketplace, and it has said it needs another \$1.5 billion for the exchanges — money Congress is highly unlikely to provide.

## 3. The employer mandate

The most recent stumble came last month when the White House announced it would delay enforcement of ObamaCare's employer mandate by one year. The mandate isn't especially important to the law's coverage expansion, but the delay fueled questions about whether the overall implementation effort is on track.

## 4. The small-business exchange

Before delaying the employer mandate, the administration pushed back another provision for business owners. The Department of Health and Human Services delayed by one year a part of the new insurance exchanges for small business.

Although the plan is to have the exchanges up and running next year, employers will have to wait another year before they can let their workers choose from a range of plans, rather than selecting just one for the entire company.

## 5. Waivers

Once again, a political headache for the administration stemmed from an effort to give businesses more flexibility.

The Department of Health and Human Services approved more than 1,200 waivers from a provision of the healthcare law that gradually eliminated annual caps on benefits. The waivers themselves weren't especially scandalous — they were specifically authorized by the statute, and they dealt with a relatively minor requirement.

But they turned into a messaging problem as Republicans used each new batch of waivers to argue that the law was unworkable.

The department updated its waiver figure every month until last year, prompting a

political firestorm each time. Finally, it quit the monthly updates and granted a long extension that put the issue to rest.

## 6. 1099s

This widely criticized "1099" reporting requirement, named for the tax form it would have used, was the first ObamaCare provision to be repealed. The mandate compelled businesses to report nearly all transactions worth more than \$600 to the IRS.

Business groups characterized the provision as red tape, and lawmakers worked for nearly eight months to kill it. Repeal passed with broad bipartisan support in both chambers, and as Obama signed it, he said the provision was an example of a problem in the healthcare law that Republicans and Democrats could work together to fix.

## 7. Child-only plans

A glitch in the healthcare law prompted insurance companies to quit selling policies in several states that only covered children. Starting in 2010, insurance companies had to cover children's pre-existing conditions if they sold child-only plans — but they weren't required to sell child-only policies in the first place.

So, rather than take on the additional cost, some insurers quit writing new policies just for children.

Again, state insurance regulators said the gap in children's coverage looked like an oversight — the kind Congress might have fixed in conference, if there had been a conference on the healthcare bill or a technical corrections bill, which also hasn't happened.

## 8. PCIP

The \$5 billion Pre-Existing Conditions Insurance Plan offered health coverage to sick patients waiting for full implementation of ObamaCare. But the program initially failed to enroll as many people as expected, and was plagued by high costs.

In February, the Department of Health and Human Services stopped accepting new applicants into the program to assure it would have enough money to cover the people already enrolled.

"Running out of money before the end

of the year is something we're trying to avoid," said Gary Cohen, director of the federal Center for Consumer Information and Insurance Oversight, in congressional testimony.

## 9. The Basic Health Plan

Democrats and state-level advocates were incredibly frustrated with the Department of Health and Human Services' decision to delay a program known as the Basic Health Plan. The provision would let states bargain directly with insurance companies to create a scaled-down plan for people who aren't eligible for Medicaid but might not be able to afford the more expensive private plans sold through the exchanges.

Its implementation was pushed to 2015 — another casualty of the intense focus on exchanges and the Medicaid expansion.

Sen. Maria Cantwell, D-Wash., had threatened to block a top healthcare nominee until the Department of Health and Human Services answered her questions about the delay and pledged to have the program up and running in 2015.

## 10. ObamaCare for congressional staff

During the legislative debate, Democrats accepted a GOP amendment saying members of Congress and their staffs had to use ObamaCare. But no one is quite sure how to implement the provision without putting staffers at a huge disadvantage.

The federal government, like all large employers that offer health benefits, pays for a portion of its employees' healthcare costs. The question now is whether staff can put that contribution toward the purchase of an ObamaCare-compliant policy.

Forcing staffers to lose their employer contribution would treat them as if they didn't work for an employer that offers health benefits, even though they do, and it would make jobs on the Hill much less attractive to young and mid-level staffers.

But Republicans say they won't help staff keep their employer contributions, even to buy a policy through an ObamaCare exchange.

Source: *The Hill*.

## How to contact us

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

E-mail: [bsankey@busandmotorcoachnews.com](mailto:bsankey@busandmotorcoachnews.com)

Fax: (405) 942-6201  
Mail: 3108 NW 54th Street  
Oklahoma City, OK 73112  
Call: (866) 930-8421

To subscribe or inquire about your subscription:

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

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

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

Existing advertisers, or to submit advertising materials:

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

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

# Bus & Motorcoach NEWS

A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

ISSUE NO. 243

## Staff

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

## Advisory Board

William Allen  
Amador Trailways  
Sacramento, Calif.

Brian Annett  
Annett Bus Lines  
Sebring, Fla.

James Brown Sr.  
Magic Carpet Tours  
Richmond, Va.

Steve Brown  
Brown Coach  
Amsterdam, N.Y.

Thomas Foley  
Transportation Insurance Brokers  
North Oaks, Minn.

Gladys Gillis  
Starline Luxury Coaches  
Seattle

Callen Hotard  
Calco Travel  
Geismar, La.

Larry Hundt  
Great Canadian Trailways  
Kitchener, Ontario

Dale Krapf  
Krapf Coaches  
West Chester, Pa.

Godfrey Lebron  
Paradise Trailways  
Hicksville, N.Y.

Joan Libby  
Cavalier Coach Trailways  
Boston, Mass.

Marcia Milton  
First Priority Trailways  
District Heights, Md.

David Moody  
Holiday Tours  
Randleman, N.C.

Michael Neustadt  
Coach Tours  
Brookfield, Conn.

Jeff Polzien  
Red Carpet Charters  
Oklahoma City

Tom Ready  
Ready Bus Lines  
LaCrescent, Minn.

Brian Scott  
Escot Bus Lines  
Largo, Fla.

Dan Shoup  
Cardinal Buses  
Middlebury, Ind.

Dennis Strief  
Vandalia Bus Lines  
Caseyville, Ill.

Tim Wayland  
ABC Companies  
Faribault, Minn.

