

Bus & Motorcoach NEWS

September 1, 2011

WHAT'S GOING ON IN THE BUS INDUSTRY

More fallout from N.Y. crackdown

WASHINGTON — The controversial bus safety crackdown in New York has prompted federal transportation safety regulators to consider expanding the scope of information they use to evaluate and rate the safety of individual motorcoach operators.

The Federal Motor Carrier Safety Administration said it's looking into adding to its Safety Measurement System database the results of scheduled safety inspections conducted by the states.

Currently, the database contains only the results of unscheduled destination and roadside safety inspections performed by federal and state regulators and law enforcement authorities.

"Although FMCSA does not currently include scheduled state inspections in its safety assessment of carriers, the agency is aware of the state inspections and is considering including them moving forward," said agency spokeswoman Candice Tolliver.

She said only unscheduled roadside inspections are included now because the agency believes they provide an on-road operational picture of a motor carrier's equipment and drivers.

"FMCSA will continue to work side by side with its state law enforcement partners to ensure commercial trucks and buses are operating as safe as possible," she added.

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9/11 Memorial: New N.Y. challenge

NEW YORK CITY — With the 9/11 Memorial opening to the public Sept. 12, the day after it's officially dedicated, many operators bringing groups to city may want to add the memorial to their itineraries.

The first thing you should know and keep in mind about arranging such a visit is that this is New York City and it is bus unfriendly. There are rules aplenty and you better know what you're doing before you send a coach to the Lower Manhattan memorial site.

Perhaps the most important fact to remember is that the city really doesn't want your coaches in the area of the memorial.

Not only is there construction nearby but the area is traffic clogged and there are adjacent residential communities.

In fact, the New York City Department of Transportation "strongly encourages tour groups planning trips to the 9/11 Memorial to avoid buses."

However, the memorial "has established a number of official transportation partners who have preferred access to passes and who can help you plan your trip."

If the attitude doesn't deter you, perhaps the best place to start planning a visit is to

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Presidential coach creates big stir

Draws stares, taunts, critics

ALPHA, III. — Candidates for president of the United States regularly use bus tours as part of their campaigns.

Leased motorcoaches, wrapped with flashy livery in campaign colors and sporting slogans and the candidate's smiling face blown up to movie-star proportions, criss-cross the nation during campaign seasons.

That has been the pattern for more than 30 years, until now.

Last month, the U.S. Secret Service altered the landscape dramatically when it transported President Obama on a bus tour through three Midwestern states using a brand-new, \$1.1 million Prevost coach the service purchased for presidential bus tours and campaign trips.

The coach, and a twin that eventually is to be used by the Republican presidential nominee, was specifically ordered and built to provide maximum security, as well as comfort, convenience and communications, for whoever uses it.



The coach also came with maximum controversy.

As soon as the shimmering black coach, with a rack of flashing red-and-blue, police cruiser-type lights on top, began touring through the Upper Midwest it became almost as big a star as the president himself, and the criticism started.

A writer for the *Los Angeles Times* reported that people pointed at it. Kids gaped at it. And just about everyone was curious about it. "It has even brooked comparisons to Darth Vader's helmet," the *Times* reporter wrote.

That was just the start. The observations of Republicans were



particularly harsh. Two of the milder comments:

"Rolling through the Midwest in a brand new million-dollar, taxpayer-funded tour bus, the president is holding town halls to rally his disaffected supporters in states crucial to his re-election," the

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NCAA pleased with program for handling tourney charters; operators are less enthusiastic

INDIANAPOLIS — A pilot ground transportation program set up last November by the National Collegiate Athletic Association for its post-season tournaments is being made permanent, but at a lower cost to operators who complained about the safety inspection fee they had to pay to take part.

"We've made some tweaks to the certification process, mainly aimed at making it more affordable for operators to participate in the program," said NCAA spokesman Cameron Schuh.

He said the NCAA has issued a request for proposals from companies interested in managing the program and hopes to award a long-term contract well before tournaments that begin in November for several college sports.

The program will not impact motorcoach companies that operate charter service for colleges during regular-season sports.

Under the new pricing scheme, typical operators — those with 9 to 15 coaches — will pay a safety inspection fee of \$4,200, rather than the pilot price of \$6,500.

Operators will be able to pay the fee over a 24-month period rather than all at once.

Both the cost reduction and creation of the time-payment plan were made in response to operators who voiced concerns about the cost of joining the program.

"There will be no good reason now for an operator not to want to participate," said Bill Maulsby, founder of Chicago-based GO Ground Options, which ran the pilot program and is bidding for the new contract.

He said the lower price was the result of negotiations between his company and Transportation Safety Exchange, a recently formed bus safety marketing and sales business with ownership ties to Consolidated Safety Services.

CSS, which for years has been inspecting private carriers for the U.S. Department of Defense, handled inspections for the NCAA pilot program and will continue doing them once it becomes permanent.

Meantime, Schuh said the

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Operator probed by Ohio PUC; fines, settlement proposed

COLUMBUS, Ohio — The Ohio Public Utilities Commission is considering a settlement agreement that would fine a Columbus-based bus operator and put it on a tight leash after it admitted committing a long list of safety violations.

The settlement agreement grew out of an Ohio PUC investigation of the company, Urban Express Transportation, following a crash last year that injured a dozen Hilliard, Ohio, middle school students.

In May 2010, an Urban Express cutaway bus was transporting the students to Cedar Point amusement park in Sandusky, Ohio, when it

crashed, leaving several of the children with minor injuries.

The driver, Ronald Williams, was later convicted of child endangerment, drunken driving and failing to possess a commercial driver's license.

A parent, who was on the bus, recalled later that when the cutaway veered to one side of the road she looked up in the visor mirror and saw "that (Williams') eyes were closed."

The woman jumped up, shook the driver awake but it was too late. The bus crashed.

The Ohio PUC conducted a compliance review of Urban Ex-

press, turning up 15 violations, including failing to have Williams undergo pre-employment drug testing, allowing him to drive after he refused to take a drug and alcohol test, and failing to check his previous employment record.

The PUCO also found the company was operating even though it had neither insurance nor operating authority.

The state agency proposed fines totaling \$23,300, including \$12,000 for failing to cease operations when its insurance was cancelled.

In the settlement proposal, Urban Express acknowledged that

even though its certificate to operate had been suspended in April 2010, as a result of a lapse in insurance, the company continued to operate "multiple times without the required operating authority and insurance."

Under the settlement agreement negotiated by an attorney for Urban Express and two assistant Ohio attorneys general, the company will pay \$16,310 in 17 consecutive monthly payments. The company won't have to pay the remaining \$6,990 if it abides by terms of the settlement, which include a follow-up compliance review.

According to the settlement

proposal, Urban Express, which has a legal name of Eastern Horizon, is now operating as Affordable Tours & Transportation, which has the same address and management as Urban Express. It is Affordable Tours that will be subject to the follow-up compliance review.

