April 2014

Bus&MotorcoachNEWS

WHAT'S GOING ON IN THE BUS INDUSTRY

3rd-party audits secure approval from FMCSA

WASHINGTON — The Federal Motor Carrier Safety Administration has declined a request — from the United Motorcoach Association – to rein in states and other political subdivisions, including schools, colleges and universities, which require third-party audits of bus companies and their vehicles.

UMA asked the FMCSA last fall for the crackdown, claiming such inspectors were usurping federal authority, violating federal law and discriminating against small carriers through their pricing policies.

"After carefully considering this legal issue, our Office of Chief Counsel has determined that states, political subdivisions, public institutions, and public schools are not preempted from using the services of third-party inspectors, such as the Transportation Safety Exchange (TSX), and are not otherwise in violation of" federal law, wrote FMCSA Administrator Anne S. Ferro.

Her letter was directed to Dan Mastromarco, an attorney representing UMA, who had asked that Ferro's agency halt the "burgeoning problem" of schools and universities circumventing federal preemption provisions and federal law through dependence on third-party certifiers.

"We urge the FMCSA (to) utilize its outreach authority under (federal law) to ensure such institutions understand FMCSA is the sole arbiter of operating authority, and if necessary invoke leverage under (the law) to mandate conformity with the federal preemption," Mastromarco wrote to Ferro in October. (See Nov. 15 *Bus & Motorcoach News*.)

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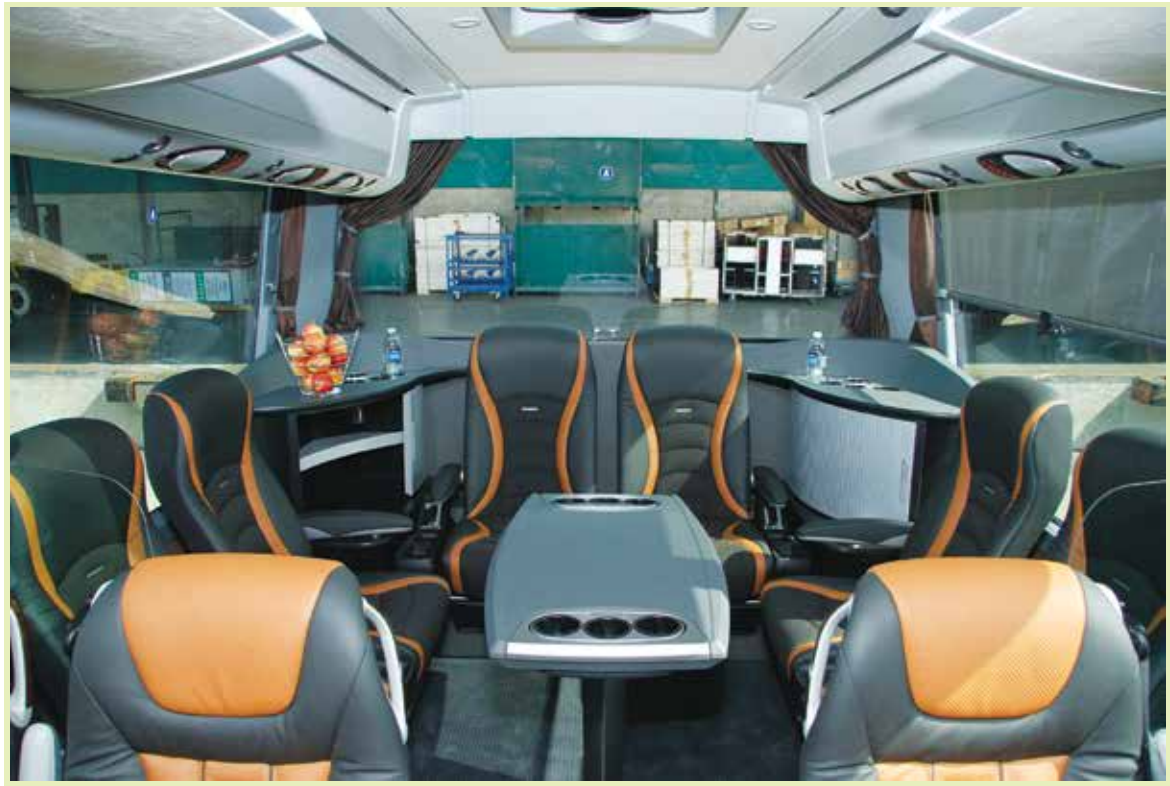
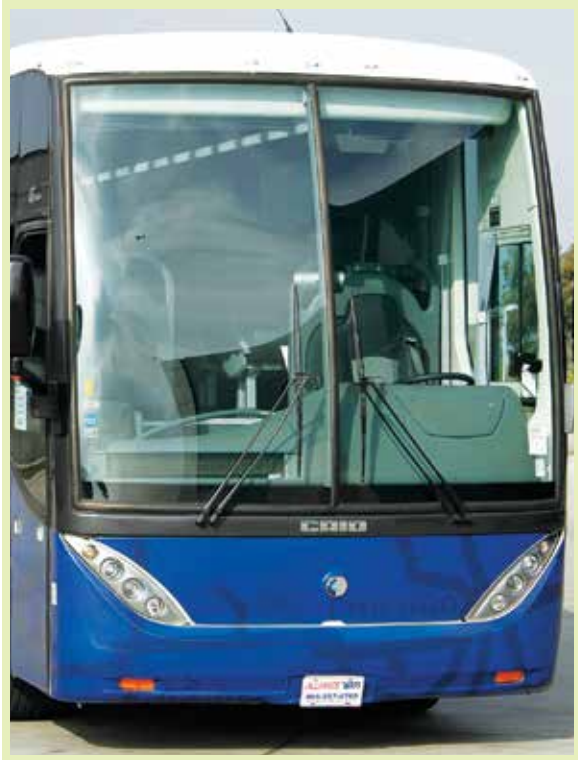
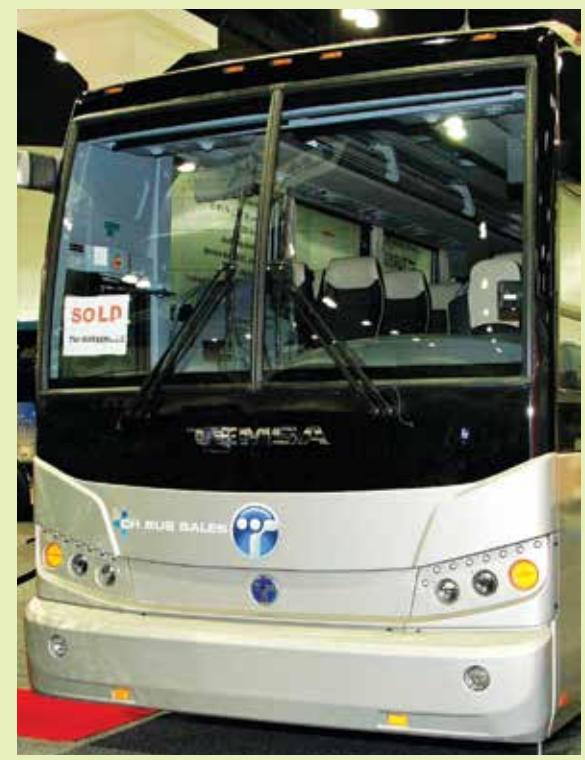
UNITED MOTORCOACH ASSOCIATION

New at MOTORCOACH EXPO 2014



Club seating anyone? A two-door Setra brought to Expo by MCI featured a luxurious conference area, above. Temsa unveiled its 45-foot model, below right, while Caio offered test drives in its 45-footer, below left. For more, see Section Two.





OK granted for logging mandate for buses, trucks

WASHINGTON — The Federal Motor Carrier Safety Administration won White House approval last month to issue a landmark regulation that would mandate the installation of electronic logging devices on all interstate commercial buses, trucks, limousines and taxis.

Say good-bye to paper logs.

The requirement, when it becomes a final rule, possibly later this year, will be one of the most-expensive mandates issued during the presidency of Barack Obama, costing the bus and truck industries more than $2 billion to comply.

The private motorcoach industry will incur a one-time expense of at least $20 million, plus millions more to train drivers and other staff members on the devices, hire replacements because current drivers balk at learning to deal with the devices, maintenance, and added compliance costs, notably the extra drivers and buses that may be needed to assure that no driver exceeds hours-of-service limits.

The fundamental purpose of the devices is to help enforce hours-of-service rules, thereby reducing fatigued driving, and to decrease paperwork for carriers and drivers, the FMCSA said.

The proposal "will improve safety while helping businesses by cutting unnecessary paperwork — exactly the type of government streamlining President Obama called for in his State of the Union address," Transportation Secretary Anthony Foxx said in a statement.

"By leveraging innovative technology with electronic logging devices, we have the opportunity to save lives and boost efficiency for both motor carriers and safety

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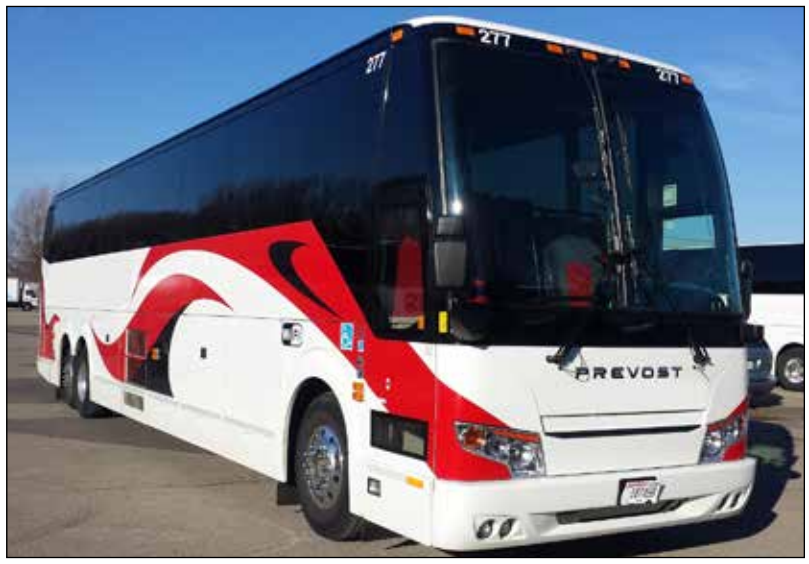

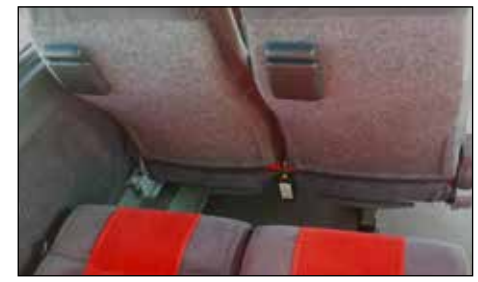

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- Allison B500 Transmission
- Volvo Engine
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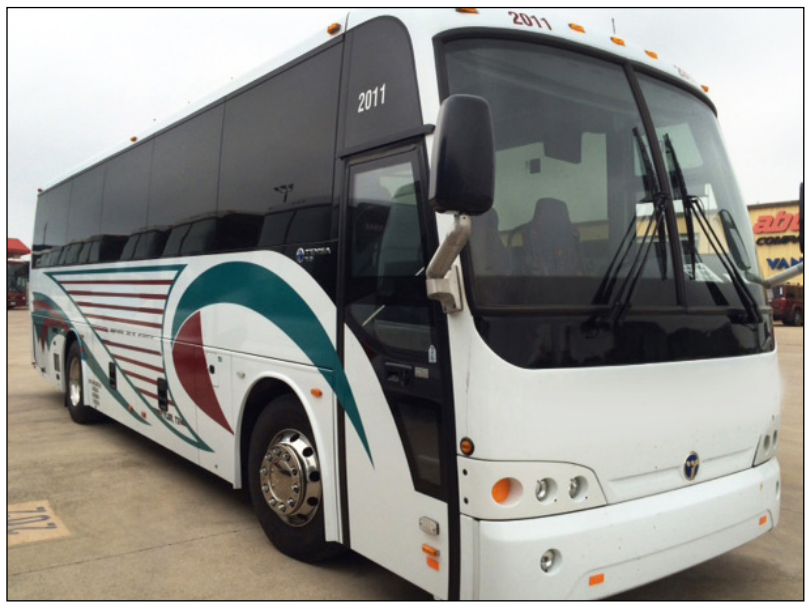

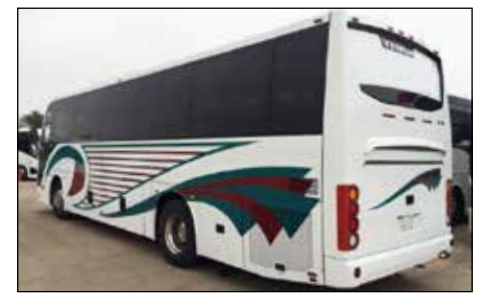

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3/14

Coach operator, cruise line overcome tour challenges

Industry benefit seen from 'win'

LITTLE ROCK, Ark. — Gina Martin of Little Rock Tours and Travel might want to call her "trip" with Norwegian Cruise Lines the Silver Linings Tour.