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

# Learning lessons...even from shoddy curbside operators

By Dave Millhouser

It was a Bussly Miracle. When the 01 Eagle pulled into the mall parking lot with a load of high schoolers, returning 1,200 miles from camp, it was on time.

That didn't happen often and we drivers expected applause to break out.

Instead...we got grief. Without exception, the kids were disappointed, complaining that on previous camp trips all their friends had breakdowns, and that somehow added adventure.

They felt cheated. We were an unregulated, non-profit organization, running old equipment driven by highly motivated college kids, plumb across the country. Uneventful trips were rare.

An aside: For a number of years, we ran ratty buses nearly a million miles a summer, and only hurt one kid. She got her toe crunched under a tire while waving goodbye to the drivers, as the coach departed after a drop-off.

To quote an (anonymous) friend: "I'd rather be riding in a bus with no brakes and a good driver, than in a perfect bus with a bad driver."

There is no substitute for skilled, motivated drivers.

Thus endeth the aside. The current enforcement blitz by regulators has put a number of carriers out of business. It is undeniable these noncompliant operators were behaving badly (and, also, inexplicable how several received satisfactory ratings only days or weeks before their demise).

In the middle of the commotion we may be losing sight of what these operators can teach us. While they clearly are not examples of how to drive and maintain coaches, some, particularly the Chinatown curbside carriers, were wildly successful in other areas where we've been failing.

Curbsides changed the scheduled-service part of the industry by discovering something we should have known. They operated for the convenience of the public rather than expecting customers to accommodate them.

We're not airlines, required to serve passengers out of complex facilities.

Motorcoaches can load nearly anywhere. Rather than force customers into bus stations that are convenient for the company, curbsides pick up where it's handy for their customers, and drop them where they want to go.

If a stop isn't popular, they move

on or out. Schedules are skewed towards market needs, not fitting the bus line's route structure.

Sometimes jurisdictions resist locations, and get vehement input from the curbsides' loving regulars.

It's a win-win because overhead is lowered. Like it or not, they've changed the industry. Legacy carriers have inaugurated similar service in many parts of the country.

The curbsides' also managed to create devotion on the part of their customers.

Like the teenagers that rode that old Eagle, they expect a Spartan experience, and thrive on it. If you don't believe it, surf the Internet for spoofs and tributes.

I'm not advocating for folding chairs in aisles to accommodate overflow (something they did in the early days), but it says something about the loyalty of passengers when they accept such things.

Lest you think it's all about money, a major carrier bought a Chinatown operator, and left its pricing alone. Within a year ridership shriveled because it was a cultural thing.

The customers wanted to travel with a company that understood them.

One early surprise was the in-

flux of college students, attracted by price, but also by the simplicity of express buses to places where they could make inexpensive connections. Curbsides did something we, as an industry have been weak at; they convinced the public that bus travel was a value, not a last resort.

When Southwest Airlines (a flying curbside) launches in a new city, often 60 percent of its passengers are new to flying...how many new customers have curbsides introduced to buses?

Would legacy carriers have begun their new services without being goaded?

If curbsides hadn't come along, would our industry be larger? Or smaller?

It's tempting to resist new entrants and new ideas. It protects short-term profits but it also stifles the creativity that helps us evolve.

Unquestionably some curbsides were strong on innovation, while weak on maintenance and operations. Before we either laugh at them, or breathe a sigh of relief, we might learn from what they did well because the status quo wasn't and isn't working.

What are we missing? What can we do to serve our folks better?

Christopher was a school-teacher, and crisscrossing the country at the wheel of a motorcoach during the summer months was a manly undertaking for him.



Dave Millhouser

For his last trip of the season, he arranged for friends to pick him up at a turnpike exit near his home (giving them an opportunity to see him in all his glory, perched at the wheel of a giant Scenicruiser).

Proudly pulling into the toll booth, he paid...and promptly stalled the bus.

The engine wouldn't start. His friends, waiting just past the booth, were treated to the spectacle of the 45 kids he was carrying piling out the door, and pushing the powerless coach towards them, with Christopher steering.

It was NOT the triumphant return he had envisioned.

When customers love you, they'll do anything for you. We need to cultivate that kind of love

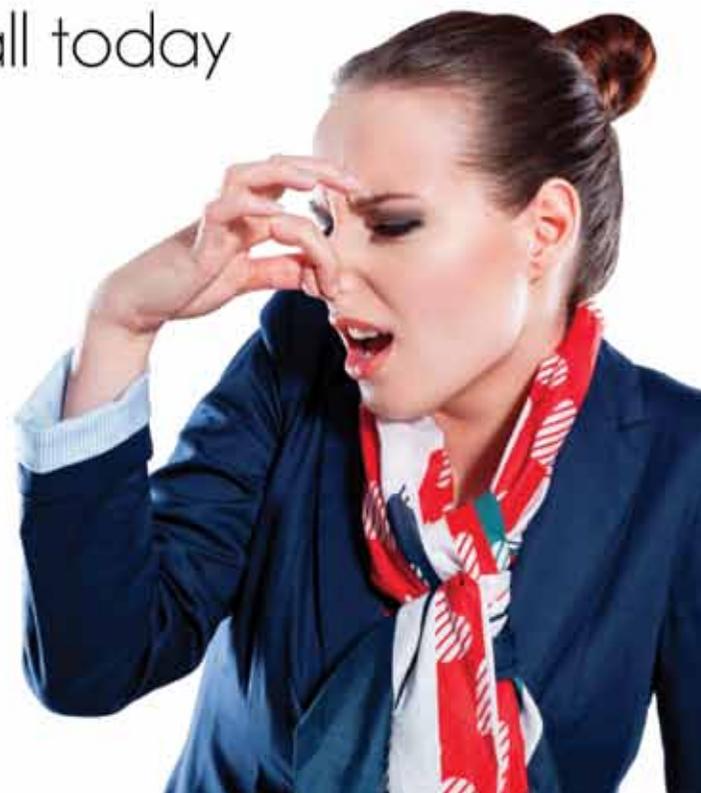
Dave Millhouser is a bus industry marketing consultant and freelance writer. Contact him by email at: Davemillhouser@gmail.com.