Complicating the situation, however, is the fact that Affordable Tours and Urban Express are not only being marketed under their names, but the company also is doing business under yet another name, PDQ Transportation.

Websites for Affordable and

CONTINUED ON PAGE 9 ►

Donation enables Motorcoach Council to push parts program

DENVER — Thanks to a new donation from Wells Fargo Equipment Finance, the Motorcoach Council is offering a second round of incentives for coach operators to sign up for the council's Coach Vendor Parts Program.

The first 25 operators signing up for the program will receive a \$50 gift card.

The Motorcoach Council is the grassroots program that works to promote motorcoach travel to the

general public. It originated and sponsors the Get Motorcoachified campaign, and it has developed public service announcements and consumer advertisements aimed at building awareness of motorcoach travel nationwide.

One of the council's key fundraising tools is the Coach Vendor Parts Program.

Under the program, coach operators voluntarily contribute one-half of one percent of their vehicle

parts purchases through ABC, MCI, Prevost and Setra to support the council's ongoing marketing efforts.

The council estimates that participating operators having a fleet of between one and nine coaches contribute an average of around \$60 per year to the program.

ABC, MCI and Prevost match operator contributions to provide additional support for the campaign.

Using the gift cards as an incentive, the council has a goal this year of tripling the number of operators participating in the program.

In April, the council was able to award a first batch of 25 of the \$50-gift cards to operators that signed up for the program because of a donation from Wells Fargo Equipment Finance.

"The \$50 incentive seems to be a hit amongst motorcoach operators," said Motorcoach Council Ex-

ecutive Director Heather Horton.

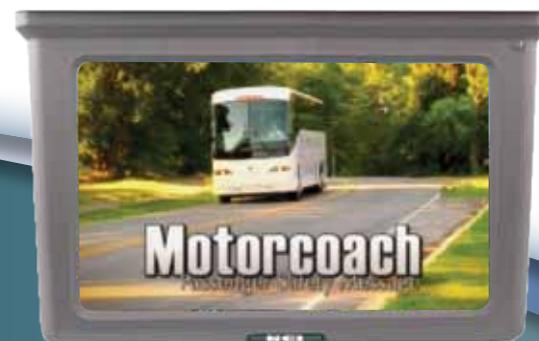
"It is attracting hordes of our industry's smaller operators, as the enrollment reward tends to negate the year-one contribution for most participants," Horton noted.

To enroll in the parts program and get a gift card, interested operators should send an email to pr@MotorcoachCouncil.org, or download the Parts Program Enrollment Form online at www.MotorcoachCouncil.org/involved.

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THE DOCKET

R.I. requests I-95 tolling

PROVIDENCE, R.I. — Rhode Island has asked the federal government for permission to charge tolls on Interstate 95 near the Connecticut border.

The state Department of Transportation has filed an application seeking Federal Highway Administration approval to install tollbooths between Exits 1 and 2 on both sides of I-95 in Hopkinton.

The application, which doesn't indicate how much the toll would be, was expected. (See June 1 *Bus & Motorcoach News*.)

The RIDOT wants to:

- Replace the Providence Viaducts, a heavily traveled, structurally deficient bridge carrying I-95 in Providence

- Reconstruct a major interchange at I-95 and Route 4 to relieve congestion and provide access to a major business park

- Bring the 43 miles of I-95 and the nearly 24 miles of I-295 to a state of good repair.

More than 260,000 vehicles use the 43 miles of I-95 that traverse Rhode Island daily, making it the third-busiest stretch of the highway on the East Coast.

Fuel standards announced for buses, trucks

WASHINGTON — The Obama Administration unveiled the nation's first fuel efficiency and greenhouse gas-pollution standards for over-the-road buses and trucks last month.

The standards will begin going into effect — for three categories of on-highway, heavy-duty vehicles — beginning in model-year 2014.

They are projected to reduce oil consumption by hundreds of millions of barrels and cut carbon pollution emissions by tens of millions of tons.

Additionally, the standards are expected to save vehicle owners and operators an estimated \$50 billion over the life of model-year 2014 to 2018 vehicles.

Of the three categories of commercial vehicles covered by the standards, buses are lumped with delivery and garbage trucks. That's a good thing because the standard for these "vocational vehicles" is the lowest of the three categories.

Manufacturers of buses, delivery trucks and garbage trucks will be required to reduce fuel consumption and greenhouse gas emissions by roughly 10 percent by model-year 2018.

That means these vehicles could save an average of one gallon

of fuel for every 100 miles traveled, according to USEPA estimates.

Big rigs and semis must meet a standard that is double that of motorcoaches.

Over-the-road trucks will be required to reduce fuel consumption and greenhouse gas emissions by approximately 20 percent by model-year 2018, saving up to four gallons of fuel for every 100 miles traveled.

And, in the third category of vehicles, heavy-duty pickup trucks and vans must achieve a fuel consumption and greenhouse gas reduction of about 15 percent.

The National Highway Traffic Safety Administration and the U.S. Environmental Protection Agency developed the standards in coordination with representatives from industry and other stakeholders.

NTSB unveils revamped 'Most Wanted List'

WASHINGTON — The National Transportation Safety Board has retooled its list of the nation's most critical transportation safety issues and four of the recommendations would directly impact the motorcoach industry.

The NTSB's Most Wanted List highlights 10 safety issues that

(See June 15, 2009, and May 15, June 1 and July 15, 2010, issues of *Bus & Motorcoach News*.)

Diesel engine manufacturers generally reacted positively to the fuel efficiency standards.

Cummins Inc. affirmed its support for the regulation in a statement and announced plans to meet the 2014 standards on Jan. 1, 2013.

The Engine Manufacturers Association and the Truck Manufacturers Association also voiced support for the efficiency rules.

"EMA and TMA members strongly support a uniform, national program to address greenhouse gas emissions and fuel efficiency that aligns with the needs of their customers and the nation," Jed Mandel, association president, said in a statement.

But the Owner-Operator Inde-

pendent Drivers Association, which represents small truckers, blasted the standards, accusing the Obama Administration of ignoring small business input and overlooking less-expensive options to reduce emissions.

"By totally ignoring the impact on small-business trucking, the EPA has demonstrated yet another example of our wretchedly broken regulatory process," Joe Rajkovicz, director of regulatory affairs for OOIDA, said in a statement. The group urged Congress to take action against the agency for issuing the rule.

Additional information is available on the USEPA web site at: www.epa.gov/otaq/climate/regulations.htm, and on the NHTSA web site at: www.nhtsa.gov/fuel-economy.

impact transportation nationwide.

"The NTSB's ability to influence transportation safety depends on our ability to communicate and advocate for changes," said NTSB Chairman Deborah Hersman. "The Most Wanted List is the most powerful tool we have to highlight our priorities."

The NTSB does not make transportation policy or enforce transportation-related safety regulations. It investigates crashes and makes recommendations to government policymakers and enforcement agencies.

The NTSB began issuing its annual Most Wanted List in 1990.

The latest list is the first produced under a revised format developed by the agency over the past several months to modernize and streamline the list.