Martin, who owns Little Rock Tours with her husband, Cary, turned a near-disaster, packaged coach-and-cruise trip through the Panama Canal into a win-win experience for their motorcoach company and the cruise line she partnered with.

The episode and her efforts may ultimately yield benefits to the tour bus industry as a whole.

"We definitely had some bumps in our relationship, and Gina was so gracious about helping us understand their business model, and she helped us gain insights on how we can be easier to do business with," said Camille Olivere of Norwegian Cruise Lines.

As a result of talks with Martin and other tour operators during UMA Motorcoach Expo at Travel Exchange in Los Angeles in late February, Norwegian Cruise Lines is drafting changes to its contracts and looking at how it can improve terms to accommodate tour operators, according to Olivere, who is company senior vice president of sales.

Adds Martin: "Norwegian has a golden opportunity to become policy friendly to tour operators and capitalize on motorcoach operators who want to sell cruises but might have been afraid of restrictive contracts.

"I'm really encouraged by how they were listening to the way we work, and by how receptive they seemed about making positive changes. Our model is different than travel agents,' and I think this really allowed them to see that."

Here's how the rocky times and rapprochement developed.

Last summer, Martin, who manages the tour operation at Little Rock Tours and Travel, created a "Panama Canal Adventure" package that included a two-week Norwegian Line cruise from New Orleans to Los Angeles, through the canal.

Little Rock Tours would provide the coach transportation from Little Rock to the port in New Orleans and a leisurely return trip via motorcoach from the Port of Los Angeles to Little Rock with stops in five cities.


Gina Martin

Scheduled for departure in April, the Panama Canal trip sold quickly.

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American Financial terminates offer for National Interstate

CINCINNATI — The effort by the largest shareholder of National Interstate Corporation to effectively take the company private ended abruptly in legal wrangling last month. (See March 1 and March 15 *Bus & Motorcoach News*.)

American Financial Group Inc., the large insurance holding company based here, announced it was terminating its tender offer to buy all of the outstanding stock of National Interstate not already owned by Great American Insurance Co., a subsidiary of AFG.

Withdrawal of the offer was triggered by a pending ruling in a U.S. District Court in Cleveland.

The court, acting on a lawsuit filed by Alan Spachman, the former chairman and founder of National Interstate, announced it intended to grant a motion for a preliminary injunction that would block Great American Insurance from completing the offer to buy the 9.5 million shares it doesn't own.

In a news release issued Sunday, March 16, American Financial said that "in light of the court's stated intention," it was terminating its offer. The offer had been scheduled to expire March 17.

The effect of the announcement is that National Interstate will remain a quasi-public company that is 52 percent owned by Great American and the remainder owned by several hundred stockholders.

Spachman is the largest individual shareholder with 1.7 million shares, or 8.6 percent. By leading the fight to block the offer, he was essentially rejecting a potential payday of $51 million for his shares — at the $30 offering price.

However, in the suit he filed last month, Spachman alleged, among other things, that the offer was "coercive" because it was being pursued by a "flawed process" that included misleading disclosures, an unfair price, and AFG and Great American "having the benefit of highly material inside information."

AFG and Great American struck back, with an attorney for AFG accusing Spachman of "late night shenanigans," making "unfounded allegations," and being "vindictive and illogical" in his opposition to the offer.

The battle over, AFG said it "highly values National Interstate's business, management team and employees. National Interstate continues to represent an important strategic component of AFG's overall operations."

Shares tendered as a result of the offer will be returned.

THE DOCKET

Big budget increase proposed for FMCSA

WASHINGTON — If you think the expanded focus on the motorcoach industry by the Federal Motor Carrier Safety Administration (and its state partners) is a wonderful thing, then you're going to love the fiscal 2015 budget President Obama has proposed for the agency.

In an era when the federal budget, if not shrinking, is thought to be growing at a slower pace, the Obama administration has requested a 14.3 percent increase in tax dollars flowing to the FMCSA for fiscal '15.

Motor carrier safety grants, most of which go to states for safety enforcement efforts, would grow 12.7 percent during the year that begins Oct. 1, if the budget is approved by Congress.

"President Obama's fiscal year 2015 budget request of $669 million for motor carrier safety and consumer enforcement provides the necessary resources to support our ongoing safety activities and initiatives that ensure compliance with FMCSA safety regulations," said Brenda Brown, a senior lobbyist for the agency.

"The budget also requests additional field-based positions, including hiring 154 new positions primarily to support safety interventions and investigations which continue our in-depth reviews of unsafe companies begun in last year's Motorcoach Safety Initiative," added Brown, whose official title is deputy director, governmental affairs office, at the FMCSA.

Under the proposed budget, $316 million would go to enforcement programs, research and technology aimed at bus and truck operators.

The remaining $353 million would be designated for the Motor Carrier Safety Grants program that states use to remove dangerous trucks, buses, and drivers from their roadways, said Brown.

The fiscal 2015 budget would be the first using a "reengineer(ed)" system designed to reduce the application and compliance requirements of states requesting federal money, as well as cut the costs of administering the grant program.

"This request bolsters the resources available to award grants that are used to support investigations and interventions in states, identify and apprehend traffic violators, and conduct roadside inspections," Brown noted.

The budget also provides for continuing the implementation of requirements included in the federal highway and public transportation law, commonly known as MAP-21, adopted nearly two years ago by Congress.

"FMCSA has completed several high-profile studies required by MAP-21," said Brown.

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CVSA wants more money for safety enforcement

WASHINGTON — States need more funding for the enforcement of new federal truck and bus safety regulations and greater flexibility in how they can spend the money, the head of the Commercial Vehicle Safety Alliance told a House committee examining the effectiveness of federally funded highway safety programs.

"It is critical that Congress and (the Federal Motor Carrier Safety Administration) ensure that, as new programs are created and new responsibilities are assigned, funding is provided to the states, avoiding any unfunded mandates," said New York State Police Sgt. Thomas Fuller, president of CVSA, which represents the state police agencies.

"Otherwise, funds are spread thinly across programs, reducing effectiveness across the board," Fuller said at a hearing of the House highways and transit subcommittee.

Federal support for commercial vehicle safety enforcement has produced demonstrable safety improvement, he said.

From 2001 to 2010, the number of registered large trucks and buses grew 35 percent, from just over 8.6 million to 11.6 million, Fuller told the House panel.

"Despite this increase, the number of fatalities due to crashes involving large trucks and buses has gone down 27 percent," he said. "The number of (commercial motor vehicle) crash-related

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FMCSA targets URS scofflaws, carriers purged

WASHINGTON — The Federal Motor Carrier Safety Administration said it has begun deactivating the U.S. Department of Transportation registration numbers of truck and bus companies overdue for updating their Unified Registration System data, which is due every other year.

The FMCSA said it sent letters and e-mails to motor carriers in November, warning them of the need to file the registration updates.

The Unified Registration System is a company registration program — not vehicle registration — required of motor carriers and some other businesses. It applies to companies that must have a USDOT number to legally operate.

Last month, the agency began deactivating USDOT numbers for motor carriers that were due to update their registration in January but didn't, the FMCSA said.

Every month the agency will proceed with purging carriers two months beyond their deadline, meaning bus and truck companies that were to have updated their registration in February will be deactivated this month.

Fines for failure to comply are $1,000 a day up to a maximum of $10,000.

USDOT numbers themselves tell a company when to file. The last digit of a company USDOT number — 1 to 9, and the 0 — tells the month to re-register, January to October.

The next-to-last digit indicates the year: odd numbers in odd-numbered years and evens in evens.

The importance of the Unified Registration System carrier census was noted in a reported issued last month on the FMCSA written by the USDOT inspector general.

The report said, in part, that FMCSA must figure out how many active commercial vehicle companies there are and how many vehicles each company owns to improve the reliability of the agency's Compliance, Safety, Accountability program.

The Unified Registration System is a separate program from the Unified Carrier Registration Agreement, a system that collects carrier fees and distributes the money among the states.

Court of appeals sanctions DataQs lawsuit to proceed

WASHINGTON — The association that represents small, independent truckers has won an important round in its legal challenge to the way the Federal Motor Carrier Safety Administration handles reports of state safety enforcement actions against truckers.

The U.S. Court of Appeals for the District of Columbia Circuit ruled in favor of the Owner-Operator Independent Drivers Association regarding which court will hear its case on the issue of DataQs challenges.

DataQs is the FMCSA system for challenging the completeness and/or accuracy of information contained in its enforcement databases.

The appeals court said the association may file a federal district court challenge to the refusal of the Federal Motor Carrier Safety Administration to delete references in its database to state safety enforcement actions against truckers.

The lawsuit was filed by the Owner-Operator Independent Drivers Association in May 2013, on behalf of Fred Weaver, an association member who was cited by a Montana Department of Transportation officer for failure to stop at a weigh station.

That charge was later dismissed by a Montana state court, but the FMCSA denied the trucker's DataQs request to have the record of the charge removed from the federal database known as the Motor Carrier Management Information System.

The database is a key component of the FMCSA Compliance, Safety, Accountability program, through which Safety Measurement System scores are determined for over-the-road truck and bus operations.

The Owner-Operator Independent Drivers Association claims truck drivers are entitled to challenge the FMCSA administration of the DataQs program in federal district court.

A similar challenge filed by the Owner-Operator Independent Drivers Association is pending in federal district court on behalf of four other association members.

The U.S. Department of Justice had contested the association's suit, contending the case was filed in the wrong court and

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News Analysis

Door opens to challenge FMCSA system

By J. Hatcher Graham, J.D.

WARNER ROBINS, Ga. — It was not a landmark decision but it may aid the transportation industry in combating the sometimes abusive tactics of the Federal Motor Carrier Safety Administration.

In *Weaver and Owner-Operator Independent Drivers Assn. Inc. V. FMCSA* (No. 13-1172), the D.C. Circuit Court of Appeals ruled that it did not have jurisdiction over a challenge to the FMCSA maintenance of its DataQs system and that the challenge belonged in a U.S. District Court.

As the court of appeals pointed out, The Hobbs Act (28 U.S.C. §2342(3)) provides for review of all FMCSA "rules, regulations and final orders" to be brought only in a U.S. Court of Appeals.

These include a failure to respond to a notice of claim (49 CPR §386.14(c); appeal from a settlement agreement (§386.22(A)(vii((.3)); a ruling on a petition for review or reconsideration of the decision by an administrative judge (§386.64(e)); decision of an administrative law judge not reviewed under §386.64(e) (§386.6l(c), as well as orders issued by the assistant administrator clearly identified as final orders.

However, there are many situations where a decision, or non-decision, by the FMCSA does not fall under the above restrictions and may be taken to a U.S. District Court.

In this case, the plaintiff had received a minor traffic citation in Montana and had challenged the citation, which was subsequently dismissed.

The evidence of the citation, however, made its way through the Montana database into the FMCSA system.

The plaintiff had attempted to have the data corrected by the FMCSA through the agency's DataQs system.

When the FMCSA officials went back to the Montana officials, Montana refused to correct the data, without providing an intelligible reason.

The federal officials then stated that it was up to state officials to correct the data and refused to correct the information.

Weaver then filed suit under 49 U.S.C. §31106(a)(3)(F) (which requires the secretary (of the U.S. Department of Transportation) to provide for review and correction of the FMCSA database), to have the information corrected.

While he contended that the district court had jurisdiction, Weaver filed the case in the U.S. Court of Appeals to preserve his rights and to procure a decision on jurisdiction from the court.