# Don't Let Odor Ruin Their Ride.

Nothing controls odor like Inca Gold, call today and start eliminating odor complaints.



Powder or liquid is available in pre-measured or bulk; ready-to-use or concentrated.



Order Today: 800-789-9969 or visit: [www.IncaGoldOnline.com](http://www.IncaGoldOnline.com)

## People

HARRISBURG, Pa. — **The Pennsylvania Bus Association** has announced the election of administrative board members who will serve two-year terms.

A new operator board member is **Matt Mlaker of Mlaker Transportation** in Davidsville, Pa.

Operators re-elected to the board were **David Benedict of David Tours & Travel** in Philadelphia; **Michael Fleischhauer of Greyhound Lines** in New York City; **Brian Kurtz of Elite Coach** in Ephrata, Pa.; **Dale McMichael of Executive Coach** in Lancaster, Pa., and **Tammy Wolf-Baker of Wolf's Bus Lines** in York Springs, Pa.

New travel-supplier and associate-member directors are **Stephanie Weaver of Valley Forge (Pa.) Convention & Visitors Bureau**, and **Tony Mongiovi of CH Bus Sales** in Cherry Hill, N.J.

Weaver and King succeeded **Heather Colache of the Atlantic City (N.J.) Convention and Visitors Bureau** and **Darril King of MCI/Setra**.

The Pennsylvania Bus Association has represented bus operators in the Keystone State for 90 years. Information at [www.pabus.org](http://www.pabus.org).

FARIBAULT, Minn. — **ABC Companies** has hired a former **Motor Coach Industries** executive to direct its CustomerCare Group, and beefed up its part operation by hiring former managers from MCI and **Federal Coach** to head two regional territories.

ABC's CustomerCare Group, which functions as the main access point for all new coach equipment and related issues, has appointed **Michael Anstead** as director. Anstead is the former director of technical services and director of warranty at MCI.

At ABC, Anstead will be responsible for the day-to-day activities and overall management of the warranty programs and both the internal and external technical field support teams in CustomerCare.



Michael Anstead Brent Beasley Robert Wilson

**Ashley Cornell**, ABC vice president of CustomerCare, will continue to direct the CustomerCare Group and manage all vendor alliances, engineering, technical and product development services.

Anstead has more than 30 years of customer-care experience in field support service, call-center environments, warranty, training, and publications in the motorcoach industry.

**Robert 'Robbie' Wilson** was appointed ABC Parts territory manager for Michigan, Indiana, Ohio, Kentucky, West Virginia and Virginia.

Wilson joins ABC with more than 30 years experience in the motorcoach industry. He began his career as the owner and operator of **Family Motorcoach Tours and Charters** in Knoxville, Tenn.

In 1993, he went to work at MCI as a field service representative. Most recently, he managed MCI's southeast regional territory as technical solutions manager.

**Brent Beasley** joined the ABC Parts sales force as territory manager for Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Georgia, North Carolina, South Carolina, and Florida.

Beasley comes to ABC with more than 12 years of experience in the coach and limousine industry.

He began his career as the owner and operator of **Premier Limousine** in Fort Smith, Ark. In 2004, Beasley joined **Federal Coach** where he was northeast regional sales manager and was later promoted to international sales manager.

## Drivers in hot seat

CONTINUED FROM PAGE 3

review its findings involving Loyd Rieve, the driver piloting a Cardinal Coach Line bus that crashed on April 11 and left three senior citizens dead and injured more than 40 other passengers.

The accident occurred on Highway 61 as a group of seniors was leaving Dallas bound for a casino in Oklahoma.

A preliminary report said the bus hit a barrier and traveled across traffic lanes before slamming into another barrier and overturning.

The report found no mechanical problems with the coach and faulted Rieve for not maintaining control of the vehicle. It stated Rieve and two passengers were ejected from the bus, and another passenger was partially ejected.

It was the second fatal accident involving Rieve, 65, of Dallas, according to local news accounts. In 1998, he was driving a bus that stuck and killed a Good Samaritan who had stopped on a highway to help people involved in an accident.

A grand jury declined to indict him on a criminally negligent charge in that incident.

Rieve's fate in the current case

is again in the hands of a grand jury.

"The case is waiting to be heard with the grand jury. The grand jury will decide if Rieve is indicted and what the charge is," said Debbie Denmon, spokesperson for Dallas County DA Craig Watkins, in an email.

In Alaska, driver Steven Forrest McKinley II was ordered by the FMCSA not to operate any commercial vehicle in interstate commerce following his arrest in mid-June on one count of driving under the influence and 46 counts of reckless endangerment.

McKinley, a driver for Anchorage-based Alaska Cruise Transfer and Tours, was shuttling cruise ship passengers from Seward to Anchorage when several of them became concerned about his erratic driving and called 911 to report he seemed drunk.

According to the Associated Press, McKinley pulled over, got out of the bus and started walking down the highway. When finally apprehended by an Alaska state trooper, his blood alcohol level registered four times the legal limit.

McKinley was a seasonal worker and a new driver with the company, the AP reported.

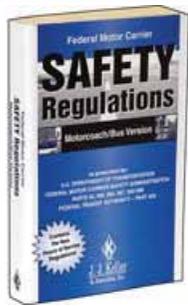
## UMA Members: Save up to 25% Off your Log Books, Inspection Reports and other safety & compliance products!

win · win \ win - win \ adj : guaranteeing a favorable outcome for everyone involved

One of the many benefits of your UMA membership is the ability to order the safety and compliance products you use every day at a significant discount off standard list prices—plus a portion of your purchase goes to help UMA work on your behalf! A *win-win* for everyone!

Popular products:

### Federal Motor Carrier Safety Regulations Pocketbook



List price: \$5.99

UMA Member price: \$4.80

### Bus Driver's Vehicle Inspection Report



List price: \$2.91

UMA Member price: \$2.20

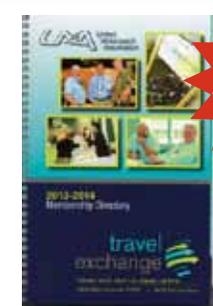
### Bus Driver's Daily Log Book



List price: \$3.13

UMA Member price: \$2.35

### 2013-2014 UMA Membership Directory



Now Available!