Basically, the revised list features 10 broad issue areas the NTSB will highlight in its advocacy efforts. Detailed information about the list can be found on the NTSB's recently remodeled website.

Here's the new list with the issues that would impact the motorcoach industry at the top:

- Improve bus occupant safety
- Address human fatigue
- Require image and onboard data recorders
- Require safety management systems
- Promote pilot and air traffic controller professionalism
- Promote teen driving safety
- Improve general aviation safety
- Improve motorcycle safety
- Improve runway safety
- Address alcohol-impaired driving

For more information, go to www.nts.gov.

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Senate piles busload of safety issues in highway bill

WASHINGTON — The federal highway reauthorization legislation being considered by the U.S. Senate contains provisions that would codify a number of regulatory reforms under way at the U.S. Department of Transportation and give the department more authority in a range of areas.

The draft legislation lays out a broad agenda for the Federal Motor Carrier Safety Administration. Many of the dozens of provisions already are in development, but the draft gives the agency additional authority in a number of areas.

It would strengthen FMCSA's ability to revoke the registration of a motor carrier that has "reincarnated" itself under a different identity after having been sanctioned for safety violations.

Carriers and managers found to have repeatedly dodged compliance requirements also would be subject to sanctions.

It would toughen barriers to entry by requiring would-be carriers to submit a comprehensive safety management plan and pass a written exam covering safety regulations.

And it would require the agency to conduct a safety review of a new entrant within a year of registration. Currently, the FMCSA operates under policies calling for inspections within 18 months for all new carriers but much quicker for new passenger carriers.

The language calling for electronic onboard recorders addresses a range of technical issues that have arisen around the FMCSA's ongoing rulemaking. It also sets tougher standards for driver identification and data security, and would require the agency to set up a certification process to make sure the devices on the market comply with all federal requirements.

Several provisions in the draft address safety concerns about Canadian carriers. One says that if a Canadian agency prohibits a Canadian carrier from operating in that country, then FMCSA has the authority to do the same in the U.S.

Another says U.S. officials may negotiate with Canadian officials to provide reciprocal recognition of each country's fitness determination. And a third requires states to report convictions of Canadian drivers to a federal database.

The draft tells FMCSA to get on with the safety fitness rule that is the next step in the CSA safety enforcement process, ordering the agency to act by the end of the year to put an interim safety fitness methodology in place.

In other provisions the draft sets up a safety fitness rating sys-

tem under which drivers who do not meet standards can be prohibited from driving for up to a year. And it requires the agency to review carriers who fall among the most high-risk carriers in the CSA database for two months in a row.

The draft tells FMCSA to set up a CDL notification system, in

which employers would have to check each driver's violation record with the state DMV at least once a year.

Also, states would have to notify employers if a driver's license status changes due to legal actions such as a conviction for a moving violation, an accident or a license

suspension.

The legislation is a long way from passage. It has yet to be considered by the Senate Surface Transportation Subcommittee.

The Senate is working on a two-year reauthorization bill funded at current levels, while the House Transportation and Infra-

structure Committee opted for a six-year bill that cuts funding by 36 percent.

These huge differences will be hard to overcome, even if there were no differences over such hot-button issues as taxes, budget cuts, stimulus investment and the 2012 presidential election.

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Obama bus

CONTINUED FROM PAGE 1

chairman of the Republican National Committee Reince Priebus said.

Dana Loesch, a tea-party activist and CNN contributor, said on Twitter that “Nothing says ‘Let’s tour America and talk about jobs!’ better than a big, black, hearsemobile of doom.”

And, at a time when many politicians are advocating “Buy America,” the fact the coach was built in Canada also became a point of criticism.

Noted the *Times* reporter: “Republicans couldn’t stop bringing up the cost of the coach, making it sound like the vehicle is an (eight)-wheeled boondoggle. In the new age of austerity, a million-dollar-bus is an irresistible target.”

The Prevosts purchased by the Secret Service have no presidential seals or other identifiable markings. The lights on top, however, are a dead give-away. When Obama is on board, the bus is code named “Stagecoach.”

Although the Secret Service has released only skimpy details about the coaches, they are believed to have protective armor and other technology that is simi-

lar to the presidential limousine, known as “The Beast.”

A 2009 book, *In the President’s Secret Service: Behind the Scenes With Agents in the Line of Fire and the Presidents They Protect*, provides a detailed description of Obama’s presidential limo — a custom 2009 Cadillac.

‘We’ve had a demonstrated need for these vehicles for some time now.’

“The vehicle can keep going even when the tires are shot out,” says the book, which was written by veteran Washington journalist Ron Kessler. “It can take a direct hit from a bazooka or grenade. The car’s doors are 18 inches thick, and its windows are 5 inches thick.”

Like The Beast, the new motorcoach is likely to have its own supply of oxygen, a self-sealing fuel tank and bags of Obama’s blood in case of a medical emergency. The coach reportedly is driven by Secret Service or federal agents.

The Secret Service used a transportation fund to buy the two

buses from the Hemphill Brothers Coach Company in Whites Creek, Tenn. Some media reports say the interior is “subdued,” meaning it may not have the pizzazz that many of the luxury conversions Hemphill is capable of producing.

In the past, the Secret Service has had to lease buses for presidential travel and then retrofit them to add security measures and enhanced communications capability.

Then the buses would have to be stripped again — “at great expense,” White House press secretary Jay Carney noted — once they were no longer needed.

According to Secret Service spokesman Ed Donovan, the buses are designed to be multipurpose vehicles, and won’t just be used by Obama, Vice President Joe Biden and the Republican presidential and vice presidential candidates during the 2012 campaign. He said any government dignitary going on a bus tour or heading to a remote area will be able to use the buses.

“We’ve had a demonstrated need for these vehicles for some time now,” Donovan said earlier this year. He said the Secret Service hoped to get 10 years use out of the buses. (See May 15 *Bus & Motorcoach News*.)

USEPA is requested to cut biodiesel output mandates

WASHINGTON — The American Trucking Associations has asked the federal government to lower its 2012 and 2013 biodiesel blending requirement under the Renewable Fuel Standard.

The ATA said the U.S. Environmental Protection Agency “must consider the economic conditions underlying biodiesel production and adjust the biomass-based diesel...volumetric requirements to reflect...real world economic conditions.”

EPA has proposed requiring the production of 1 billion gallons of biodiesel in 2012 and 1.28 billion gallons in 2013. ATA asked that both levels to be lowered, and specifically for the 2013 level not to exceed 1 billion gallons.

Meanwhile, U.S. biodiesel production reached a new monthly high in June of 81 million gallons, marking a third consecutive month of record volume.

Biodiesel production in the first half of 2011 eclipsed production for all of 2010.

The higher production levels have resulted from Congress reinstating the biodiesel tax incentive earlier this year.

Despite the weak economy, the biodiesel industry is on track to produce at least 800 million gallons this year, more than double the production of 315 million gallons last year, when Congress allowed the biodiesel tax incentive to lapse, according to the National Biodiesel Board.