While the court goes into a detailed analysis of the difference between a review under the Administrative Procedures Act and under The Hobbs Act, and discusses the difference between an agency final order and a final decision, the importance of the decision is that it clearly points out that there are decisions, and non-decisions, made by FMCSA that are not elevated to the status of rules, regulations or final orders.

These decisions may be challenged in a local U.S. District Court which may be much more sympathetic to the argument of a local business than an appeals

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Door opened

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court sitting in Washington, D.C.

What the average transportation owner should take away from this decision is that they should question each and every decision by the FMCSA that affects their business.

While there are administrative procedures for appealing or correcting actions by the FMCSA, these procedures are sometimes inadequate, or the FMCSA field office and Washington, D.C., takes an inordinate amount of time in processing the procedures.

Overzealous inspectors can recommend cease orders for minor administrative violations that do not affect safety.

Field offices can take months to respond to requests to upgrade ratings, and the like.

All of these are not final orders and do not involve the issuance or interpretations of rules or regulations. In these instances, the district court may be a viable platform to force an FMCSA office to reconsider or change a decision.

I would also advise that anytime you are notified of an inspection, or if an inspector arrives unannounced at your door, call either your (safety or operations) consultant or your attorney.

If you do not have either one, get one.

There have been too many stories of bullying inspectors pushing companies into agreeing to violations they should have questioned or signing consent orders that should not be signed.

Once you agree to something it is almost impossible to reverse the decision.

Once a cease order has been issued, you are out of business and, unless you have deep pockets, you may be unable to hire that attorney to help you out.

So, unless you are caught with your hand in the cookie jar, question everything and agree to nothing without independent advice.

J. Hatcher Graham is an attorney based in Warner Robins, Ga. He is the attorney who helped TransSouth Motorcoach of Warner Robins resume operations, in near record time, after it was shutdown during last year's FMCSA Operation Quick Strike. (See Sept. 15 Bus & Motorcoach News.) *TransSouth and Graham sued the FMCSA, calling the shutdown order uncalled for and arbitrary. Contact him at* govlaw@hatcherlaw.mgacoxmail.com.

DataQs suit

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that only a federal appellate court could hear the drivers' challenges.

The Owner-Operator Independent Drivers Association then filed Weaver's case in the federal appeals court, asking it to rule on the jurisdictional issue and to transfer the case to district court if it agreed with the association position.

The district court hearing the cases filed by the other four association members stayed further action pending the outcome of the appeal.

Paul D. Cullen Sr., attorney for the Owner-Operator Independent Drivers Association and Weaver, was quoted on the association's publication website, *Landline.com*, as saying: "The Weaver decision has important implications that go far beyond challenges to DataQs determinations. The FMCSA has been hiding behind uncertainties in the federal jurisdictional statutes for years in order to evade judicial review."

The Owner-Operator Independent Drivers Association represents more than 150,000 members, who are mainly owner-operators and truck drivers.

Foxx promises highway bill

WASHINGTON — The Obama administration will unveil a multiyear surface transportation reauthorization bill this month, Transportation Secretary Anthony Foxx told a House subcommittee last month.

The bill will provide details for spending $302.3 billion on transportation projects over four years, beginning Oct. 1, but it will not necessarily include funding details.

Foxx repeated the administration's desire to fund transportation with money generated by "pro-business corporate tax reform."

FMCSA budget

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"Most importantly, the budget allocates the essential resources for FMCSA to complete studies in progress and continue other key rulemakings to improve truck and bus safety."

Overall, the fiscal 2015 federal budget proposed by the Obama administration would allocate $47.3 billion for federally funded highways, an increase of 18.5 percent over the $40 billion Congress agreed to spend in fiscal 2014.

In addition, the administration proposed a four-year, $302 billion infrastructure improvement program.

About half of that program, $150 billion, would be paid for by a rewrite of the corporate tax code.

Few analysts, however, expect significant tax reforms to happen this year, meaning a large increase in federal money for highways seems highly unlikely.

Said House Leader John Boehner, R-Ohio: "The Obama budget spends and taxes too much."

CVSA request

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injuries also decreased over that time frame by 30 percent."

CVSA asked the committee to consider increasing the basic Motor Carrier Safety Assistance Program grant match from the current 80 percent federal money to 90 percent.

"At the very least, moderate increases in funding levels are necessary to keep pace with inflation, as stagnant funding levels result in decreased buying power year to year," the CVSA testimony said.

Van operators, sharing operating authority, shut down

SALEM, Mass. — Federal regulators have KO'd a business model being tried by a group of independent van operators who shared one federal operating authority to provide shuttle service between New York City and Boston.

Beyond the illegal operating scheme, which used the name D'Boston Transportation Inc., the van operators also allegedly scheduled trips that could not be completed without speeding or violating driver hours-of-service regulations.

Additionally, the operators' business practices shunned vehicle maintenance or efforts to qualify drivers and their service.

In fact, said the Federal Motor Carrier Safety Administration, noncompliance with safety regulations was a key aspect of the company business model.

D'Boston Transportation was set up after the feds shutdown an outfit called D'Family Transportation, which was created in 2012 by the same individuals who ran D'Boston.

Last month, D'Boston Transportation was declared an imminent hazard and placed out of service by the FMCSA.

D'Family Transportation, which had been assigned a USDOT number in 2012, had been ordered out of service on Dec. 16, 2013, for failing to submit to a New Entrant Safety Audit, according to FMCSA.

D'Boston Transportation was formed and applied for a USDOT number in late November, roughly three weeks before the shutdown order was issued for D'Family. The new company also resisted attempts at a safety audit.

"FMCSA attempted on several occasions to conduct a review of D'Boston Transportation, Inc.'s safety practices," the shutdown order states. According to the FMCSA, D'Boston Transportation simply didn't respond to agency attempts to schedule a new-entrant review.

The government identified Luis Contreras as D'Boston's president, and Juan Stepan and Ramon Castillo as corporate officers. The order listed six vehicles in the company fleet, all of them 2008-11 Ford Econoline vans.

The company website, written in Spanish, advertised round trips between Boston and New York at a "continuing special" fare of $30. The fare for "ninos menores de 5 anos," children under the age of five, was $25. Exterior and interior images of the Ford vans were shown and three telephone numbers were offered for making reservations.

The FMCSA order stated that D'Boston made no effort to assure vehicle or driver safety. And that one of the company principals told investigators he had no right to make those requirements of his owner/operators.

"D'Boston fails to ensure that its motor vehicles are systematically and properly inspected, repaired and maintained and meet minimum safety standards," stated the federal shutdown order.

"Further, D'Boston fails to monitor and ensure that its drivers comply with drivers' hours of service requirements, drivers' records of duty requirements, and driver qualification requirements.

"D'Boston has an inherently unsafe vehicle maintenance and driver oversight program because of the business model it has chosen to follow. Specifically, D'Boston has organized itself as group of independent passenger van owners who share business expenses.

"D'Boston permits individual passenger van owners to operate under its registration and authority in exchange for those passenger van owners sharing a portion of the trip fare with D'Boston.

"D'Boston, however, fails to ensure that the motor vehicles being operated under its registration and authority are periodically inspected or that these motor vehicles are in safe operating condition.

"Moreover," the order continued, "D'Boston has no system for monitoring and tracking drivers' hours of service and does not require its drivers to complete records of duty status; during FMCSA's

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D'Boston dead

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investigation, Mr. Contreras asserted that D'Boston could not force or require its drivers to complete records of duty status, and that D'Boston left it to the individual driver to ensure compliance with the hours-of-service requirements."

The FMCSA said that active noncompliance with safety regulations was standard operating procedure at the company.

"D'Boston's lack of regulatory compliance with regard to driver oversight amounts to more than merely benign neglect," said the shutdown order. "Indeed, FMCSA investigators discovered that D'Boston takes affirmative steps to violate safety regulations and ensure that its drivers avoid regulatory action by FMCSA by scheduling its trips in such a way that it would be impossible for a driver to complete the trip without either speeding or violating the hours-of-service regulations, and instructing its drivers to avoid toll roads and roads where inspection stations are located."

The shutdown order, signed by FMCSA Regional Field Administrator Curtis L. Thomas, summarized, "D'Boston's continued and blatant disregard for the (Federal Motor Carrier Safety Regulations) substantially increases the likelihood of serious injury or death and is an imminently hazardous and potentially deadly risk for its drivers and passengers and for the motoring public."

According to the order, Contreras admitted that D'Boston Transportation was a continuation of D'Family Transportation and agreed that the safety records of the entities should be linked.

The order forbids the company principals from operating the listed vans or any other commercial motor vehicles. It also forbids the operation of the listed vehicles by another other motor carrier or driver.

When the FMCSA was able to inspect four of D'Boston's vans in February, all were placed out of service for issues with emergency exit windows, warning devices, emergency exit markings, fire extinguishers, driveshaft protection and "numerous other violations."

One of the company vans had been ordered out of service Feb. 6. Subsequently, the FMCSA stated, "During an interview on Feb. 26, 2014, Luis Contreras did not know whether the defects had been repaired or even whether the vehicle was still in operation. Despite clear regulatory language to the contrary, Mr. Contreras denied that D'Boston was responsible for ensuring that vehicles being operated under D'Boston's registration and authority were adequately maintained."

Contreras also denied responsibility for compliance with driver regulations, the government stated. "As with the vehicle maintenance deficiencies discovered, D'Boston's business model is the cause of its driver oversight failures."

FMCSA found that the company had dispatched one driver whose license had been suspended for a moving violation.

In addition to the usual remedial actions carriers must take to regain operating authority, the order stated that "D'Boston must ensure that it only dispatches drivers who are able to read and speak the English language sufficiently to converse with the general public, to understand highway traffic signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records."

FMCSA also warned D'Boston it could not take steps to return its vans to service again under another business arrangement.

"D'Boston cannot avoid this Order by continuing operations under the name of another person or company. Any sale, lease, or other transfer of commercial motor vehicles and/or direct assignment of contracts or other agreements for service by D'Boston requires the written approval" of the FMCSA.

Utah operator shut down (again)

SANDY, Utah — For the second time in 14 months, the Federal Motor Carrier Safety Administration has shutdown a bus operator, with a record of compliance issues, based here.

The FMCSA, which has a four-plus-year enforcement history with Serv-A-Bus and its owner, Gene Brady, issued a new imminent hazard order against Brady and his company last month.

In January 2013, the FMCSA served Brady and Serv-A-Bus with a cease-operations order and revoked its USDOT registration for a laundry list of safety shortcomings.

That order appears to have slowed Brady…only a little.

During an investigation begun in late February of this year, it was found that Brady had operated at least 11 trips while he was supposed to have been out of business as a result of the 2013 order. Most of the trips involved school children.

The trigger for the latest shutdown was a Feb. 13 trip for a Utah high school, during which one of Brady's drivers drove 14½ hours straight.

The 17-year-old cutaway used for the trip was so decrepit and beat up, and the driver so wantonly reckless, parents and coaches refused to use the company for the return trip, and the high school had to make other arrangements.

Two days later, the driver was transporting the empty bus back to Utah when it burst into flames, exploded and was destroyed. No one was injured.

The FMCSA follow-up investigation uncovered a raft of safety and other violations by Brady, including a sham company supposedly owned by one of his former drivers but managed by Brady.

Brady told investigators he had leased his vehicles to the new company. Of course, the new company had no operating authority.

"Safety is our top priority and we will not tolerate this kind of callous disregard for public safety by any transportation provider," said U.S. Transportation Secretary Anthony Foxx. "These violations are especially egregious considering the company was transporting students despite being ordered to stop all operations."

Hersman leaving NTSB; worked closely with coach industry

WASHINGTON — Deborah Hersman, who worked closely with the motorcoach industry for 15 years, first as a key staffer on the Senate Transportation Committee and then as a member of the National Transportation Safety Board, announced her resignation last month as chairman of the NTSB.

Hersman is leaving the transportation accident investigations board to become president and CEO of the National Safety Council in Chicago.

In a blog posting, the 43-year-old Hersman said her nearly 10 years at the NTSB had been "a great ride," but she's moving on to the second "dream job" of her career.

At the NTSB, Hersman was on-scene for more than 20 accident investigations, including the highly publicized crash of an Asiana Airlines jet in San Francisco last July.

Hersman came to Washington two decades ago to work for a congressman from her home state of West Virginia. But it was her work for the Senate Transportation Committee and the NTSB that brought her into close contact with the motorcoach industry, sometimes under trying circumstances.