Non-member price: \$65.00

UMA Member price: \$15.00

Prices subject to change.

To order these products or to see other products we have available, visit [www.uma.org](http://www.uma.org) and go to "Industry Products and Services" > "UMA Products" or simply call us at **800.424.8262!**



# Carnival shuffles half-dozen ships around U.S. ports

MIAMI — In moves that are likely to have implications for a large number of motorcoach operators, Carnival Cruise Lines has announced it is pulling vessels out of some U.S. ports and redeploying them to others.

Carnival Sunshine, which recently completed a \$155 million refitting, will only stay in New Orleans for this winter, rather than year round, being repositioned to Port Canaveral, beginning in April, the first time Carnival will have a ship in central Florida.

Carnival Liberty, currently based in Miami, also will reposition to Port Canaveral and operate a year-round schedule of five-and eight-day Caribbean cruises, starting May 4.

Carnival Dream, one of the line's newest and largest ships, will reposition from Port Canaveral to New Orleans, to operate year-round, seven-day Caribbean cruises, beginning in April.

That means Carnival will be the only cruise line to operate two year-round ships from New Orleans, carrying more than 400,000 passengers.

Carnival Pride is being withdrawn from Baltimore to Tampa, Fla., to launch seven-day cruises from December 2014 through

April 2015, joining Carnival Paradise which offers four- and five-day cruises from Florida's west coast.

Carnival Cruise Lines leaving the Port of Baltimore will reportedly cost the region scores of jobs and millions in economic activity generated by passengers and busi-

nesses servicing the ships, with the move leaving the city with only one other large cruise ship, Royal Caribbean's Grandeur of the Seas, still sailing regularly.

Carnival said that without federal approval of its plan for curbing air pollution, it would cut back on the number of cruises,

moving the Pride to Tampa, in November 2014.

Carnival Legend will remain in Tampa until Aug. 17, 2014, and then reposition to Australia.

Carnival Glory will pull out of Norfolk, Va., remaining in Miami year round beginning in November, operating seven-day voyages

that alternate weekly to the eastern and western Caribbean with a new Saturday departure.

She had been cruising from Norfolk out of a \$36 million terminal opened in 2007, with the result that Norfolk will no longer serve as a cruise ship homeport, leaving the terminal largely unused.

## Casino gaming continues slump in Atlantic City

ATLANTIC CITY, N.J. — The casinos here, which once upon a time were popular motorcoach destinations, continue to shoot craps.

The city's 12 casinos saw gambling revenue drop a whopping 12.6 percent in June, to \$240.2 million, down from \$274.7 million in the year-earlier month, according to the state Division of Gaming Enforcement.

During the first six months of 2013, casino revenue fell 10.7 percent to \$1.38 billion.

The declines are bad news for New Jersey Gov. Chris Christie, as well as hedge-fund heavy hitters, including Carl Icahn and Marc Lasry, whose Avenue Capital is an investor in Trump Entertainment properties.

Trump Plaza Hotel and Casino had the biggest drop for the month, falling 23.6 percent to \$6.9 million. Icahn's Tropicana Casino and Resorts was down 5.5 percent to \$21 million.

The Revel Casino-Hotel, which emerged from bankruptcy in May — little more than a year after it opened, saw revenues drop 22.6 percent to \$11.5 million.



# Join the Club.

**UMA membership** provides programs and benefits to help your business succeed, but it also provides so much more. UMA members are a **community of motorcoach operators** who can *learn* from each other, *share experiences* with each other and *help* each other in times of need.

If you're not already a UMA member, don't miss out on these valuable relationships—**join the club** today.

"Our company wanted to **thank UMA and all of its resources**. When it came time for us to increase our fleet, and add insurance and benefits, our **UMA membership really paid off** and we were able to reach out to our UMA partners to help us with our needs."



— Ray Sargoni, President  
Gray Line of San Francisco, San Jose & Monterey  
UMA member since 2007



Visit [www.uma.org](http://www.uma.org) to learn more about UMA or to join, or contact us at 800.424.8262!



## Managing fatigue

CONTINUED FROM PAGE 1

Learning the program can be self-guided, led by instructors, or implemented as a fully functional educational management system in which company safety managers can monitor the progress of employees to assure they are completing the program, and to track how well they are learning the material.

### Comprehensive approach

"A fatigue management program represents a holistic approach to managing driver fatigue, combining information for developing a corporate culture that facilitates driver fatigue management with fatigue management education, information about screening for and treating sleep disorders, driver and trip scheduling, and the latest in fatigue management technologies," Brewster said.

Operational testing of the program showed several benefits, she added.

"For drivers on their on-duty days, they got 20 minutes more sleep on average during their main sleep. They self-reported improved sleep quality — 'I'm feeling better when I'm sleeping,' 'I feel like I'm getting better rest' — they self-reported less fatigue, and they had fewer critical safety incidents."

Drivers who were diagnosed with severe sleep apnea and who underwent and maintained treatment, including the use of a breathing apparatus called a CPAP during sleep, had fewer critical safety events and were found to have quicker reaction times in alertness tests after undergoing treatment, according to Brewster.

### Get out what you put in

The program provides operators flexibility in implementing their own policies, Brewster said.

"It can be as helpful as someone is willing to make it. They can simply view the program overview to make them more aware of fatigue's causes and potential countermeasures, or they can extend the training through their fleet. If they want to take time at a driver meeting to simply show them the options, that can be helpful, too.

"I would really encourage them to pay attention to the 45-minute training module for fami-

lies. What drivers do off-duty is very important. This module lets your spouse and kids better understand how they can create an environment at home that keeps a driver fresh and alert."

Program costs can be minimal or significant, depending on a carrier's commitment, Brewster said. "We have made it as easy as we can. There is an investment of time just to go through the online training, and those times are posted on the web. At the highest ends of the continuum will be fleets who work to create a corporate culture that encourages alertness and fatigue management."