“We’ve dramatically increased production and doubled our number of employees at a time when many industries are shrinking or treading water,” said Ben Wootton, owner of Keystone Biofuels in Camp Hill, Pa.

Following the introduction of the \$1-per-gallon biodiesel tax credit in 2005, U.S. biodiesel production climbed steadily until 2010, when Congress allowed it to lapse as the health-care debate overshadowed other issues. Production immediately plummeted.

Congress reinstated the tax incentive in December 2010, and the USEPA included biodiesel as an “advanced biofuel” in its new Renewable Fuels Program, requiring minimum volumes of biodiesel use in U.S. fuels.

The tax credit is again slated to expire in December of this year.

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Royalty dies: Joanne Smith Christian

SAN JOSE, Calif. — Joanne Smith Christian, co-founder of what became Royal Coach Tours, one of the largest motorcoach companies in Northern California, died last month. She was 74.

In 1960, Mrs. Christian and her then husband took her winnings from a keno ticket and purchased a school bus to transport defense workers. Demand quickly outstripped capacity and within six months the fledgling company had to purchase a second bus.

After operating the commuter service for two years, the business

transitioned into a charter operation and the company was named Smith's Charter Bus Service.

The dramatic growth of the San Francisco Bay Area supported further expansion and once interstate authority was obtained in the 1970s the company was rechristened Royal Coach Tours.

"My mother always thought (Royal) was real prestige," Mrs. Christian's daughter, Sandra Allen, once told an interviewer.

In 1987, Mrs. Christian started Royalty Tours, which provided pre-planned trips, primarily for seniors.

Sandra Allen succeeded her mother as head of the company in the late 1980s. Today, Royal Coach Tours operates a fleet of more than 65 vehicles.

The family describes Mrs. Christian as dedicated, hard-working, passionate, inspirational and a creative visionary.

She valued her employees and co-workers and, in return, was admired by them.

In addition to her daughter, Mrs. Christian is survived by her son, Daniel K. Smith, who also helps manage Royal Coach Tours.

spokesman in Washington.

Prior to that, he managed public transit systems for 11 years, working for **First Group**, North America's largest bus operator, in its public transit management division and its predecessor companies. He managed public transit agencies in Charlotte, N.C.; Wichita, Kan., and Hamilton, Ohio.

Melaniphy began his career in transit as a college student driver for the campus bus system at **Indiana University** in Bloomington, where he was the driver for the university basketball team coached by *Bobby Knight*.

He holds a bachelor's degree from Indiana University, and a master's of business administration from Wichita State University.

He is a member of the APTA board, and chairs the APTA International EXPO 2011 Committee and Awards Committee.

Melaniphy takes over at APTA Nov. 1, succeeding William Millar, who's retiring after 15 years as APTA president.

In a statement, MCI President and CEO Rick Heller said that "while we are certainly disappointed to be losing Michael as a member of our leadership team, at the same time we are proud the industry recognized the leadership qualities he has demonstrated within our own organization."

People

WASHINGTON — *Deborah Hersman* has been sworn in for a second two-year term as chairman of the **National Transportation Safety Board**.

Hersman, who became chairman in July 2009, was nominated for a second term by *President Obama* in June and confirmed by the U.S. Senate last month.

The five-member NTSB is an independent agency charged with investigating transportation accidents.

WASHINGTON — *Michael P. Melaniphy* has been named president and chief executive of the **American Public Transportation Association**, which represents the nation's public transit agencies.

Melaniphy has more than 23 years of public- and private-sector experience in public transportation.

For the past 10 years he has been with **Motor Coach Industries**, selling the company's buses to public transit agencies and other government units.

For the past seven years, Melaniphy has held the title of vice president public sector at MCI and been responsible for \$250 million in annual public-sector sales. He also served as MCI's

Widow of UMA founder remembered

ROCK SPRINGS, Wyo. — A memorial has been established here in the name of Donna Zanetti, widow of United Motorcoach Association founder Pete Zanetti.

Mrs. Zanetti died earlier this year in Henderson, Nev., from complications of surgery. The 79-year-old Mrs. Zanetti had lived in Henderson for just over five years.

The memorial for Mrs. Zanetti is with the Holy Spirit Catholic Community School Building Fund at 116 Broadway, Rock Springs, Wyo. 82901.

Mrs. Zanetti married Pete Zanetti in 1974, and worked along side him as an accountant and tour director for Zanetti Bus & Fast Express, which was owned by Mr. Zanetti.

Pete Zanetti and a handful of other operators founded the United Bus Owners of America (now UMA) 35 years ago. He died in 1999.

Mrs. Zanetti was on hand in Rock Springs in early 2004, when UMA President and CEO Victor Parra presented then-U.S. Senator

Craig Thomas, R-Wyo., with the Pete Zanetti Excellence in Government Award for having led congressional action to win an axle-weight exemption for the industry. (See May 15, 2004, issue of *Bus & Motorcoach News*.)

At one time, Pete Zanetti and Thomas were members of the Wyoming legislature.

Mrs. Zanetti also was active in Wyoming politics and was named Republican of the Year by the Sweetwater County (Wyo.) Republicans in 2005.

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USDOT awards states \$417 million for highway projects

WASHINGTON — The need is soooooo great and the money is soooooo small.

Transportation Secretary Ray LaHood announced \$417 million in grants last month to fund highway infrastructure projects, ranging from interstate maintenance to research into innovative bridge materials and construction methods.

The USDOT received more than 1,800 applications — totaling

nearly \$13 billion, which is more than 30 times the money available. In other words, the grants announced by LaHood amount to slightly more than 3 percent of the money requested.

Still, LaHood made the best of it. “Transportation investments like these will create jobs, increase mobility, improve quality of life for all Americans and strengthen our national economy,” he said in a

statement. “The demand from the states for these funds shows just how critical the need is for infrastructure investment.”

The Federal Highway Administration invited states to apply in June for federal funding.

“At a time when states are facing serious budgetary constraints, these grants will help fill a critical need,” said FHWA Administrator Victor Mendez. “Investments like

these are immediate and long-lasting and will help create jobs.

Because the fiscal 2011 budget passed by Congress last April directed that all such funds be discretionary, FHWA awarded the money through a competitive process.

Among the recipients, North Carolina received \$3.75 million to improve the Interstate 40/I-77 interchange near Statesville, the state transportation department’s

top priority.

Colorado received \$3.76 million to help with accelerated bridge construction techniques that will speed completion of its replacement of the Pecos Street Bridge over I-70 in Denver County. The accelerated techniques will allow the bridge to be put in place all at one time, over a 50-hour period, instead of disrupting traffic over 12 months.

Engineers: U.S. will suffer as infrastructure crumbles

RESTON, Va. — A new report issued by the American Society of Civil Engineers says the nation’s deteriorating surface transportation infrastructure will cost the American economy more than 870,000 jobs, and suppress the growth of the country’s Gross Domestic Product by \$3.1 trillion by 2020.