She participated in a number of NTSB investigations of high-profile motorcoach crashes, and while working for the Senate she helped draft some of the safety legislation that impacted the industry.

In 2005, the United Motorcoach Association honored Hersman for her support of coach industry safety initiatives during her years working for the Senate committee. Hersman spoke at UMA Motorcoach Expo that year in Las Vegas.

Her last appearance at a Motorcoach Expo was two years ago in Long Beach, Calif., where she challenged motorcoach owners and managers.

"The safety culture in the industry starts at the top," she said during a speech. "I encourage you to raise your safety standards."

One of her most recent interactions with the industry came last June when she met with UMA board members during their mid-year meeting.

Hersman spoke with the UMA directors about their concerns as operators, as well as discussing NTSB recommendations for improving the safety of bus operations.

Among the topics discussed was fatigue management, an issue of particular interest to Hersman during most of her time at the NTSB. She would focus on the issue during investigations when it was a factor resulting in a crash.

She became a strong advocate of coach companies adopting a fatigue management program.

Following her meeting with the UMA board, association President and CEO Victor Parra noted that Hersman "has been a longstanding supporter of the bus and motorcoach industry, and we are happy she asked to stop by and speak with us.

"Although outside of her jurisdiction, we appreciate that she listened thoughtfully as many of our board members shared their personal experiences and frustrations with recent (Federal Motor Carrier Safety Administration investigations and Compliance Reviews)."

Hersman has been a sometimes outspoken critic of the FMCSA when she thought the agency warranted condemnation. But she also acknowledged that the safety enforcement agency is understaffed to fulfill its mission, and she pushed adoption of the FMCSA Safety Management Cycle by companies to coordinate their safety programs.

She will continue at the NTSB until April 25 when Vice Chairman Christopher A. Hart takes over on an interim basis.

By federal standards, the NTSB is a small agency, with an annual budget of just over $100 million and 400-plus employees, most of who work in investigative roles.

Though a Democrat, Hersman

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Deborah Hersman

CONTINUED FROM PAGE 9

joined the board in 2004 as a nominee of President George W. Bush.

"I look back at the hundreds of investigations and recommendations that have been issued during my tenure at the NTSB, and I have seen the landscape of transportation safety improve before my eyes," Hersman said in a written statement.

Besides studying crashes, the NTSB makes safety recommendations.

Last year, Hermans was widely reported to be under consideration by President Obama to head the U.S. Department of Transportation. The White House later denied the reports, however. The job went to former Charlotte, N.C., mayor Anthony Foxx.

There has been talk Hersman might be considered for the post in an administration headed by Hillary Clinton.

Examples abound of Hersman's strong, effective and no-nonsense leadership at the NTSB. Many cite her handling of the aftermath of two Washington Metro trains colliding four years ago.

Upon arriving at the crash scene outside of Washington, she found the event had plenty of variables that could confuse officials: Was it a derailment or a collision of two moving trains or, as it turned out, one southbound train rear-ending another just before a stop?

The morning after, Hersman returned to the site with only five hours off the job, and the message to the public had progressed away from the initial injury reports and how-to-get-home advice and toward her domain: what actually happened.

Hersman came out swinging, letting everyone know she was in charge.

She blasted Metro, decrying that the public transit agency had ignored a five-year-old NTSB call to retrofit or phase out its oldest, least crashworthy railcars.

Later, according to an account by an official on the scene, Hersman demanded that Metro General Manager John B. Catoe Jr. stop talking to the media about the investigation. She insisted that anything he said would likely contradict what she had to say.

On camera and off, Hersman maintained herself as confident and authoritative.

Because NTSB board members have no regulatory authority, their primary weapon is galvanizing public attention — and occasionally shaming other agencies into following its recommendations.

Sometimes officials strike back.

At a 2009 House hearing into the Metro accident, Del. Eleanor Holmes Norton, D-D.C., and Hersman began with a tense exchange and it quickly escalated.

Deborah Hersman spoke at a news conference at Expo 2012.

Norton let Hersman know what was on her mind: She was frustrated that the NTSB kept insisting that Metro replace or retrofit its fleet of older rail cars rather than shift older cars around, as Metro had planned. Hersman tried to respond, but Norton cut her off.

"You knew these people could not possibly replace the trains," Norton said. "Over and over again you said do the impossible, absent any way for them to replace 30 percent of their fleet."

At the time, Metro had about 290 older railcars and said it would cost $3 million to replace each one — an astronomical $870 million price tag.

During the hearing, Norton and Hersman repeatedly clashed over the cost issue, with an impassioned Norton speaking over Hersman's attempted responses.

At one point, Norton pointed out that she was speaking "without fear of contradiction" — perhaps a backhanded slap at Hersman's original on-the-scene muzzling of Metro's leader.

"We're really not trying to blame anyone for anything," Norton said. "I think the victims and the public [are] entitled to hear any interim steps we can take besides saying spend a gazillion dollars that [Metro] doesn't have. Ms. Hersman, we [Congress] don't have it either."

Hersman preserved her composure throughout the tension, occasionally folding her arms and shifting in her seat while letting Norton vent.

When Hersman's opportunity to speak became clear, she seized it.

"We do make recommendations, Ms. Norton, and we don't have to pay for them and so I do recognize the frustration," Hersman said.

"But our charge is not to do that part of it. Our charge is to recommend what we think is in the best interest of the safety of the community. We are the conscience and the compass of the transportation industry, and [industry leaders] get to decide if or how they implement it."

A definite smudge on Hersman's record as NTSB chairman occurred two and one-half years ago when her agency conducted a study of the curbside bus industry at the behest of U.S. Sen. Charles Schumer and Rep. Nydia Velazquez, both Democrats from New York.

The pair asked for the study in the wake of a high-profile bus crash, and requested the focus be on "low-cost operators." The politicians clearly were hoping such a study would demonstrate that "low-cost" equals "unsafe," a point frequently pushed by unions that support Schumer and Velazquez.

The NTSB shifted the focus to curbside operators.

However, what emerged after eight months of NTSB study was a document that employed unusual — if not strange — research methodologies, resulting in questionable findings, weak analysis and significant anomalies.

Among the anomalies that went unexamined or unexplained was a finding that conventional scheduled carriers (i.e., traditional line-run operators) are more likely to be involved in a reported accident or an injury accident than curbside operators. Ouch.

Study: CSA program improving but more upgrades needed

WASHINGTON — The Federal Motor Carrier Safety Administration is making progress improving its Compliance, Safety, Accountability safety enforcement program, but it needs to step up the pace, says the U.S. Transportation Department Inspector General in a new report.

The report was requested by leaders of the House Subcommittee on Highways and Transit, following a 2012 hearing at which complaints were aired about how the agency was implementing CSA.

The report is the latest in a series of generally unfavorable analyses of CSA.

In late February, a report released by the Government Accountability Office said CSA does not track violations closely enough to measure crash risk for individual carriers. In a reply to that analysis, the FMCSA said it had significant disagreements with the GAO findings.

The Compliance, Safety, Accountability system is used by the agency to measure safety performance and determine which carriers pose a higher risk, so it can apply its enforcement resources where they will do the most good.

Not done enough

In his report to the congressmen, Assistant Inspector General Joseph Come says that while the agency has strengthened its controls over the quality of data that goes into the system, it still needs to improve the DataQs process it uses to correct errors in that data.

The agency also has not done enough to ensure that carriers are reporting accurate and complete data, the report says.

Another issue is that the agency has not fully implemented its enforcement program.

Just 10 states are using the full complement of enforcement interventions. The rest are waiting for the agency to deliver and train their staffs on the use of the software that helps manage the interventions.

And, the agency needs better documentation of its efforts to assure that it's using best practices in developing the Carrier Safety Measurement System that underpins CSA data, the report says.

Key recommendations

The Inspector General posted a half-dozen recommendations. The agency should:

- Issue a current guidance on DataQs.
- Start deactivating carriers' USDOT registration numbers if they do not submit proper census data.
- Develop a comprehensive plan to implement CSA enforcement interventions in the states that do not already use them.
- Document the sources of Carrier Safety Measurement Systems data and describe the system's validation procedures.
- Implement a process for managing Carrier Safety Measurement System documentation, including a central file for validation records and test results.
- Implement a management policy that includes documentation of system changes.

The agency reviewed the report and agreed with the recommendations, the IG said.

Suspicions confirmed

Critics of the CSA program immediately jumped on the report, saying it confirmed that CSA data contains significant flaws.

"The audit found that while FMCSA claims to have enough data to evaluate 40 percent of the industry — 13 percent of those companies report not owning or operating any trucks," said one trucking industry executive.

"Serious inaccuracies like this affect the scores of everyone scored under CSA — since carriers are compared to one another," he said, adding "FMCSA must acknowledge the program's many problems — and commit to addressing them."

Growing worry: Will there be enough medical examiners?

There's growing fear among some ground transportation experts that new requirements that USDOT-qualified medical examiners be trained and certified portends a shortage of medical professionals willing to perform driver physicals.

Under rules promulgated in 2012, medical examiners that perform Federal Motor Carrier Safety Administration-required physical exams must pass "core curriculum" training and be tested and certified by a nationally accredited institution, maintain competence through periodic re-training every five years, and be tested and recertified every 10 years.

Beginning May 21, an individual can't serve as a USDOT medical examiner unless he or she is certified, and you can't be a commercial driver unless you have been cleared by a certified examiner.

Truck and bus industry observers point out that fewer medical professionals than expected have signed up to take the required training and be certified.

The FMCSA has previously said it expects to have 40,000 examiners on board by May 21.

However, it appears to be falling far short of that goal.

An examination of the FMCSA national registry of examiners suggests the problem is most acute in rural areas and smaller cities.

To check the registry for names and addresses of certified examiners in your area, go to: *https://nationalregistry.fmcsa.dot.gov/NRPublicUI/home.seam*.

Driver distraction is focus of Toyota, Microsoft study

ANN ARBOR, Mich. — We're not sure of the significance, but we've found a couple more items that would seem to confirm the notion that the drive for new vehicle safety technologies appears to know no bounds.

Toyota and Microsoft Corp. have partnered on a project intended to reduce distracted driving by delivering information to drivers before they get behind the wheel.

That's example No. 1.

No. 2 is an explanation from Toyota for why this stuff is needed.

"By addressing these critical daily priorities before even setting foot in the vehicle, a driver potentially has more mental bandwidth to focus on driving," the automaker said.

So, now you know what's needed to improve the safety performance of your drivers — tools that'll give 'em "more mental bandwidth."

Who knew?

The technology being jointly developed by Microsoft and Toyota can display information on the side window when the driver approaches the vehicle.

The display system has been integrated into the "Driver Awareness Research Vehicle," a Toyota Sienna van that was unveiled at the Los Angeles Auto Show in November.

The van showcases the display system and other technologies that, Toyota says, could reduce incidents of distracted driving by creating data delivery methods for drivers and passengers.

In other words, give drivers more mental bandwidth.

Using a combination of gesture control, voice commands and the vehicle's key fob, the technology could provide drivers access to traffic and weather updates, details of their daily schedules and even the location of nearby gas stations.

The system can recognize and differentiate between individuals, so while adults are reading information tailored to them, children could, for example, play games designed to help them buckle their seatbelts, Toyota said.

"While the auto industry will never eliminate every potential driver distraction, we can develop new ways to keep driver attention and awareness where it needs to be — on the road ahead," said Chuck Gulash, director of Toyota's Collaborative Safety Research Center here.

Toyota said it also is participating in research projects aimed at improving driver awareness behind the wheel. One of them, in partnership with the Massachusetts Institute of Technology, is considering how voice commands affect driver behavior.

Researchers determined that the mental demands on drivers using voice commands were lower than expected, possibly because of drivers' tendency to compensate for talking by slowing down, changing lanes less frequently or increasing the distance to other vehicles.

However, and this may have implications for the bus industry, some older drivers took their eyes off the road for longer amounts of time since they were inclined to turn their bodies toward the voice command system's control screen, Toyota said.

Words of wisdom from John Hill

Living, learning in private sector

INDIANAPOLIS — For those who think federal and state bureaucrats generally would benefit from an extended stint working in the private sector before they begin a career of doling out rules and regulations from behind a government desk, we offer the words of John Hill.