Higher levels of commitment could include sleep apnea testing and treatment for drivers, she said. "If you send drivers to be screened, there is a cost to that. If a driver is diagnosed and needs treatment, there is certainly a cost to that."

A return-on-investment calculator within the website allows carriers to estimate costs and benefits of deploying the entire program or selected components. Drivers may independently study the materials if their carrier does not use them.

Fatigue is a major problem among commercial drivers, with 31 percent of fatal crashes involving fatigue, said Dr. Ronald Knipping, a principal with Safety for the Long Haul, a transportation research, training and consulting company in Arlington, Va.

The National Transportation Safety Board estimates that 80 percent of all vehicular crashes involve fatigue, said Matthew Daecher, president of the Daecher Consulting Group, a transportation safety company in Camp Hill, Pa. "I think the next big area we're going to be talking about in this industry is the fatigue issue. It's good to know this material will be out there and give us a starting point."

The final pilot study of the fatigue management program, completed in 2009, followed drivers from three trucking companies that volunteered participation — Robert Transport in Quebec, ECL Group in Alberta and J.B. Hunt Transport. Hunt is based in Arkansas but the study followed drivers working out of California.

As for potential safety benefits to the motorcoach industry, Presley said, "From an overall industry perspective, the proportion of crashes directly related to sleepiness and sleep deprivation appears to be small. However, that

does not mean the industry should not be working towards further reducing those few."

The research team did not analyze the different driver demands of over-the-road trucking and motorcoach operations, Brewster said. "We did not try to differentiate between those two. With the resources we had we wanted to create something that was applicable across the board. There may be different causes of fatigue between those two populations, but many of the countermeasures are the same."

### Pilot study findings

The final pilot study of the fatigue management program demonstrated "significant increases reported for education, alertness strategies, healthy sleep and organizational elements." The study was directed by Human Factors North Inc., a Toronto consulting firm.

The research team began work with detailed screening of 121 drivers and was able to follow 77 through post-program data collection. Sleep apnea was diagnosed in 71.3 percent of drivers; 23.4 percent were diagnosed with moderate apnea and 8.5 percent with severe apnea.

Patients diagnosed with moderate or severe sleep apnea, which interrupts breathing throughout the night, can be prescribed use of a breathing assistance device known as CPAP (for continuous positive airway pressure). Canadian drivers prescribed CPAP were highly compliant with their treatment, averaging 60 percent in Quebec and 69 percent in Alberta, comparable to rates found in the general sleep apnea population.

The compliance of California drivers was measured at just 5 percent, the report stated, and "non-adherent apneics displayed a significant worsening post-FMP in the number of minor lapses. ... Perhaps country-specific economic or cultural factors may influence CPAP adherence. Identifying these and ameliorating their influence would be important in improving the compliance outcome of drivers with sleep apnea."

Feedback from participants showed the complexities of addressing scheduling issues.

"At all sites, dispatchers indicated there were numerous factors to be considered in scheduling to prevent fatigue. These included availability of drivers and equipment, hours-of-service rules, driver family needs, driver requirements for time off due to fatigue, collective bargaining agreements with respect to seniority, customs switchovers, and customer needs."

Fatigue management activities demonstrated impressive improvements in reports of "critical events," such as "nodding off" or having a "close call."

While such data could not be collected in California, findings from Alberta and Quebec showed that "the proportion of drivers reporting at least one critical event decreased from pre- to post-study (45.5 percent to 28.6 percent). When the number of critical events was controlled for exposure by dividing by kilometres driven, there was a 40 percent decrease in the rate of critical events reported (1 critical event per 24,064 km driven pre-program to 1 critical event per 33,722 km driven post-program)."

The report summarized, "Overall, the present study demonstrates the feasibility of implementing a comprehensive (fatigue management) program, using a company-based approach within the (commercial vehicle) industry. This approach has beneficial impacts on individual drivers' well-being and safe behavior.

"Drivers benefit from sleep-disorder screening and treatment and receive education on sleep and fatigue highly relevant to their work. ... In addition it demonstrated a beneficial effect on corporate health and safety measures of absenteeism and crash rate."

### Hours of service impact

Release of the North American Fatigue Management Program is expected to introduce another element into the debate over revisions to federal hours-of-service regulations.

"There appears to be some desire from regulators to tinker with the current hours-of-service regulations," noted Presley. "UMA leadership believes this rudimentary approach lacks the sophisticated risk-management approach necessary to raise the (safety) bar.

"UMA further believes the current rules afford the flexibility to effect proven fatigue mitigation while serving the needs of the travel and tourism industry."

Hours-of-service rules can only address fatigue issues to a certain degree, said Knipping, author of *Safety for the Long Haul*, which many consider the definitive textbook on over-the-road truck safety and accident prevention.

"Hours-of-service compliance is legally required, and it's a good thing, but it's very insufficient as fatigue management," he said. "If you're violating your hours of service, chances are you have a fatigue problem. If you're obeying your hours of service, you can still have a big fatigue problem. There are many factors in fatigue that are not addressed by hours of service."

North American Fatigue Management Program background materials address the hours-of-service issue:

"(The North American Fatigue Management Program) is meant to compliment the hours-of-service regulations by providing educational opportunities on lifestyle and operational choices that go beyond what is regulated. While commercial vehicle drivers' hours-of-service regulations address a driver's hours of work and the required off duty time that must be allotted each day, they cannot dictate lifestyle choices outside of the work environment.

"There are many off-work factors that may contribute to fatigue (including physical health, the demands of busy personal lives, time of day, scheduling and stress) that can only be addressed through optional educational opportunities such as the North American Fatigue Management Program."

The North American Fatigue Management Program was preliminarily endorsed in 2011 by Deborah Hersman, chairman of the NTSB, in testimony at a hearing on motorcoach safety held by a subcommittee of the Senate Committee on Commerce, Science and Transportation.

She recommended that FMCSA require all motor carriers, including motorcoach operators, to adopt a fatigue management program based on the North American Fatigue Management Program.

At a minimum, the fatigue management program should benefit drivers and carriers simply by providing information, Brewster said. "There is so much about fatigue that is misunderstood or not known. Making people aware of fatigue and what they can do to help drivers better manage it will help us get much further down the road. One of the most important things is just learning to recognize when you are tired."