The report, conducted by the Economic Development Research Group of Boston, says that deficiencies in America’s roads, bridges and transit systems cost Ameri-

can households and businesses more than \$129 billion last year, including approximately \$97 billion in additional vehicle operating costs, \$32 billion in delays in travel time, \$1.2 billion in additional safety costs, and \$590 million in environmental costs.

If investments in surface transportation infrastructure are not made soon, those costs are expected to grow exponentially, says the report.

Within 10 years, U.S. business-

es would pay an added \$430 billion in transportation costs, household incomes would fall by more than \$7,000, and U.S. exports will fall by \$28 billion.

“Clearly, failing to invest in our roads, bridges and transit systems has a dramatic negative impact on America’s economy,” said Kathy J. Caldwell, president of the American Society of Civil Engineers. “This report is a wake-up call for policymakers because it shows that investing in infrastruc-

ture contributes to creating jobs, while failing to do so hurts main street America.”

A lack of investment in transportation infrastructure would inflict a double whammy on American families who would see their household incomes fall by \$60 a month by 2020, while having to spend \$30 per month more for goods. The total cost to families would exact about \$10,600 per family between now and 2020, equal to \$1,060 per year on house-

hold budgets.

The report estimates that to bring the nation’s surface transportation infrastructure up to tolerable levels, policymakers would need to invest approximately \$1.7 trillion between now and 2020.

The U.S. is currently on track to spend \$877 billion during that time, or just over half as much as needed, according to the report.

The infrastructure funding gap equals \$846 billion over 9 years, or \$94 billion per year.

Equipment makers offer different idea to fund highways

MILWAUKEE, Wis. — The trade association that represents manufacturers of equipment for the construction, utility, mining, agriculture and forestry industries says it has a new idea for coming up with the money to rebuild and modernize America’s interstates without raising the fuel tax.

The proposal was developed by Jack Schenendorf, former vice chairman of the National Surface Transportation Policy and Revenue Study Commission and an attorney with the Washington, D.C., law firm of Covington & Burling, LLP, and Elizabeth Bell, associate with Covington & Burling.

With congressional committees wrestling with highway and public transportation reauthorization legislation and no one willing to raise fuel taxes to bring in needed revenue, Schenendorf unveiled an alternative solution to supplement current federal transportation revenues.

His proposal is contained in a policy paper published by The Bureau of National Affairs.

Schenendorf’s idea is to create a Federal Interstate User Fee and a Federal Motor Carrier User Fee.

Interstate user fee

Under this proposal:

- All vehicles using the Interstate System would pay a user fee. The fee would be collected through an “E-ZPass-like system,” which would be entirely electronic. There would be no tollbooths.

- All revenue generated by the fee would be deposited in a special account in the Highway Trust Fund to be used exclusively to restore, repair, rebuild and expand the Interstate System.

- The fee structure would be set annually, by an independent group, at the level necessary to reimburse the states in accordance with policies established by Congress for the federal share of these

improvements. The fees would not be designed to control the level of traffic or to “price out” drivers from using the interstates.

Motor carrier user fee

Under this proposal:

- A fee would be imposed on truck usage of all roads, and would be collected through GPS-like systems currently being used by a growing number of trucking companies.

- Trucks would not be double-charged for miles traveled on the interstate. Rather, those miles would be recorded through the Federal Interstate User Fee

program.

- All of the revenue generated by the fee would be deposited in a special account in the Highway Trust Fund and would be used exclusively for freight-related improvements.

- The same independent entity would set the fee structure at the level necessary to reimburse the states in accordance with policies established by Congress for the federal share of the freight improvements.

To read the full text of Schenendorf’s paper, go to: www.aem.org/PDF/2011-07-27_Schenendorf-ModernizingSystem.pdf.

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Coming: Self-inflating tires

AKRON, Ohio — The Goodyear Tire & Rubber Company is using money from a federal grant to accelerate development of self-inflating tire technology.

Goodyear says its “air-maintenance technology” will enable tires to remain inflated at the optimum air pressure without external pumps or electronics.

All components of the system, including a miniaturized pump, will be fully contained within the tire.

“While the technology is complex, the idea behind the (air-maintenance-technology) system

is relatively simple and powered by the tire itself as it rolls down the road,” said Jean-Claude Kihn, Goodyear senior vice president and chief technical officer.

Goodyear has not announced when the technology might become available commercially, but said the timetable would be accelerated by government research grants in the United States and the European Union.

The U.S. Department of Energy awarded a \$1.5 million grant for research, development and demonstration of the system for commercial over-the-road tires.

Operator probed

CONTINUED FROM PAGE 3

Urban Express are promoting the companies’ services even though neither has insurance and Affordable has no operating authority.

PDQ is listed on Charter Bus Connect, a website that markets tour-and-charter bus companies, with the wrong USDOT number. When you click on the USDOT number listed for PDQ (on Charter Bus Connect), up pops the Federal Motor Carrier Safety Administration Safer System entry for Eastern Horizon/Urban Express, a company that has no insurance.

Matthew Butler, a spokesman for the Ohio PUC, said revolving names has been an ongoing issue with Eastern Horizon/Urban Express and the commission was aware of it.

He also said the commission knew the company was now operating under the PDQ name with another USDOT number, one that was not mentioned in the settlement agreement.

Efforts to reach the attorney for Urban Express/Affordable Tours was not successful.

A date has not yet been announced when the PUC will consider the proposed settlement.

More immigrants nabbed on Greyhounds

POMPANO BEACH, Fla. — An investigation by the Miami Herald indicates the federal government may be increasing its checking of intercity buses and trains to identify undocumented immigrants.

The newspaper points out that immigration searches on public transportation are not well publicized. Border patrol agents generally focus their attention on the border and coastlines.

Steve Cribby, spokesman for U.S. Customs and Border Protection, said that checks on Greyhound buses and Amtrak trains are meant

to disrupt human smuggling activities into the country’s interior.

Citing law enforcement sensitivity, Cribby and other officials would not provide figures on apprehensions on public transportation. But attorneys and others say they have seen an increase.

“I am definitely seeing a large number of people stopped on Greyhound,” said attorney Sara Van Hofwegen, who works with immigrants.

On a recent visit to a federal immigration center in Broward County, Fla., Van Hofwegen spoke to 12 detainees. Five of the 12 were appre-

hended on a Greyhound.

Juliet Williams, an assistant with the law offices of Kantaras & Andreopoulos, estimates the firm has seen an increase in Greyhound apprehensions of about 25 percent in the past two years.

“We assist local and government officials like (Immigration and Customs Enforcement) and the Border Patrol as needed,” said Greyhound spokeswoman Bonnie Bastian in an email to the newspaper.

“We are unaware of when and why they are at our stations until they arrive.”

Cat recalling thousands of engines

WASHINGTON — Caterpillar is recalling nearly 600,000 on-highway and off-road diesel engines and is paying \$2.55 million to settle alleged Clean Air Act violations for shipping the engines without approved emissions controls.