John Hill. Recall the name?

He was administrator of the Federal Motor Carrier Administration during the final two-and-one-half years of the presidency of President George W. Bush. He left the FMCSA in early 2009.

Hill went to work at the FMCSA in June 2003 as chief safety officer and assistant administrator before being named administrator in May 2006.

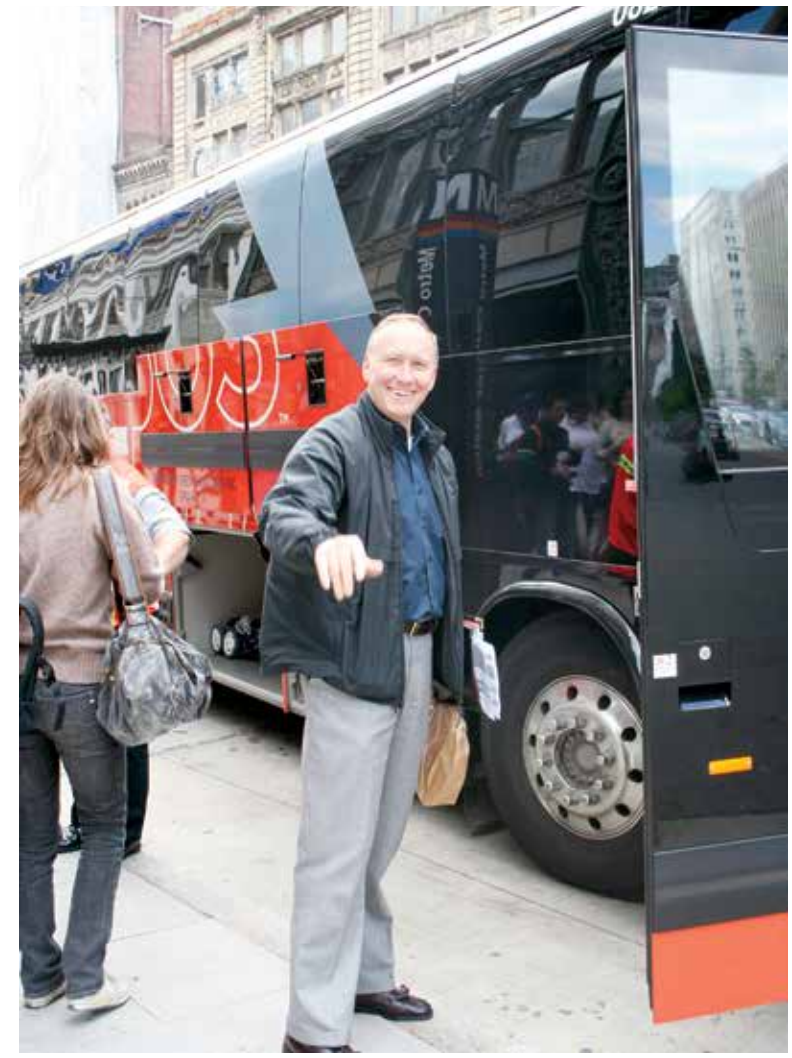
Prior to joining the federal government, Hill had worked for the Indiana State Police since 1974.

So, when he left the FMCSA, Hill had spent his entire professional career working in and for government — 35 years. A lot of work experience, yes, but none in the private sector.

After leaving the FMCSA, Hill formed a small company to help advance the use of safety systems and policies both in the U.S. commercial vehicle industry and overseas. His company, called The Hill Group, was based in Greenwood, Ind., a suburb of Indianapolis.

Early last year, Hill went back into government, accepting an appointment as executive director of the Indiana Department of Homeland Security from Gov. Mike Pence.

Last month, the *Indianapolis Star* ran an interview with Hill. The interview included this question: What do you know now that you wish you knew 10 years ago?



While at the FMCSA, John Hill tried BoltBus from D.C. to N.Y.C.

Hill's answer: "I wish I had known the lessons I learned from my four years in the private sector.

"I never had the opportunity to work outside government service until I started my own company in 2009.

"I would like to have better understood the effect of laws and regulations on society that I now have experienced as a small-business owner."

How's that for warm-and-fuzzy insight? The interview also contained the following.

"As a man of faith, Hill runs his department on the mantra: 'Treat others with respect and as you wish to be treated.'

"He also credits being a good listener to his success as a leader.

"'An effective leader must understand the needs of the people with whom you work, providing them with the resources and the guidance they need to accomplish what is required,' he said. 'A true servant leader empowers others, helping them to achieve at the highest possible personal level.'"

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ISSUE NO. 259

Bus&MotorcoachNEWS

A PUBLICATION OF THE UNITED MOTORCOACH ASSOCIATION

It's never OK to overload a motorcoach; then again…

By Dave Millhouser

It was a nightmare.

Nearly 100 teenage skiers were relaxing in the Monarch Pass lodge after a day on the Colorado slopes, when management decided the blizzard outside was severe enough to warrant closing the facility.

It was nighttime and – because blizzards demand it — snowing.

We had two buses in the lot, but one Scenicruiser had a fried clutch.

So, we stuffed 90+ kids in a 46-seat bus and headed down the mountain. It was a short trip to their motel, so what could go wrong?

Two avalanches…one in front of the coach and one behind, trapping them for hours till a snowplow arrived.

I've told this story before but — over the years we've been communing — I figured out you don't waste brain cells actually remembering this stuff.

A recent situation in Florida re-enacted the nightmare in a different setting.

A trooper pulled over a two-coach convoy that was on a junior high field trip to Orlando. One of the buses was put out of service and its 47 passengers were piled on top of their classmates in the second bus.

In the aftermath, the kids' parents used terms like "gross negligence!!!" and other less kind characterizations to describe how the situation was handled.

Was it gross? Was it negligence?

Maybe. (How's that for being decisive?)

We can't know if the operator in this instance was negligent without seeing the whole picture.

In a situation where a coach goes down there are lots of factors to consider in deciding how to proceed, and it might be a good idea to give them some thought, and discuss them with drivers, before there's an incident.

A few considerations…

If you leave a bus behind as a result of either shuttling or doubling up, how do you protect the personal belongings left behind? Best to have a plan.

When you have more bodies than seats, some are not going to have access to seatbelts. If the passengers are Sumo wrestlers, it is likely doubling up will make your bus overweight. In the case of overnight trips, adding luggage to the poundage further increases weight and the potential danger.

Doubling up kindergartners for a few miles on a day trip is an adventure. Doing it with a Golden Age Club tour group is a whole different ballgame.

In either case, if there's an accident your exposure is huge.

Boiled down, putting more passengers on a coach than it's designed for is always a last resort, suitable only if there is no safe alternative.

Where is the broken bus, and is it at a location safe for passengers to remain on board? Is the HVAC (and the lavatory) working? How long will it take to bring another coach? What is the weather (and the forecast)?

If the affected bus is not a suitable place to wait for help, how far from civilization is it? If the distance is short, it makes sense to shuttle folks rather than stuff the bus.

If the answers to all these questions are ugly, then MAYBE you double up.

One complication is time-sensitive destinations, like airline flights or events, where occasionally the passengers themselves press for quick solutions that may not be wise.

Give thought to how you (and your driver) will handle this sort of thing before it happens because, if things go awry, you're on the hook.

Just to be clear, it's never legal to overload a coach.

When the police torch off their siren and start running red lights, they need to have a compelling reason why they're breaking the law by ignoring traffic signals.

The same goes for cramming extra folks on a coach. When we do it, we need to be able to prove that breaking the law was safer than obeying it.

Years ago, in the middle of the night, my GM 4104 blew a piston on Interstate 75 near Ocala, Fla. We were near the end of an 800-mile trip, roughly 280 miles from our destination in Fort Lauderdale, and the kids I was carrying were eager to get home.


Dave Millhouser

Spotting the mushroom cloud (blown pistons make lots of smoke), a Miami-bound 'Hound pulled over. Cleverly noting that Fort Lauderdale was on his way, the driver offered to take the kids home…gratis.

Chances are a driver would (and should) be fired for that today, but them was ye good olde days (before lawyers had proliferated like rabbits).

I've always been grateful to Greyhound, but I won't give you the driver's name. He MIGHT have broken the 'Hound's rules, and I'm not sure of the statute of limitations. If he's still driving for them, he must be about 105, and really needs the job.

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

Dealing with veterans and service animals on buses

If you've watched television news in recent months, you've doubtless seen stories about the increased use of dogs to help Iraq and Afghanistan war veterans cope with post-traumatic stress disorder.

Which makes a posting on the website of Easter Seals Project Action all the more timely and particularly noteworthy to the bus and motorcoach industry.

Question: I am a veteran with PTSD. Fairly recently, I began using a service dog to help me with going to work, and she helps me with crowds of people.

However, I often get questioned about bringing my dog into a business or on the bus. How should I respond when people ask about my dog?

Answer: Your service dog plays an important role to support you with your post-traumatic stress disorder, or PTSD.

Your service dog is individually trained to do work or perform tasks that assist you in daily activities.

When asked, you may respond by saying, "My dog is a trained service dog, and she helps me with my disability."

There is no requirement for you to offer proof that she is trained as a service dog or to provide documentation about the assistance she provides.

Business staff or transit operators may only ask one more question: "What task or work does the dog perform?" You could respond by naming a task or tasks she does for you, but you do not need to disclose your disability.

You and your service dog should be served like any customer in a business or on the bus.

Animal duties

For clarification, a service dog does not primarily provide emotional support or comfort, but performs tasks for a person with a disability. In assisting a person with PTSD, service animals can interrupt flashbacks and nightmares or reduce anxiety by licking or nudging the person.

Moreover, a trained dog can help a person with physical tasks, such as reminding her to take medication, or with turning on lights in a room. The service dog can also guide the handler out of crowded spaces or buildings or retrieve items such as telephones and other objects.

The possible tasks that the dog can be trained to do is highly individualized around the needs of the person with PTSD.

Additional information can be found in the Easter Seals Project Action Facts About Service Animals and Transportation. Go to: *www.projectaction.org*.

U.S. Department of Transportation Americans with Disabilities Act, regulations define a service animal as "any guide dog, signal dog, or other animal individually trained to work or perform tasks for an individual with a disability."

Right of entry

A trained service animal must be allowed in public spaces. "Under the ADA, privately owned businesses that serve the public, such as restaurants, hotels, retail stores, taxicabs, bus operators, theaters, concert halls, and sports facilities, are prohibited from discriminating against individuals with disabilities.

The ADA requires these businesses to allow people with disabilities to bring their service animals onto business premises in whatever areas customers are generally allowed."

In addition, "an individual with a service animal may not be segregated from other customers."

A good primer on the subject can be found at *www.ada.gov/qasrvc.htm*.

Congress commissioned Easter Seals Project Action in 1988 as a research and demonstration project administered by Easter Seals to improve access to public transportation for people with disabilities.

Businesses form group to oppose interstate highway tolls

RICHMOND, Va. — A coalition of businesses, organizations and individuals have formed the Alliance for Toll-Free Interstates to advocate against proposals to add tolls to existing interstates.

The alliance describes itself as "a broad-based organization united by the belief that a viable, sustainable solution to America's transportation funding needs must not include putting new tolls on existing interstates," the group said in statement.

Members of the alliance represent restaurants, truck stops, movers, vehicle-rental businesses, trucking companies and organizations, and others who would face higher costs if tolls are expanded to existing interstates.

"We support increased funding for highways but oppose tolls on current federal interstate capacity," Bill Cranfill, general counsel for Old Dominion Freight Line and member of ATFI, said in the statement.

"Tolls are an inefficient method of funding, would increase the cost of moving goods and would decrease efficiency by pushing interstate traffic onto less safe and slower local roads."

Debates in Congress over long-term funding for transportation infrastructure have brought new urgency to fighting tolls, says the alliance.

Federal law prohibits new tolls on existing interstates, except for a pilot federal program that could allow tolls on three interstates.

No highways have been approved for the program.

Natural gas vehicles: Worse for the climate than diesel?

WASHINGTON — Buses and trucks that run on natural gas may be worse for the climate, over the long run, than diesel-fueled vehicles, says a new study.

Natural gas is generally hailed as cleaner than other fossil fuels, but the new research says using it — instead of diesel — to power trucks and buses could actually exacerbate global warming over a 100-year period.