## Clean-diesel buses

CONTINUED FROM PAGE 1

2010 and later (commercial vehicles) are experiencing an average of three to five percent improvement in fuel economy," notes Schaeffer.

The percentage of over-the-road buses equipped with 2007 or later emissions tech has increased by 3-5 percent each year since 2007, industry sales figures indicate.

Depending on whose total bus fleet numbers you use, the percentage of motor-

coaches on the road today that have reduced-emissions engines is between 23 and 33 percent.

Most over-the-road motorcoaches sold in the U.S. (and Canada) are diesel-powered, as are a majority of midsize buses.

Additionally, new diesel technology and ultra-low sulfur diesel also are benefiting many older diesel-powered buses built before 2007. Through the use of engine swap-outs or retrofit upgrades, older diesel buses can improve their performance and reduce key emissions by up to 90 percent.

## Alcoholism case

CONTINUED FROM PAGE 1

it would never return him to a driving position, even upon the successful completion of a counseling program.

During an investigation, the EEOC says it discovered drivers at other service centers who had allegedly been subjected to similar treatment.

The judge agreed with EEOC's claim

that alcoholism is a recognized disability under the Americans with Disabilities Act and therefore the company policy violated the federal law.

The case has yet to be concluded.

The EEOC is seeking monetary relief in the form of reinstatement to a driving position, back pay and compensatory and punitive damages, compensation for lost benefits for two drivers and an injunction against future discrimination.

# Fleet Financing Resources notes gains for 2013 first half

RIVERSIDE, Calif. — Fleet Financing Resources announced that total funded volume rose to \$26.5 million during the first half of 2013, up 26 percent from a year ago.

Year-over-year interest income increased 5 percent and net income 50 percent.

Commented Fleet Financing Resources President and CEO Dave

Reynolds: "I am extremely proud of our results. As FFR moves through its second decade in business, volume success is attributable to loyal long-term fleet customers replacing and/or acquiring new equipment.

"Further, we have broadened our lending platform through the addition of proprietary credit facili-

ties to accommodate concentration challenges."

Funding highlights during the first half of 2013 included:

- \$2 million in debt financing provided to a Los Angeles tour company for new motorcoaches
- A \$1.3 million TRAC lease provided to a New York-based school bus contractor for used buses

• \$545,000 in debt refinancing provided to a tour and airport service company in Florida for a mix of shuttle buses and executive cars

• \$295,000 in debt financing provided to a Washington, D.C. company to acquire new shuttle buses

Separately, Fleet Financing Resources announced it has hired Eleanor Baker as senior credit man-

ager and Darrick Holt as business development officer.

Baker has more than 25 years experience in risk, credit and assessment of collateral values, specializing in motor vehicles and construction equipment. Most recently, she was credit manager for Edson Financial Inc., the captive finance company for Krystal Enterprises.

## FMCSA's Ferro schedules speech for NAMO meet

COLUMBIA, Md. — Federal Motor Carrier Safety Administration Administrator Anne Ferro will be the keynote speaker this month at the annual conference of the National Association of Motorcoach Operators.

Ferro will speak at a conference breakfast session on Friday, Aug. 16.

The four-day NAMO conference runs Aug. 15-18, and will be at the Sheraton Columbia Town Center Hotel here.

Appointed FMCSA administrator by President Obama in 2009, Ferro is the agency's longest-serving administrator.

As such, she leads the agency's aggressive efforts to improve motor carrier safety.

The agency she heads has 1,100 employees nationwide.

For information about the NAMO conference, go to [www.namocoaches.org](http://www.namocoaches.org), or email [tourtrvl@comcast.net](mailto:tourtrvl@comcast.net).

# See. Learn. Meet. *Connect.*



## Calendar

### JULY 2013

**30 California Bus Association ADA Training**, Doubletree by Hilton Ontario (Calif.) Airport. Info: [info@cbabus.com](mailto:info@cbabus.com) or [www.cbabus.com](http://www.cbabus.com).

### AUGUST 2013

**1 California Bus Association ADA Training**, Holiday Inn San Jose (Calif.) Airport. Info: [info@cbabus.com](mailto:info@cbabus.com) or [www.cbabus.com](http://www.cbabus.com).

**4-7 Regional Meeting of Alabama, Georgia and South Central motorcoach associations**, Sheraton Birmingham (Ala.). [info@alabamamotorcoach.org](mailto:info@alabamamotorcoach.org).

**15-17 NTA Contact 2013**, Hilton Waikoloa Village, Hawaii/The Big Island. Info: [www.ntaonline.com/contact](http://www.ntaonline.com/contact).

**15-18 NAMO Annual Conference**, Sheraton Columbia (Md) Town Center Hotel. Info: [www.namocoaches.org](http://www.namocoaches.org).

REGISTRATION IS NOW OPEN!

UMA MOTORCOACH EXPO 2014 at [travel exchange](http://travelexchange.com)

February 16 - 20, 2014 | Los Angeles, CA [www.motorcoachexpo.com](http://www.motorcoachexpo.com)

## Pa. operator Leonard Marzen dies

JIM THORPE, Pa. — Leonard ‘Lenny’ Marzen Sr., a longtime bus operator in eastern Pennsylvania and former president of the Pennsylvania Bus Association, died last month. He died within days of his 94th birthday.

Mr. Marzen spent nearly 70 years in the industry. He started as a mechanic with the former Mauch Chunk Transportation Co., which became Jim Thorpe Transportation in 1953.

He rose from mechanic to owner and general manager of the company that operated 22 school buses and later added a motorcoach division, called Jim Thorpe Tours, in the early 1980s. The unit eventually grew to an 11-coach fleet. The company got out of the

school bus business later in the 80s when it lost its school bus contract.

Mr. Marzen’s family said buses and family were the loves of his life. In addition to leading the Pennsylvania Bus Association, he also was a member of the former Pennsylvania School Bus Association, the American Bus Association, and United Bus Owners of America (now the United Motorcoach Association).