The U.S. Environmental Protection Agency and the U.S. Department of Justice announced the settlement with Caterpillar.

From February 2002 to November 2006, the government says Caterpillar shipped more than 590,000 engines — to more than

50 original equipment manufacturers — that were not equipped with the after-treatment devices and/or fuel programming software that were present on Cat engines that were certified by the USEPA.

As a result, says the EPA, the engines emit excess nitrogen oxides and particulate matter.

“Caterpillar denies any wrongdoing, but does agree that the decree represents a good-faith effort between the parties to resolve their differences and avoid potentially lengthy litigation,” Cat said in a statement. “Caterpillar is commit-

ted to following the terms of the decree.”

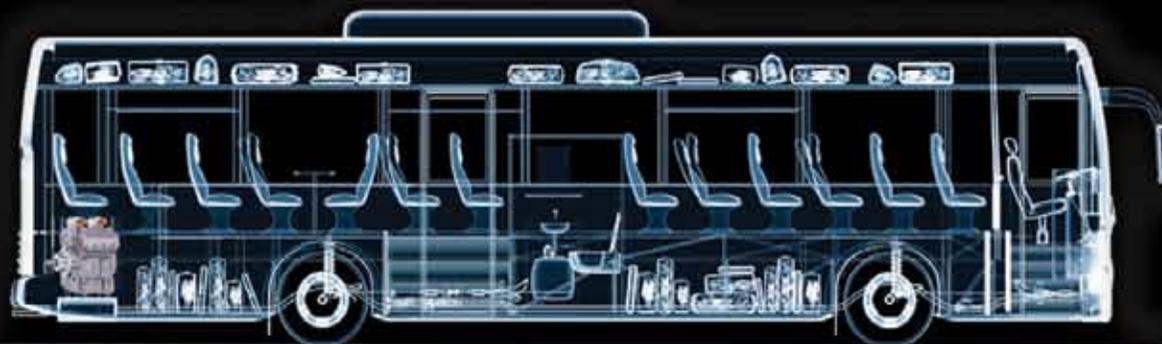
The company also notes that many of the engines have been fixed as part of an earlier recall.

Caterpillar will recall the affected engines and install the correct after-treatment devices and reprogram the fuel injector and fuel map settings. The recall will continue until all engines have been addressed.

For more information, go to www.epa.gov/compliance/resources/cases/civil/caa/caterpillar-inc11.html.

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N.Y. inspections

CONTINUED FROM PAGE 1

The issue of scheduled state inspections not being included in the federal database surfaced last month when the New York Department of Transportation hastily adopted a safety regulation that allows it to shut down motorcoach carriers that have three to five safety violations within a six-month period. (See Aug. 15 issue of *Bus & Motorcoach News*.)

Gov. Andrew Cuomo said the state took the emergency action in response to a rash of motorcoach accidents in the state.

Within days of adoption of the regulation, state regulators ordered the suspension of the business licenses of eight motorcoach and limousine companies for multiple safety violations, many of which were issued during scheduled inspections.

The companies balked at the orders, noting that the safety data maintained by FMCSA, which regulates interstate carriers, did not show many of the multiple violations the state cited in its suspension orders.

It then was learned the FMCSA does not include results of scheduled state inspections in its database, prompting the agency to reconsider its exclusion policy and possibly rewrite it so those inspection results become part of the assessment data-

New York arrests more drivers using false names

ALBANY, N.Y. — New York's ongoing crackdown on commercial bus and truck drivers who use aliases to obtain multiple drivers licenses has led to another 51 arrests, most of them in the New York City area.

New York Department of Motor Vehicles investigators have been using facial recognition technology

base as well.

Meantime, the eight companies continue to operate pending hearings on their suspensions.

The Bus Association of New York, which expressed concern over the speedy adoption and implementation of the regulation, continues to look into the issues, said President Godfrey LeBron. "We want to have another sit-down with the state people," he said.

Others in the industry suggest the issue raises concerns about New York possibly overstepping its authority to regulate interstate carriers, which generally fall under the purview of the FMCSA.

"There actually may be a federal preemption case developing," noted one.

Additionally, they indicated the state could face yet another problem because the inspection regime it uses

to comb through more than 600,000 commercial licenses, looking for drivers who may have used a false name, often after losing their legitimate license.

All those arrested are charged with offering a false instrument, which is a felony, and lesser charges. There have been 800 arrests since February 2010.

differs from the criteria used by the Commercial Vehicle Safety Alliance, which sets national inspection standards used by enforcement agencies for over-the-road buses and trucks.

The FMCSA declined to respond to questions dealing with the preemption and inspection criteria issues.

It did say, however, it was looking into yet another concern raised by operators who travel to New York, but are based in other states and Canada.

19-A under review

FMCSA spokeswoman Tolliver said the agency is reviewing New York's Article 19-A, which requires operators traveling in New York to complete a certain amount of paperwork dealing with their operations and their drivers or face suspension of their vehicle registrations.

Several Canadian operators received warning letters telling them to

Those drivers with excessive unpaid traffic tickets also are being charged with aggravated unlicensed operation in the second degree.

"With some hi-tech help, the state can now quickly find drivers who think it's acceptable to use an alias to illegally get more than one license," said New York Gov. Andrew Cuomo.

immediately comply with the 19-A requirements, and two of them received suspension orders for not being in compliance with the article.

The trade organization Motor Coach Canada objected to the letters and the suspensions, contending the Canadian operators are exempt from 19-A by virtue of the state definition of "motor carrier," and that 19-A is preempted by federal regulations.

David Carroll, director of safety and maintenance for the organization, said the group has complained to the state Department of Motor Vehicles and has written a letter to FMCSA asking for its help. "But we haven't heard from either of them," he said.

If the FMCSA intervenes, it would be the third time the U.S. Department of Transportation has done so over the same issue and under similar circumstances regarding

"I commend investigators from the Department of Motor Vehicles, as well as the local, state and federal agencies that teamed up on this case to help stop this fraud and keep our roads safe."

The state released the (multiple) names of those arrested, but it only identified the employers of a handful; some were bus drivers.

New York efforts to impose 19-A on out-of-state operators. It did it in 1999 and 2005.

Jackie McGinnis of the New York DOT said the agency sends 19-A compliance letters on a regular basis to operators based in New York, as well as those that travel to the state but are based in other states and Canada, easing the concerns of Carroll who wondered if only Canadian companies were being notified.

Carroll said the suspensions issued to the two Canadian operators have since been rescinded because they complied with the requirements of the article.

Other carriers in Canada that have received warning letters were urged to contact MCC for advice on how to comply.

"They just can't take the risk of being put out of service," Carroll noted.

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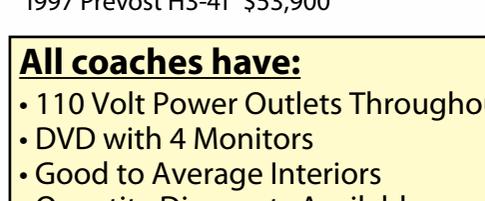
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Insurer: Leisure industry targeted by cyber pirates

LONDON — One of the world's largest insurance brokers says the vast quantities of personal, identifiable information collected by the leisure and hospitality industry has made it a chief target of cyber attacks.