Diesel engines are relatively fuel-efficient while the natural gas infrastructure leaks more heat-trapping methane than federal or industry data suggest, says the study by 16 scientists from federal laboratories and seven universities, including Stanford, Harvard and MIT.

"There's lots of reasons to shift from diesel," says lead author Adam Brandt of Stanford, noting that natural gas buses may help cut oil imports and improve local air quality.

But, from a climate perspective, "it's not likely to reduce greenhouse gas emissions."

Burning natural gas in vehicles emits less carbon dioxide than burning diesel, but the drilling and production of natural gas leaks methane, a potent greenhouse gas. Those leaks offset some of natural gas' CO2 benefit.

"Even running passenger cars on natural gas instead of gasoline is probably on the borderline in terms of climate," says Brandt.

His research, a review of 200-plus studies over 20 years, appears in the journal *Science*.

Whoa now

As would be expected, a natural gas industry group disagrees.

Richard Kolodziej, president of Natural Gas Vehicles for America, says a 2007 report by the California Energy Commission calculated that on a well-to-wheel basis, which includes extraction and distribution, natural gas in vehicles emits 22 percent fewer greenhouse gases than diesel and 29 percent fewer than conventional gasoline.

Brandt says his analysis is based on calculations from a peer-reviewed 2012 study led by Ramon Alvarez of the Environmental Defense Fund, a private research group.

Alvarez' team said switching buses and trucks from diesel to natural gas might not help the climate over a 100-year period if 1.7 percent or more of methane is leaked in producing and using natural gas.

The U.S. Environmental Protection Agency says 1.5 percent is leaked, but Brandt says EPA's estimate is about 50 percent too low.

Still, despite its leakiness, Brandt says natural gas is better for the climate long-term than coal as a way to generate electricity.

Obama endorsement

The production of natural gas is booming in the United States, and President Obama touted it in his 2014 State of the Union Address as "bridge fuel that can power our economy with less of the carbon pollution that causes climate change."

He urged Congress to support the construction of natural gas fueling stations.

Natural gas consists mostly of methane, a greenhouse gas that doesn't linger in the atmosphere nearly as long as carbon dioxide but traps about 30 times more heat while it does. So, even small methane leaks, whether from pipelines under city streets or a power plant, add up.

The study says the EPA underestimates methane emissions largely because of the way it tallies them. The agency takes a "bottom-up" approach in which it calculates emissions based on the amount released per cow or facility. It does not include emissions from abandoned oil and gas wells or natural sources such as wetlands.

In contrast, "top-down" counts taken from airplanes or towers measure actual methane in the air. They suggest U.S. methane emissions are 25 percent to 75 percent higher than EPA estimates, says the study, which also notes the limits of these atmospheric counts.

"It's not clear where these emissions are coming from," Brandt told reporters. While scientists don't know exactly how much is due to hydraulic fracturing or fracking — the drilling method largely responsible for the natural gas boom — he said it's probably a small share of total emissions.

Underestimated leakage

The study says methane leakage in the gas industry may also have been underestimated because emission rates for wells and processing plants were based on voluntary participation. One EPA study asked 30 gas companies to cooperate, but only six allowed the agency on site.

"It's impossible to take direct measurements of emissions from sources without site access," said co-author Garvin Heath, senior scientist with the National Renewable Energy Laboratory.

The authors call on the natural gas industry to clean up its leaks.

The scientists think that just a few leaks probably account for much of the problem so repairs may be doable. An earlier study of about 75,000 components at processing plants found just 50 faulty ones were behind nearly 60 percent of the leaked gas.

Eric Pooley, senior vice president of the Environmental Defense Fund, a research and advocacy group, says gas companies are moving in the right direction. He says they're being prodded by an upcoming EPA rule — effective January 2015 — that requires methane be captured when liquids are being removed after drilling.

TSX: Divisive

CONTINUED FROM PAGE 1

"As you know, motorcoach operators derive a substantial share of their revenue from public institutions, particularly from transportation to and from state college and university sporting events."

"As state actors, such institutions fall under the purview of 49 United States Code 14501 (ICC Termination Act), which forbids them from enforcing any standard relating to the authority to provide intrastate or interstate charter bus transportation," the Mastromarco letter continued.

"Despite this longstanding policy of federal preemption, many public schools today are increasingly relying on third-party providers to replicate the three basic functions of the FMCSA — standard-setting, inspection and certification.

"These third-party providers are part of a new and growing industry which generates a list of 'approved' and 'disapproved' motorcoach carriers from which the state institutions then obligate themselves to choose. Such a practice is already widespread; and, if left unaddressed, will have wide-ranging repercussions for federal transportation policy."

FMCSA response

In her response, Ferro said that "although third-party inspectors purport to offer 'safety certifications,'" the FMCSA has the sole authority "to issue federal interstate operating authority registration, to regulate interstate passenger motor carriers, and to determine their eligibility for continued operation in interstate commerce.

"Moreover, only FMCSA may cite violations of the Federal Motor Carrier Safety Regulations (FMCSR) that could result in the downgrading of a passenger motor carrier's safety fitness rating or the termination of their operating authority."

While "FMCSA does not sanction third-party inspectors," Ferro wrote, "Public schools…are fully entitled to contract with the passenger motor carriers of their choosing, including carriers reviewed and/or rated by TSX.

"Passenger carriers that fail TSX inspection or choose not to subject themselves to a TSX review process remain free to transport passengers. Public schools do not and cannot rescind the federal operating authority registration of motor carriers that are not inspected by TSX or that fail TSX inspections."

Ferro rejected the argument that public schools are "state actors" that should be forbidden from pre-empting FMCSA authority.

"Public schools that choose to use passenger motor carriers 'inspected' by TSX or similar companies, however, are not acting in a governmental capacity, and their decisions do not have the force and effect of law."

Hot topic

When hundreds of motorcoach operators gathered in Los Angeles in mid-February for the industry's biggest trade show, UMA Motorcoach Expo, among the most popular topics of conversation was the deep schism created in the industry by Transportation Safety Exchange, the third-party safety inspection organization.

At that meeting and at state and regional industry gatherings in recent months, critics of third-party inspectors in general, and TSX in particular, have accused the company of extortion, saying it is an existential threat to small operators and contend it is usurping the power of federal safety regulators — with the feds' acquiescence.

That kind of criticism has not stopped the American Bus Association from climbing into bed with TSX.

For the third year in a row, TSX hosted a breakfast at the Bus Industry Safety Council meeting conducted during ABA Marketplace in January. The council is an offshoot of the ABA.

TSX CEO Jolanda Janczewski welcomed the breakfast's attendees and provided a "state of the company" address.

"We're proud of our partnership with ABA and our shared mission of making the roads safer. Now, the TSX and ABA websites feature both organizations' logos on the member profiles of carriers that are both ABA members and TSX approved," TSX said in a web posting last month.

TSX has made agreements to provide safety certifications to a number of public school districts and a contractor working with the National Collegiate Athletic Association.

GO Ground Options of Chicago manages ground transportation services for NCAA championships in 46 sports and uses TSX as its standard for safety fitness ratings and carrier selections.

The fee issue

To critics, the most troubling aspect of the TSX business model is its reliance on inspection fees charged to motorcoach carriers that hope to do business with customers signed by TSX.

"TSX's funding is derived in nominal measure from the state institutions that are the consumers of the safety and the resulting list of authorized carriers, but in greater measure TSX derives its funding from the bus operators who seek the certification," argued the UMA letter to Ferro.

> Criticism has not stopped the American Bus Association from climbing into bed with TSX.

"The state institutions then apply a litmus test to engage only those operators whom TSX or other third parties authorize. In effect, state institutions effectively blackball carriers that have not paid the fee to TSX for its private and separate inspection."

The GO Ground-NCAA agreement often stands in the way of some coach companies from carrying college teams to post-season play after serving them throughout the regular season, one operator told *Bus and Motorcoach News*.

"You had a customer and now they require you to do business with them (TSX) to keep that customer," he said, only agreeing to speak anonymously.

"They have inserted themselves between the carriers and the clients. That is where the distaste comes from. There are a lot of carriers who are seeing it almost as extortion."

Janczewski, of TSX, said her company is under such scrutiny because it is "changing an industry."

"I think for every company that might find us controversial there is another that is supportive," she said. "The change we are trying to bring about is even safer highways. I have yet to understand how people can argue with anything to do with highway safety. We are trying to fill a consumer need."

Why another inspection?

TSX "is a topic of conversation at almost every (industry) meeting, and some of the discussions are not stuff that you could print," said Pinckney Spencer, charter manager at Atchison Transport Services in Spartanburg, S.C.

Asked if his company would be working with TSX, he responded, "No, we are not signing up and will not sign up. There are several reasons.

"One, they cannot offer anything that will improve a motorcoach company's safety that is not already provided by many other organizations. We are already Department of Defense-approved. We are inspected by the Federal Motor Carrier Safety Administration. We are reviewed by the safety experts from our insurance company. There is no reason we should pay an exorbitant amount of money to another entity to do the same thing."

Spencer also said TSX certification easily could be trumped by FMCSA action. "If you pass a TSX inspection and DOT comes in a week later and for some reason they don't pass you, the TSX seal of approval means nothing."

Atchison Transportation has lost business for lack of TSX approval, he said.

"They have been successful in presenting themselves to certain school districts, especially in North Carolina. We did do business in some areas of North Carolina and did it for years. Now we don't do business in those areas."

Otherwise, he said, his company's lack of TSX certification has not been questioned by potential customers.

Stamp of approval

James River Transportation in Richmond, Va., reports it has picked up business because of its TSX credentials.

"We do think it provides direct revenue to us because they work with GO Ground, they have contracts with other organizations and some public school districts in our area, said President Stephen Story. Some Maryland school districts do business with us because we are on the TSX-approved list.

"Having that third-party inspection gives us what we would call a stamp of approval to industry people who recognize that as a huge benefit," Story said.

James River operates about 36 coaches and 30 smaller buses, he said.

While his company also has been inspected for the Department of Defense, he said the additional layer of certification is good for his company. "It keeps us on our toes. This is a more intensive type of inspection process which we think exceeds all other inspection processes."

Story said many consumers of motorcoach charters believe the FMCSA regulatory compliance process is not a sufficient credential.

"It might be meeting planners, tour operators, government organizations…they know that FMCSA is stretched to their limits and have limited resources to accomplish their goals. We feel like we have great (federal) inspectors and we have a great relationship with them. But the issue is they only have a limited number of inspectors."

A carrier opposing TSX agreed. "There is a void left by FMCSA."

Price resistance

Story believes the reluctance many carriers have to the TSX program is the fee required to participate. He said those carriers do not criticize inspections carried out by Consolidated Safety Services, a sister company of TSX, on behalf of the Department of Defense.

"I am definitely the odd man out when I am sitting with other association people and I am in support of TSX," he said. "If I ask, 'Do you disagree with Consolidated Safety Services coming around to inspect you?' they say, 'No, we understand that completely.'

"The reason is that TSX is charging a fee and the Department of Defense is absorbing the fee. It is about a few dollars. TSX is in it for the right reasons, but they happen to be a for-profit company," said Story.

With the basic cost of TSX auditing beginning around $4,000 per carrier, Story argues that the expense covers two years of certification. "Are you saying that $2,000 a year is too much money to spend on your safety program? I would be embarrassed to say that $2,000 is going to break me."

Consumer need

For their part, TSX executives insist they are filling a need expressed by charter service buyers. A position paper on the company's web site is entitled "The Inadequacy of Government Oversight in the Motor Carrier Industry."

The paper describes several fatal motorcoach crashes. "The simple fact is that too many people are dying because the government-regulated safety compliance review system simply cannot keep up with the number of motor carriers on the road today."

The paper states that "fewer than 20,000 motor carriers are subject to state or federal inspection in a given year" while more than 700,000 freight carriers and 17,000 passenger carriers are on the road.

"FMCSA is wonderful at doing their job, but they are resource-constrained," Janczewski said. While federal regulators are focused on "the need to get the bad guys off the road," there is a need for additional information identifying carriers that have exceptional safety records.

"Consumers are demanding more information on their goods and services," she said. "The industry has to rise to that need."

Other industries are accustomed to paying third-party inspectors for services, Janczewski said, citing audits performed by accounting firms and ISO inspec-

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Intercity bus service still struggling in Montana

BOZEMAN, Mont. — A year after Montana lost its homegrown intercity bus company, many towns still don't have reliable or affordable service, reports *The Bozeman Daily Chronicle*.