He retired in 1997 and sold his company to Trans-Bridge Lines of Bethlehem, Pa. He was awarded a lifetime membership in the Pennsylvania Bus Association when he retired.

Beyond his career and family, Mr. Marzen maintained an active

civic life, having been a charter member of the former Jim Thorpe VFW (now the Lehighon VFW), a member of the Jim Thorpe American Legion Post 304, the Men of Marian, the Men of Malvern, and a member of the Jim Thorpe Memorial Park Commission for 32 years.

He was in charge of maintenance of the fire engine and ambulance at the Fairview Hose Co. in East Jim Thorpe for 48 years.

He also ushered at St. Joseph’s Catholic Church.

He was honored as the Allentown (Pa.) Sertoma Club Man of the Year in 1992 and named Jim Thorpe Man of the Year by American Legion Post 304 in 1981.

He was a World War II veteran, having served in the occupation of Germany and was training for the invasion of Japan when the war ended.

Survivors include two sons, Leonard Jr. and Thomas, both of who are employed in the industry. Leonard is with Trans-Bridge Lines and Thomas with MCI in Blackwood, N.J.

Memorials in Mr. Marzen’s name have been established with St. Joseph Regional Academy, 25 W. 6th St., Jim Thorpe, PA 18229, and Marian Catholic High School, 166 Marian Ave., Tamaqua, PA 18252.

## Ontario operator Mel Willis dies

GUELPH, Ontario — Veteran motorcoach operator Melvin Willis of Cambridge, Ont., was buried last month after dying peacefully at St. Joseph’s Health Centre here. He was 81.

Mr. Willis was born in Kingston, Prince Edward Island, and was the owner and operator of Ayr Coach Lines Ltd., a nearly 50-year-old charter bus company.

Ayr Coach is based in Waterloo, Ontario, with a U.S. office in Tonawanda, N.Y. It operates a fleet of two-dozen buses, mostly motorcoaches.

Mr. Willis was a longtime and active supporter of the Ontario Motor Coach Association and also maintained memberships in the United Motorcoach and American Bus associations.

In addition to his involvement with the bus and travel industries, Mr. Willis loved harness racing and minor league hockey. He owned horses, starting in the 1960s, right up to the end of his life.

He is survived by his wife, Marion Wooldridge; two sons, David, who now heads Ayr Coach Lines, and Alan, and a daughter, Ruth Rivers.



## Follies in Palm Springs announces final season

PALM SPRINGS, Calif. — The Fabulous Palm Springs Follies, a longtime popular motorcoach destination, has announced that its 2013-14 season, which begins Nov. 1, will mark its finale after 22 years.

The Follies, which features Broadway-caliber production numbers five days a week with a cast ranging in age from 56 to 86 years, will perform its final show on May 18, in downtown Palm Springs historic Plaza Theatre.

The final season is being called The Last Hurrah!, and features highlighted dance production numbers and variety acts from previous seasons and iconic headliners, including the stunning Susan Anton, popular singer Maureen McGovern and Rock ‘n Roll Hall of Famer Darlene Love.

## BART strike

CONTINUED FROM PAGE 3

deco-style livery is leased from the Pacific Bus Museum and usually runs between the Niles District in Fremont, Calif., and the historic Niles Canyon Railway station. During the strike, it ran between West Oakland and downtown San Francisco.

“It was a big hit with the passengers and the media,” Franklin said.

“There were bigger tour buses, and then there’s this Niles Coach Line bus. It’s not that luxurious, but it was a solid as a rock. And the driver was dressed accordingly, too, very stylish.”

Williams said the old bus is always a favorite with passengers and drivers.

“It’s a hoot. It’s so much fun to drive, and people get a kick out of it. People are always snapping pictures of it,” he said.

San Francisco commuters may get another chance to ride on the old bus before long.

“Our 23rd season will be a greatest hits version of our show,” said Follies producer and co-founder Riff Markowitz.

Since it opened, the Follies has celebrated the music and dance of the 1940s, 50s, 60s and 70s. It features lavish productions.

The nearly 3 million patrons who’ve taken in the Follies during the past 20-plus years long ago answered early pundits who scoffed at the concept and asked: “Who’s going to pay to see old ladies’ legs?”

Upwards of 775 coachloads of attendees are expected for the final season, reports Follies spokesman Greg Purdy.

Online ticket sales began last month, and the Follies box office reopens Sept. 30. For information, go to [www.psfollies.com](http://www.psfollies.com).

Under the July deal, employees agreed to return to work for 30 days under the terms of their old contract while union leadership continues to negotiate with management.

The workers have vowed to shut down the rail line again if negotiators fail to reach a long-term deal by the Aug. 4 deadline.

Said Franklin: “The (CBA companies), I’m going to go back to. They were all really great. Like I said, they’re friendly and flexible and hard working. We could count on them.”

Note: For bus-o-files, old No. 128 is a General Motors TDH-4512 old-look transit bus. It began service with Sacramento Transit Authority, where it picked up its fleet number, 128.

As for the GM designation, TDH-4512 means it was a transit bus (T), diesel powered (D), and had a hydraulic transmission (H; a Hydromatic). The “45” is the nominal seating capacity and the “12” is the series designation. More than 3,200 of the 35-foot, TDH-4512s were built between 1953-59.

Is Your Worker's Compensation Policy Up For Renewal?

**UMACOMP**

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

**ODOR CONTROLLER SUPER CONCENTRATED FORMULA**

is a non-staining, non-formaldehyde soluble based solution. Its long-lasting odor control comes in sweet smelling cherry scent. It is guaranteed, in its diluted form to eliminate and control odors. It maintains a fresh scent even on long trips. This product will lower your cost while maintaining a clean and fresh scent in your bus lavatories.