The cyber risk unit at Willis Group Holdings reports that cyber-related insurance claims have spiked 56 percent over the past year, with an increasing proportion of victims in the hospitality industry.

Citing a recent survey, Willis warns that hotels, resorts, tour companies and other leisure-and-entertainment providers are increasingly vulnerable to hackers seeking to steal personal information.

The Ponemon Institute, a U.S.-based information technology think tank, estimates the cost of recovering from a cyber attack, including expenses associated with notifying customers and implementing credit-monitoring software to help ensure victims' credit records are not compromised by the misuse of stolen data, typically range from \$100,000 to \$1 million (U.S.).

According to Willis, the main

culprits of data breaches include rogue employees, malicious attacks, and mistakes made by outsourcing firms employed to manage customer data.

"Hackers are getting ever more sophisticated, penetrating firewalls to drain corporate databases of their customers' personal details, including credit-card numbers when not encrypted... and other personal information," said Laurie Fraser, global markets leisure practice leader for Willis.

"This year has already seen at least three high-profile cyber crime cases where security breaches triggered public outrage and panic over identity theft and fraud. The incidents badly bruised the reputations of popular consumer brands, as well as exposed firms to a host of increased costs as well as potential liabilities."

In response, Jeremy Smith of Willis said that cyber liability insurance, which has existed for about 10 years, is evolving to reflect the current environment, helping companies transfer the risks and costs of data loss and cyber piracy.

Prevost adds Wi-Fi at service centers

SAINTE-CLAIRE, Quebec — Prevost has implemented a Wi-Fi internet-access program at its service centers across North America.

All seven Prevost Service Centers now offer broadband wireless internet access to customers and guests.

Users will be able to access the net or e-mail accounts from laptop computers or Wi-Fi-enabled mobile devices.

"Prevost understands that our customers' time is extremely valuable, and our goal is to give them the flexibility to run their business efficiently," said Clay Flynt, Prevost vice president of parts and service.

"Wireless internet access at our service centers allows customers to get important work done during their busy day."

Prevost Service Centers are in Quebec City; South Plainfield, N.J.; Nashville, Tenn.; Jacksonville, Fla.; Dallas; Mira Loma, Calif., and Delta, British Columbia.

Separately, Prevost announced a mobile telephone application that allows users to find the nearest Prevost service provider using a smart phone or other mobile device.

The application includes comprehensive information about the seven Prevost Service Centers and 133 Prevost-certified service providers throughout North America.

Among the application's features are these:

- Users can find the nearest service provider to their location, or they can search for a provider by state or province.

- After selecting a service provider, users can view the provider's address, phone number, email, list of services and directions.

They can tap to automatically dial the phone number, send an email, open the website or view a map showing the service provider's location and turn-by-turn directions.

- English, French and Spanish versions are available.

'Plugging in' passengers is partnership aim

INDIANAPOLIS — Kingston Distribution is partnering with a pair of companies to expand availability of pre-packaged, 110-outlet kits to bus and motorcoach operators.

Installation of the kits allows increased use of portable electronic devices by passengers.

Kingston, a full-service distributor of a range of 12-volt electronics and accessories to the bus and motorcoach industry, will

begin distributing the Vanner line of commercial and industrial power inverters and pre-packaged 110-outlet kits to bus operators.

In a second partnership, Kingston has signed up InstallerNet, a nationwide company, to provide installation services for the kits.

Kingston says it can now provide a complete 110-outlet solution to the motorcoach industry.

"With the proliferation of electronic devices passengers use to

stay connected while traveling, there is an increased need in the bus and motorcoach industry to have high-quality, reliable 110 outlets on board," said Tim Martin, executive vice president of North American operations for Kingston.

"When it comes to power management, it just makes sense to partner with Vanner," Martin added.

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NCAA program

CONTINUED FROM PAGE 1

NCAA was pleased with the results of the pilot program, which attracted more than 100 carriers from throughout the country.

"The program was a success overall," he said. "We saw a significant decrease in costs, combined with the use of high-quality operators."

While cost was important to the NCAA, its main goal in creating the program has been to make transportation of student athletes to post-season sports tournaments as safe as possible.

In the past, the NCAA paid for tournament transportation costs, but individual colleges arranged for the trips with companies of their choosing.

It was believed that the change

in the handling of the transportation was triggered by an investigation by the cable TV sports network ESPN, which revealed that numerous colleges have been switching to charter bus transportation for financial reasons, and many of them were hiring carriers with questionable safety records.

Under the pilot program, GO Ground Options wrote new safety standards for motorcoach compa-

nies that wanted to provide charters for the sports teams and arranged for CSS to conduct the inspections and certify the carriers.

The inspection standards are more stringent and broader than those used for the inspections that CSS does for the Department of Defense, according to Patrick Labriola of Transportation Safety Exchange and Bob Watkins of CSS.

They said the inspections in-

volve all of the equipment of a company instead of only the coaches that an operator planned to use for DOD charters.

In addition, they include full-fleet inspections every two years, as well as monthly reviews of a carrier's operation using information obtained from the Federal Motor Carrier Safety Administration.

"The main difference between our program and the DOD is more frequency in reporting, monitoring and inspections," noted Schuh.

Although the program will mean more charter work for some operators, others in the industry remain concerned that it will take away work from carriers that have had long-time relationships with colleges in their areas.

"That (relationship) might be broken now," noted Jim Harris of Cardinal Coach in Warsaw, N.C. "Some carriers depend heavily on college work."

Both the NCAA and GO Ground Options said a number of carriers that provided transportation for sports teams involved in post-season play in past years took part in the pilot program, but they would not say how many were hired.

"While there were some operators that had been used by teams in the past that did not meet our criteria, overall we were able to roll many into the program," said Schuh.

Harris suggested, too, that state and local inspections work well and there might not be a need for a national company with new fees to be involved, noting that a while back CSS inspected 36 carriers in North Carolina and rejected only one. "Tells you that we have a very good inspection program going on here," he said.

June Bratcher of Daisy Charter and Shuttles in San Antonio, Texas, fears the program will lead to a cornering of the market by the NCAA.

"We do a lot of work for universities and colleges and don't want to lose their business, but we will not join the new program," she said.

She also expressed concern about having to pay money for more inspections, even though her company already is certified by CSS to work charters for the Department of Defense.

Coach USA revenue up

PERTH, Scotland — The North American operations of Stagecoach Group, which include Coach USA/Canada and megabus.com, reported a double-digit increase in revenue for the three months ended July 24.

Stagecoach said revenue at its U.S. and Canadian operations was up 12.7 percent for the period.

The North American unit of Stagecoach grew faster than the company's three other businesses during the quarter.