Last March, the Federal Motor Carrier Safety Administration ordered Billings, Mont.-based Rimrock Trailways/Rimrock Stages to immediately halt service because of safety violations related to maintenance. (See April 15, 2013, *Bus & Motorcoach News*.)

The abruptness of the order, combined with little apparent consideration by the FMCSA, left many riders stranded in the 39 towns that Rimrock Stages served along Interstate 90 between Wibaux and Missoula, State Highway 89 between Missoula and Whitefish, and Interstate 15 between Butte and Great Falls.

Three bus companies — Jefferson Lines, Salt Lake Express and Flathead Transit — now cover routes Rimrock Stages served for 31 years, but the changeover has meant reduced service, fewer options and higher prices.

Montana, like many largely rural states, can be a difficult place for bus companies to turn a profit.

The combination of a small population, vast distances between towns, and a dearth of state money for public transportation makes it tougher for companies to stay out of the red.

The only supplemental funding comes through the Federal Transit Authority 5311 grant program for public transportation in "other than urbanized areas."

In recent years, Montana has received about $7.5 million annually under the 5311 program.

States are required to spend 15 percent of the money on intercity bus service, which Montana did until fiscal 2011, when it applied to cut that percentage in half, based on a Montana State University Western Transportation Institute study.

"We weren't using the whole 15 percent each year. Other small communities not served by Rimrock needed money for their feeder services, so the other 7.5 percent goes to 40 towns that have small transportation services," Audrey Allums, Montana Department of Transportation bureau chief for grants, told the newspaper.

So, the $1.1 million that was mostly going to Rimrock Stages was cut in half in 2011. Less than two years later, its service was gone.

The Bozeman Daily Chronicle reported that while service on I-90 slowly ramped back up over a couple of weeks last April, service along Highway 89 didn't fall into place until December.

Travelers along the Butte-Great Falls line had to deal with almost a year of no service. The lack of bus transportation has meant that many attending the Montana School for the Deaf and Blind in Great Falls were unable to travel between their homes and the school.

Jefferson Lines considered the route but decided against it because it's not as profitable and Montana initially offered no funding.

Late in February, Idaho-based Salt Lake Express agreed to take the route after it was promised some of Montana's 5311 money.

Perhaps typical of the cutbacks that have occurred is the service now available in Bozeman. Two buses a day go both east and west, down from Rimrock Trailways/Stages' three a day.

Rimrock Trailways/Stages also would stop at smaller communities along the highway, but the new companies have cut back on that service.

For example, buses no longer stop in Deer Lodge, leaving few options for those either leaving the state prison or wanting to visit the prison.

Ticket prices also have moved higher. *The Bozeman Daily Chronicle* reports that before being shut down, Rimrock Trailways/Stages charged $66 for a same-day purchase, round-trip ticket between Bozeman and Missoula.

When Salt Lake Express took over a few weeks after the shutdown, it charged $80 for the same round trip.

Now Jefferson Lines operates along the I-90 route and charges $116 for a same-day purchase, round-trip ticket.

New York state to launch ski bus service

NEW YORK CITY — The state of New York plans to launch a bus service to take skiers from the city and Toronto to some of New York's most-popular slopes, Gov. Andrew Cuomo announced.

The "I Ski NY" service is to get underway next winter and serve 13 New York ski areas from New York City and another six from Toronto.

How much the service will cost riders was not revealed in the announcement.

"With some of the best ski slopes, snowmobiling tracks, hiking trails, and scenic views, we want New Yorkers to know they should stay in New York and all out-of-state visitors to feel welcome to partake in all that upstate has to offer," Cuomo said in a statement.

Among the ski resorts that are to be serviced by the state-operated buses from New York City are Thunder Ridge Ski Area in Patterson, Putnam County; Belleayre Mountain Ski Center in Highmount, Ulster County, and Plattekill Mountain in Roxbury, Delaware County.

Among the stops for the Toronto buses will be the Bristol Mountain Ski Resort in Canandaigua, Ontario County, and Kissing Bridge in Glenwood, Erie County.

Logging devices

CONTINUED FROM PAGE 1

inspectors," Foxx added.

The FMCSA estimates the mandate will save 20 lives and prevent 434 injuries each year, with a net benefit to the nation of $394.8 million annually.

"Impaired driving, including fatigue, was listed as a factor in more than 12 percent of the 129,120 total crashes that involved large trucks or buses in 2012," the agency said.

Long time coming

The electronic log mandate unveiled last month takes on a broad range of issues that have dogged the federal government's 15-year effort to draft such a rule.

At the core of the 256-page proposal is the requirement that drivers who fill out paper logs must switch to electronic logging devices, or ELDs.

Up until about two years ago, the devices were commonly called electronic onboard recorders. But Congress, in legislation adopted in June 2012, referred to them as electronic logging devices.

The proposal covers technical standards for the devices and the supporting documents that regulators need to confirm compliance. And it sets requirements to assure electronic logs are not used to harass drivers. That factor was a key sticking point in adopting a rule that would satisfy elements of the trucking industry and meet a court requirement.

Once the proposal is published in the *Federal Register*, bus operators and trucking outfits, drivers and anyone else will have two months to submit comments. After the agency reviews the comments and publishes a final rule, perhaps later this year, carriers will have two years to comply.

Technical details

The technical specifications in the proposal spell out how the devices should work.

The basic requirement is that the device record specific information — date, time, location, engine hours, mileage and driver, vehicle and carrier identification — and make it available to inspectors.

The driver will be identified by his or her driver license number and the state where the license was issued.

The device has to be synchronized with the engine, to record on/off status, the vehicle's motion, mileage and engine hours.

The device will have to automatically record a driver's change of duty and hourly status while the vehicle is moving. It also must track engine on/off, and the beginning and end of personal use or around-the-shop moves.

The agency is proposing that the devices use automatic positioning services, including either satellite-based global positioning systems or land-based systems, or both.

The agency will not require the devices to print out the log, but it is offering that as an option. It says the device will have to produce a graph grid of a driver's daily duty status, either on a digital display unit or on a printout.

This marks the first time the agency has proposed using a printer, and it's looking for comments on the costs and benefits of that approach.

Some motorcoach operators and many more truckers now have onboard information systems that warn the driver when he or she is approaching hourly limits. But the FMCSA is not requiring that capability in its proposal.

The primary communications method will be wireless web services, Bluetooth 2.1 or email.

The backup will be wired USB 2.0 or scannable Quick Response code.

To guard against tampering, the device must not allow changes in original information about the driver's records or in the source data streams that provide the information. It also must be able to check the integrity of the information.

Also, the device must be able to monitor and record compliance for malfunctions and inconsistencies.

Beyond the specs

The agency is proposing the devices be certified by the manufacturer, and that certified devices be registered on the FMCSA website to make it easier for carriers to shop.

The agency projects net annual benefits of about $454 million, based on an average annual cost of about $495 per vehicle for the device and services.

It based its calculations on Qualcomm's MCP 50 system, describing it as an appropriate example of the current state-of-the-art device, although it looked at other products as well.

The supporting documents portion of the proposal eliminates the requirement that carriers keep paper that verifies driving time, since the electronic log takes care of that.

It retains the requirement that carriers keep a variety of documents, ranging from bills of lading, dispatch records, expense receipts or payroll records.

The harassment factor

To protect drivers from harassment, the agency is proposing that when a driver has indicated he or she is resting, the device is either muted or turned down so the carrier can't interrupt the rest.

Also, the driver would have to approve any changes the carrier makes in the driver's data.

The agency plans to propose another rule to protect drivers from coercion by carriers, shippers, receivers or transportation intermediaries. This rule will include ways for drivers to report coercion as well as penalties for violators.

The new proposal supplements the agency's February 2011 proposal.

The FMCSA stopped work on that requirement in 2012 after a federal court ruled that a previous regulation mandating the devices for some carriers did not properly prevent the devices from being used to harass drivers.

The prohibition on carriers harassing drivers could carry an $11,000 fine.

FMCSA weighs in

"By implementing electronic logging devices, we will advance our mission to increase safety and prevent fatigued drivers from getting behind the wheel," FMCSA Administrator Anne Ferro said in the statement.

"With broad support from safety advocates, carriers and members of Congress, we are committed to achieving this important step in the commercial bus and truck industries."

In an effort to allay drivers' and motor carriers' fears, FMCSA said in its statement that the rule protects privacy because electronic logs would only be available to law enforcement or FMCSA during roadside inspections, compliance reviews and post-crash investigations.

Carriers must allow drivers access to their logs.

Tour challenges

CONTINUED FROM PAGE 3

Challenge No. 1

Then Martin learned that Norwegian had cancelled the cruise.

"I was about to have a nervous breakdown," she said. "We had collected a lot of money. It was a lot of work selling, and taking credit-card transactions for 40-some people.

"You're happy, you're excited to go, and then to get a cancellation notice, it's definitely alarming."

However, she learned that Norwegian was offering a Panama Canal cruise, departing from New Orleans and ending in San Diego, rather than Los Angeles.

Because the New Orleans-to-San Diego cruise was two days shorter than the original trip, she began to assemble a new itinerary that included bus travel to L.A., a night stay there and an extra night in Las Vegas.

"The cruise is the highlight, but it's just one piece of a puzzle of a hundred different components," she said. "You have hotels, attractions and all these scheduled stops besides just the cruise."

Challenge No. 2

Still, she said, "I didn't feel it would be a problem because it was an equally amazing itinerary."

Several passengers disagreed, however, and cancelled. They had been promised a long cruise that was suddenly shortened by two days.

The cancellations left Martin facing about $15,000 in potential fees, in large part because the cruise line's cut-off date for cancellations had passed.

Martin said she learned about the cancellations while in Los Angeles at Travel Exchange, and a Norwegian sales staffer helped her arrange the meeting with Olivere.

The meeting was not only cordial, it far exceeded Martin's expectations.

The cruise line agreed to allow her to re-sell the passages to other customers, and to waive penalty fees if she was unable to, Martin said.

Learning experience

What's more, she was impressed by Olivere's willingness to learn from the Martins' experience.

"I outlined the facts as they happened. I was very matter of fact about it," Martin said.

"They were very appreciative of the information. They're really receptive to change; they just had to understand the way it works. 'Wow, now we understand this. We're not just the destination, we're part of a bigger puzzle.'"

Despite the complexities and the near-tragic experience, Martin remains enthusiastic about coach-and-cruise tours.

She attributed the popularity of the Panama Canal trip in part to travelers' increasing dissatisfaction with air travel. In fact, she said, her company's best-selling summer tour is an Alaskan cruise with coach travel from Little Rock to Seattle and back again.

"I really think people don't like to fly as much. It's more expensive, you get nickeled and dimed on your baggage fees," she said.

"The idea of flying scares a lot of senior citizens. They just don't want to fly, but they do want to take cruises, so this is a great opportunity."

Olivere sees opportunity, too.

"We believe this business to be a key distribution channel for us, in particular, with the decline of airline service to so many regional airports.

"It was really amazing to learn about Gina and her company and how creatively they market and how loyal their following is," she said.

"We do not take this business for granted, and we know we need to step up and make changes and educate tour operators on our business model so we have mutual understanding and mutual business success."

Picture Martin smiling.

TSX: Divisive

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tions performed by organizations versed in International Organization for Standardization criteria for a variety of manufacturing and service processes.

"Industries subjected to those audits are very used to paying for that level of service. We are conducting a very high-level evaluation of a carrier and are talking about people's lives," Janczewski said.

The TSX fee structure has been highly criticized because it charges large carriers little more than operators with just a few buses and motorcoaches.

TSX fees are "very sensitive to the size of the carrier," Janczewski said, but reflect the time required to conduct audits. The cost of an auditing day at a small carrier's terminal is the same as a day at a larger terminal.

"The larger you are you tend to reach an economy of scale."

She noted that TSX offers a less intensive audit for $300. For that fee the company verifies and updates the safety data on the company's FMCSA listing.