**\$325.00 per 5 Gallon Pail**  
5 gallon pail makes 2 1/2 55 gallon drums - 3 oz p/toilet

**Crawford Distributing & Detail**  
760-403-8298  
[www.crawforddistributing.com](http://www.crawforddistributing.com)

**REPOS FOR SALE**

• “Bank Repos” across the US • Priced to Sell  
• Variety of Makes & Models

**1-877-737-2221 x30716**  
[www.Bus-Buys.com](http://www.Bus-Buys.com) — View “Repo Inventory”



**PREVOST**  
CMB

**YOU'RE HEADED FOR SUCCESS.  
WE'RE FAMILIAR WITH THE ROUTE.**

Prevost coaches do more than transport your passengers in style and safety. They move your business forward by giving you the best in dependability, fuel efficiency and support. Our high-deck H-Series Coach offers state-of-the-art amenities that elevate every passenger's experience. Our longer-wheelbase X3-45 Coach combines the smoothest possible ride with a wider entry and 80"-high interior passenger space. All Prevost coaches deliver exceptional performance with lower operating costs. Which means they're as perfect for your business as they are for your passengers.



Please contact your Prevost Regional Sales Manager for more information.  
USA 1-877-773-8678    CANADA 418-883-3391    [www.prevostcar.com](http://www.prevostcar.com)

**PREVOST**  
The ultimate class.

# Get a Close Look at a Reliable MCI Pre-Owned Coach.

Call our Coach Concierge at **1-877-428-9624**



## MCI Re-Energized Pre-Owned Coaches

Each coach starts as a quality MCI **RE Energize** that is put through our rigorous 210+ point inspection. Mechanical issues are repaired and required wear items replaced or repaired, including brakes, steering, suspension, shocks, bushings, HVAC and electrical system.

From there, we help you select coach enhancements that meet the needs of your operation and customers. These can include:

- ✓ **Re-Energized: Safety and compliance items**
  - FMVSS 210 certified seats with three-point belts
  - SmartTire tire pressure monitoring system
  - Electronic stability control
  - Fire detection and suppression
  - Electronic On-Board Recorders with driver log functionality
  - Wheelchair lift installation
- ✓ **Major Mechanical (not addressed in 210+ point inspection and repair)**
  - Remanufactured OE Cummins or Detroit Diesel engines
  - Remanufactured Allison B-500 transmissions
- ✓ **Appearance items**
  - Paint and graphics
  - Entryway and flooring, including upgraded trim and flooring
  - Re-upholstery (seats and interior)
  - Seat re-spacing
  - Steam cleaning
- ✓ **Amenities and electronics**
  - 110v outlets with inverter
  - Upgraded A/V system including flat-screen monitors
  - Wi-Fi
  - Interior lighting
  - Improved driver A/C ventilation

We will work with you to deliver your coach on time, and back it with our leading warranty to give you a coach that will provide many more years of service. Please contact one of our sales representatives.

Sincerely,

**Mitch Guralnick**  
Director of Pre-Owned Coach Sales



**Reliability Driven™**

Find our latest news and offers:   

© MCI Sales and Service, Inc. 2013, All Rights Reserved

**One-year limited warranty\***, and **60 days/30,000 miles scheduled maintenance!\*\***

**Two-year limited warranty\*** on remanufactured engine/transmission

**RE Energize**

**One-year limited warranty\***, and **60 days/30,000 miles scheduled maintenance!\*\***

**Certified++**

**60-day limited warranty, plus 60 days/30,000 miles scheduled maintenance!\*\***

**Select+**

**Low prices on all makes and models. These are some of our most amazing deals!**

**Deal**



**2000 MCI 102DL3**

DD S60 12.7L, Allison B-500. 49 Passenger + Bunk, Amaya Seats, Steel Wheels, 4 Monitor Video System, White Exterior. VIN #52997. **Only \$130,000!**



**1999 MCI 102DL3**

DD S60 12.7L, Allison B-500. WCL, 49 Passenger + Bunk, Amaya Seats, Steel Wheels. VIN #52265. **Only \$109,000!**



**2001 PREVOST LEMIRAGE XLII**

DD S60 12.7L, Allison B-500. 55 Passenger, 4 Monitor Video System, White Exterior. VIN #27573. **Was \$89,500 Now only \$70,000!**



**1998 MCI 102DL3**

DD S60 11.1L, Allison B-500. 55 Passenger, WCL, Steel Wheels, White Exterior. VIN #50636. **Was \$84,000 Now only \$53,000!**



**1998 MCI 102DL3**

Cummins M-11, Allison B-500R. 51 Passenger, WCL, New ECM, White Exterior. VIN #50514. **Was \$89,000 Now only \$48,000!**



**1997 PREVOST H3-45**

DD S60 425, Allison B-500. 54 Passenger, Prevost Seats, Tan Exterior. VIN #11661. **Was \$50,100 Now only \$35,000!**



**1995 PREVOST H3-45**

DD S60 425, Allison B-500R. 56 Passenger, Prevost Seats, 6 Monitor Video System, White Exterior. VIN #01124 **Was \$42,500 Now only \$27,000!**



**1997 PREVOST LEMIRAGE XL-45**

DD S60 12.7L, Allison B-500. 55 Passenger, Steel Wheels, 4 Monitor Video System, Stainless Steel and White Exterior. VIN #26145. **Was \$33,500 Now only \$23,000!**



**1994 MCI 102DL3**

DD S60 11.1L, Allison HT-740 Series. 55 Passenger, National Seats, Video System including Monitors, White Exterior. VIN #46177. **Only \$20,000!**

### MCI SALES & SERVICE CENTERS

**CALIFORNIA**  
800.777.4101

**NEW JERSEY**  
800.262.1287

**ILLINOIS**  
800.428.7626

**FLORIDA**  
800.390.0287

**TEXAS**  
800.248.4942

**CANADA**  
800.663.3328

\*See [www.mcicoach.com/preowned](http://www.mcicoach.com/preowned) for complete POC limited warranty details. Warranty effective on purchases beginning 6/1/13

\*\*Scheduled preventative maintenance inspections and recommended fluid and filter changes at an MCI service center included for 60 Days/30,000 Miles, whichever comes first, as determined by the maintenance manual applicable to the coach. Service intervals assume mileage is zero at date of pre-owned coach delivery.

Price quoted is in U.S. dollars and does not include any applicable sales or excise tax, title, license, documentation or environmental fees or handling charges. All coaches are available for, and subject to, immediate sale to the first qualified buyer.