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9/11 Memorial

CONTINUED FROM PAGE 1

go to the NYCDOT website and look at its new maps and read the several pages of information it has posted that explain the ins and outs of group visits to the 9/11 Memorial.

The landing page of the NYC-DOT website has links to new charter bus maps — that become effective this month — of Lower Manhattan. There are links to a general map, a map showing authorized bus parking zones, and a map showing authorized bus layover locations throughout Manhattan.

There's also a reminder on the landing page about the new Bus Parking Meters. Starting this month, bus "muni-meters" allow on-street parking for as long as three hours (unless otherwise posted).

The general meter rate is \$20 per hour for coaches, payable at the meters, which accept credit cards or NYC parking cards.

A section on the landing page, titled Visiting the 9/11 Memorial, contains links to a half-dozen pages that will aid in planning a visit. There are four sections: Plan Your Group Visit, Official Transportation Partners, Group Bus Access, and Group Frequently Asked Questions.

Fisherman's Wharf bans tour buses

SAN FRANCISCO — The California Bus Association has issued a notice saying access by tour buses to San Francisco's famed Fisherman's Wharf area has been restricted.

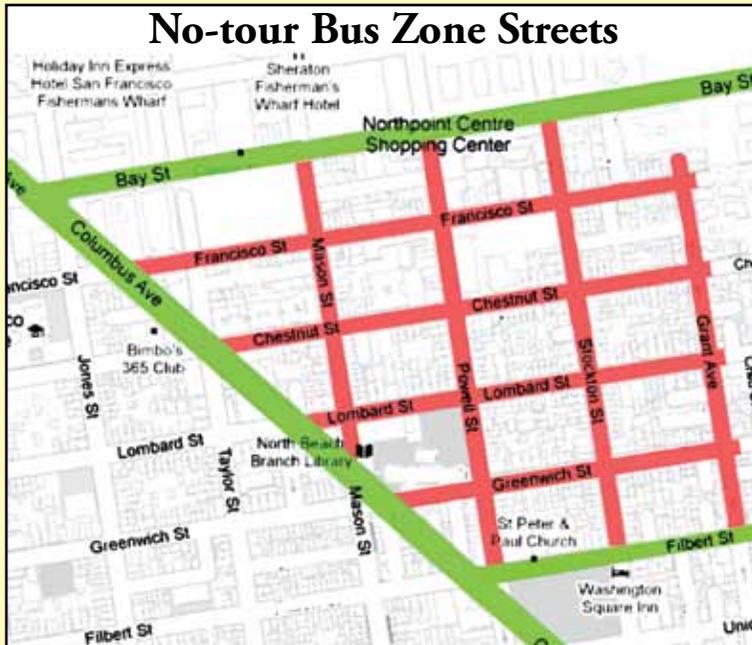
The association said that "bad behavior" by some local open-top tour bus operators resulted in the San Francisco Board of Supervisors adopting a new "no tour bus zone" around Fisherman's Wharf.

"This is a popular area for bus drivers traveling from downtown to Fisherman's Wharf," notes the association. "The only alternative now is to use Columbus Ave."

The area has been marked with "No Tour Buses" signs, meaning no vehicles capable of transporting more than eight passengers are permitted.

The streets now off limits are: Grant, Stockton, Powell, Mason between Greenwich and Francisco,

The Official Transportation Partners pages not only list the partners, which currently include Academy Bus, Coach USA/Suburban Transit, Hampton Luxury Liner, Gray Line New York, Big Taxi Tours and three water taxi companies, but contain an email



including Lombard and Chestnut.

A neighborhood organization, called United Neighbors of North Beach, has vowed to photograph address for operators interested in inquiring about becoming an official partner.

The Group Bus Access section contains a Group Visit form for requesting a reservation for a group.

There also is a map showing the drop-off and pick-up points,

any buses (and their license plates) observed in the area and turn the photos over to authorities for ticketing.

plus information about visiting hours, parking space locations, recommended routes, and various other restrictions and rules.

All in all, there is concise and helpful information for a challenging — but an expected-to-be-rewarding — visit.

Sprinter gets more seating

GREENSBORO, N.C. — Daimler Buses North America has increased the passenger capacity to 18 for its commuter-style Sprinter MiniBus.

The new seating configuration is now available for order by operators.

"The Sprinter MiniBus already offers an array of best-in-class amenities and now we have increased the passenger capacity to allow operators to transport more people,... adding to their bottom line," said Kevin Dawson, product manager for Sprinter MiniBus.

Engineers reconfigured the layout using Vogelsitze seats that are thinner. That permitted the addition of two seats.

Daimler said the new seats meet Federal Motor Vehicle Safety Standards and are available with seatbelts.

Optional features include armrests and upgraded fabric.

The Sprinter MiniBus was launched 10 years ago and is widely used for shuttle service.

For more information, go to www.freightlinersprinterusa.com or www.mbsprinterusa.com.

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Calendar

SEPTEMBER 2011

11-14 Virginia Motorcoach Association 2011 Convention, Marriott Chesapeake (Va.). Info:

Go to www.vamotorcoach.com.

13-14 BusCon 2011, Navy Pier, Chicago. Info: Go to www.busconexpo.com.

25-28 South Central Motor-

coach Association Annual Meeting, Hyatt Place in the Stockyards, Fort Worth, Texas. Info: www.southcentralmotorcoach.org.

OCTOBER 2011

3-5 APTA Expo 2011, Ernest N. Morial Convention Center, New Orleans. Info: www.aptaexpo.com.

11-12 Northwest Motorcoach

Association Convention & Rodeo, Pasco, Wash. Info: www.nwmotorcoach.com.

21-26 Busworld Kortrijk 2011, Kortrijk, Belgium. Info: www.busworld.org.

22-25 California Bus Association 38th Annual Convention & Trade Show, Hyatt Regency Monterey Resort & Spa, Monterey, Calif. Info: www.cbabus.com.

23-25 Bus Association of New York 2011 Marketplace, Albany, N.Y. Info: Email BANY@BANYBus.org, or go to www.BANYBus.org.

NOVEMBER 2011

6-9 2011 Ontario Motor Coach Association Conference and Marketplace, Windsor, Ontario. Info: www.omca.com, or call (416) 229-6622.

8 Trans-Expo, Metro Toronto Convention Centre, Toronto, Ontario. Info: www.cutaactu.ca.

8-9 Sleep Apnea & Multi-Modal Transportation Conference 2011, Sheraton Baltimore City Center, Baltimore. Info: www.samt2011.org.

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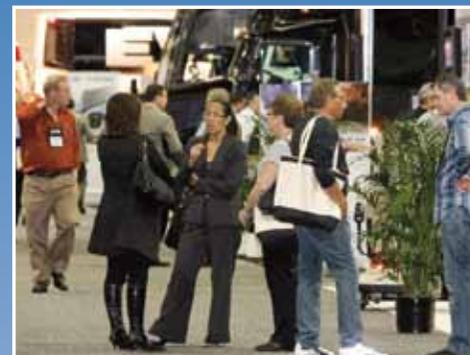
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