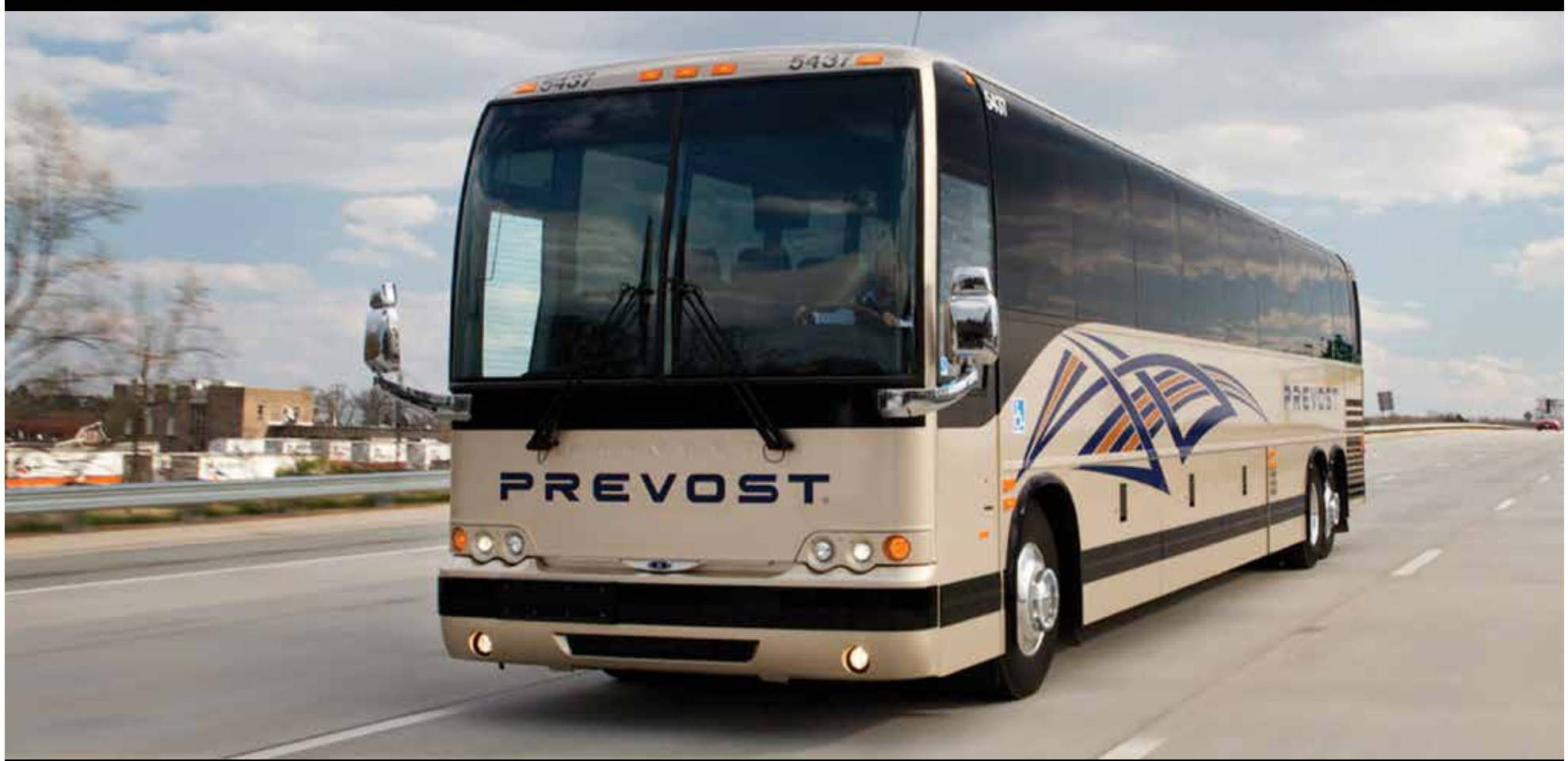
And, she concluded, "If FMCSA had enough auditors to be out there auditing everybody we wouldn't be needed."

We're still around

In her letter to UMA, Ferro said her agency would continue to inform the public of its role in regulating the motorcoach industry.

"FMCSA has taken steps to inform the bus and motorcoach traveling public and passenger motor carriers of the significant differences between authorized federal inspectors, whose reviews determine the safety fitness of passenger motor carriers, and third-party inspector companies, which sell 'inspections' and 'authorized lists' that are not sanctioned by FMCSA."

INCREASED FUEL EFFICIENCY ISN'T MARKETING. IT'S AN UNDERSTANDING.



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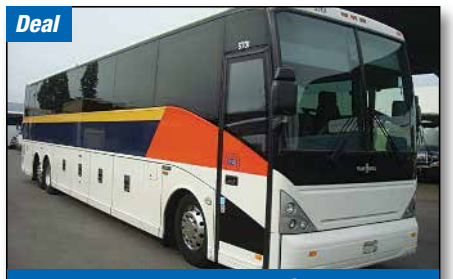

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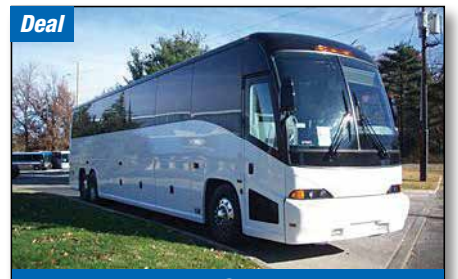
Detroit Diesel, B-500. West coast/Southern unit, 57 passenger, Amaya seats, WCL, 5 monitor video system. VIN #46921. **Only $345,000!**



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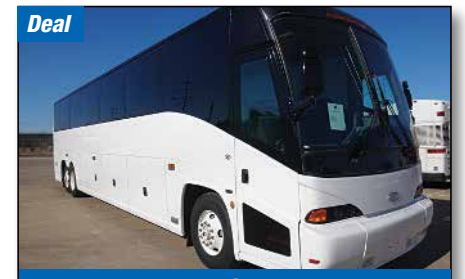
2008 MCI J4500

CAT, ZF. DPF, 56 Passenger, Amaya Seats, White Exterior, Aluminum Wheels, 6 Monitor Video System VIN #64897. **Only $263,000!**



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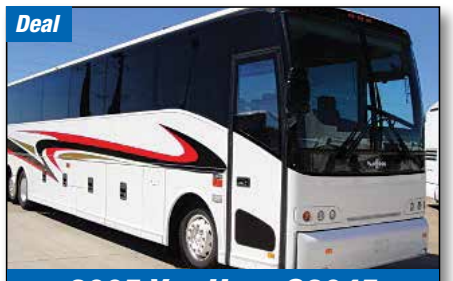
2004 MCI J4500

Detroit Diesel, ZF. 56 Passenger, American Seats, White Exterior, Steel Wheels, 4 Monitor Video System. VIN #62501. **Only $185,000!**



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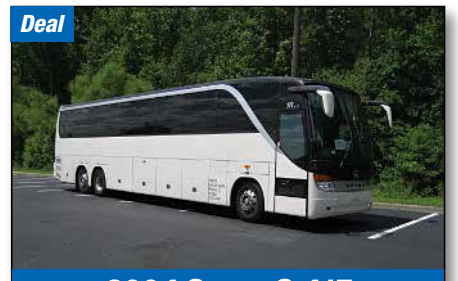
2005 Van Hool C2045

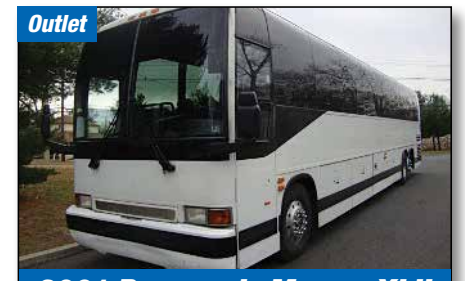
CAT, ZF. West Coast/Southern Unit, 57 Passenger, Amaya Seats, White Exterior with stripe, Steel Wheels, 4 Monitor Video System. VIN #47088. **Only $174,500!**



Deal

2004 Setra S 417

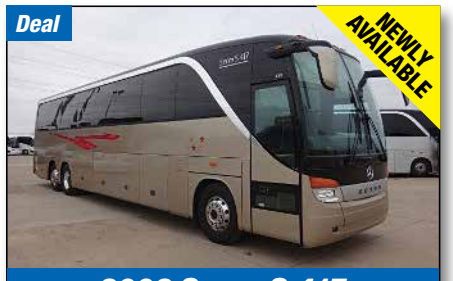
Detroit Diesel, B-500R. 56 Passenger, Setra Light Blue Seating, Aluminum Wheels, 4 Monitor Video System. VIN #00077. **Only $160,000!**



Outlet

2001 Prevost LeMirage XLII

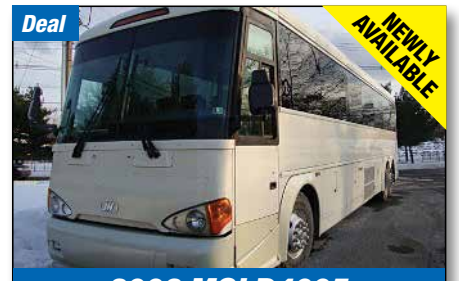
Detroit Diesel, B-500. 55 Passenger, White Exterior, Aluminum Wheels, 4 Monitor Video System, Sold as is. VIN #27573. **Only $70,000!**



Deal — Newly Available

2006 Setra S 417

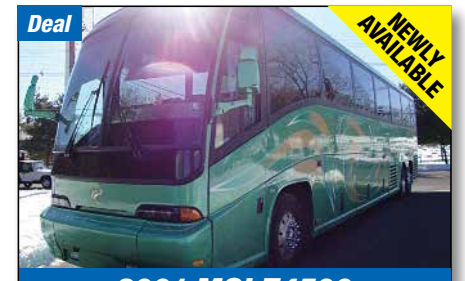
Detroit Diesel, B-500. 44 passenger with Setra leather seating, 110 v Outlets, galley in rear and refrigerator built into coach. VIN #00399. **Only $174,000!**



Deal — Newly Available

2006 MCI D4005

Detroit Diesel, ZF. 40 Foot, 47 Passenger, Off White Exterior, Steel Wheels, 4 Monitor Video System. VIN #56904. **Only $145,000!**



Deal — Newly Available

2001 MCI E4500

Detroit Diesel, B-500. Wheel Chair Lift, 56 Passenger, Amaya Seats, Green Exterior, Aluminum Wheels, 6 Monitor Video System. VIN #61455. **Only $105,000!**

MCI Sales & Service Centers

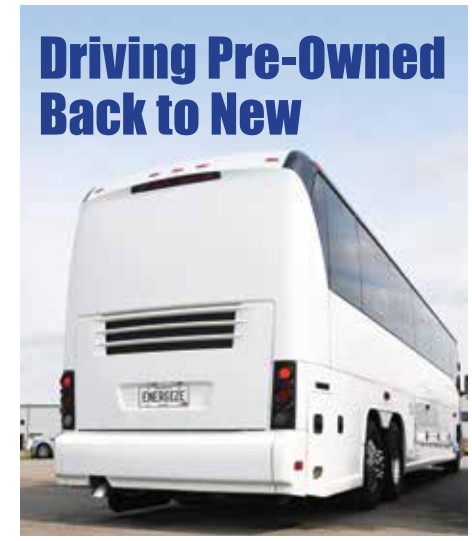
CALIFORNIA	NEW JERSEY	ILLINOIS	FLORIDA	TEXAS	CANADA
800.777.4101	800.262.1287	800.428.7626	800.390.0287	800.248.4942	800.663.3328

*See 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.

Driving Pre-Owned Back to New



RE Energize your fleet

MCI's Re-Energized Program provides options to significantly update your, or one of our, pre-owned coaches to OEM standards and with OEM warranty on D, J and E model coaches.

- ✓**RePower** with an OE remanufactured engine and transmission.
- ✓**RePair** critical items based on MCI's 201+ inspection.
- ✓**ReUpholster** seating with newer fabrics, and upgrade flooring to match.
- ✓**ReNew** for a like-new coach with MCI's and OE powertrain warranties.

Plus, pick your components from these three main categories:

Safety and Compliance. Add Amaya/A2Ten/Torino G+seats or National 4210 with three-point passenger seatbelts, tire pressure monitoring, fire suppression systems and more

Mechanical and Operational. Create an entirely new interior from the entryway to reflooring and switch to a brushless evaporator and condenser motors

Appearance and Amenities. Upgrade to LED lighting and Wi-Fi

For a complete listing, go to **mcicoach.com/reenergize/210inspection** or call **877-428-9624**

MCI

Reliability Driven™

Find our latest news and offers: