



2011

National Motorcoach Safety Summit Media Kit



Department of Transportation
Federal Motor Carrier Safety Administration

9/23/2011



2011 National Motorcoach Safety Summit

Downtown Renaissance Hotel • 999 Ninth Street, NW • Washington, DC 20001

Friday, September 23, 2011

8:00 a.m. – 3:30 p.m.

8:00 a.m. **Registration**

9:00 a.m. **U.S. Department of Transportation Welcome**
Anne Ferro, Administrator, Federal Motor Carrier Safety Administration

9:10 a.m. **Opening Address**
Ray LaHood, Secretary, U.S. Department of Transportation

9:30 a.m. **OneDOT – On the Move for Motorcoach Safety**
A brief update on current motorcoach safety initiatives.

Facilitator –

*Jack Van Steenburg, Chief Safety Officer and Assistant Administrator,
Federal Motor Carrier Safety Administration*

Panelists –

- *Anne Ferro, Administrator, Federal Motor Carrier Safety Administration*
 - *Peter Appel, Administrator, Research & Innovative Technology Administration*
 - *David Strickland, Administrator, National Highway Traffic Safety Administration*
 - *Therese McMillan, Deputy Administrator, Federal Transit Administration*
 - *Tony Furst, Acting Associate Administrator, Office of Safety, Federal Highway Administration*
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10:15 a.m. **Break**

10:30 a.m. **Safety 1st – Stakeholders' Perspective**
A discussion with a diverse panel offering differing viewpoints regarding motorcoach safety.

Facilitator –

Anne Collins, *Associate Administrator for Field Operations, Federal Motor Carrier Safety Administration*

Panelists –

- Dr. Yen-Chi Le, *Victims Advocate*
 - Mr. Lawrence J. Hanley, *Amalgamated Transit Union*
 - Lt. Donald Bridge, *Connecticut Department of Motor Vehicles*
 - Mr. Stephen Story, *James River Bus Line*
 - Ms. Jackie Gillan, *Advocates for Highway and Auto Safety*
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11:30 a.m. Lunch – FMCSA’s Compliance – Safety – Accountability: The BASICS

Bill Quade, *Associate Administrator for Enforcement and Program Delivery, Federal Motor Carrier Safety Administration*

12:30 p.m. National Motorcoach Safety Roundtable

Bryna Helfer, *Director of Public Engagement, U.S. Department of Transportation*

- **11 Breakout Sessions Major Themes:**
 - ◆ *Training and Knowledge Gaps*
 - ◆ *Uniformity of Enforcement*
 - ◆ *Fatigue*
 - ◆ *Outreach and Public Awareness*
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1:45 p.m. Break

2:00 p.m. Roundtables Report Out

2:45 p.m. Commit to Think Safety Every Trip, Every Time...Next Steps
John Porcari, *Deputy Secretary, U.S. Department of Transportation*

3:30 Close

Secretary, U.S. Department of Transportation Biography

Ray LaHood - Secretary of Transportation



Ray LaHood became the 16th Secretary of Transportation on January 23, 2009.

In nominating him, President-elect Obama said, “Few understand our infrastructure challenge better than the outstanding public servant that I’m asking to lead the Department of Transportation.”

Secretary LaHood’s primary goals in implementing President Obama’s priorities for transportation include safety across all modes, restoring economic health and creating jobs, sustainability – shaping the economy of the coming decades by building new transportation infrastructure, and assuring that transportation policies focus on people who use the transportation system and their communities.

As Secretary of Transportation, LaHood leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime and surface transportation missions.

Secretary LaHood said he would bring President-elect Obama’s priorities to the Department and see them effectively implemented with a commitment to fairness across regional and party lines and between people who come to the issues with different perspectives.

Before becoming Secretary of Transportation, LaHood served for 14 years in the U.S. House of Representatives from the 18th District of Illinois (from 1995-2009). During that time he served on the House Transportation and Infrastructure Committee and, after that, on the House Appropriations Committee. Prior to his election to the House, he served as Chief of Staff to U.S. Congressman Robert Michel, whom he succeeded in representing the 18th District, and as District Administrative Assistant to Congressman Thomas Railsback. He also served in the Illinois State Legislature.

Before his career in government, Secretary LaHood was a junior high school teacher, having received his degree from Bradley University in Peoria, Illinois. He was also director of the Rock Island County Youth Services Bureau and Chief planner for the Bi-States Metropolitan Planning Commission in Illinois.

LaHood and his wife, Kathy, have four children (Darin, Amy, Sam, and Sara) and nine grandchildren.

Deputy Secretary, U.S. Department of Transportation, Biography

John Porcari, Deputy Secretary of Transportation



John D. Porcari has served as the 19th United States Deputy Secretary of Transportation since June 1, 2009.

As Deputy Secretary, Porcari is the Department of Transportation's chief operating officer with responsibility for the day-to-day operations of 10 modal administrations and the work of more than 55,000 DOT employees nationwide and overseas. Porcari is focused on transportation's key role in economic development and providing the foundation for America's future prosperity.

Before becoming Deputy Secretary, Porcari served as Secretary of the Maryland Department of Transportation since January 2007, a position he also held between 1999 and 2003. As MDDOT Secretary, Porcari was responsible for an integrated, multi-modal, statewide transportation system that included highways, the Port of Baltimore, Baltimore-Washington Thurgood Marshall International Airport, a statewide general aviation system, Maryland's toll authority, and its Motor Vehicle Administration.

Between 2003 and 2007, Porcari served as vice president for administrative affairs at the University of Maryland, College Park. He previously served as Deputy Secretary of Transportation for Maryland and as Assistant Secretary for Economic Development Policy at the Maryland Department of Business and Economic Development. Prior to his positions in the state government, he served as vice president of a civil engineering and land use consulting firm and at the local government level.

Porcari received his B.A. degree from the University of Dayton, Ohio, in 1981, and his Master of Public Administration from the State University of New York at Albany in 1985. He, his wife Heidi, and their five children live in Cheverly, Maryland.

Biographies

PETER APPEL, ADMINISTRATOR

RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION (RITA)

Peter H. Appel was confirmed by the U.S. Senate as Administrator of the Research and Innovative Technology Administration (RITA) on April 29, 2009. Since joining RITA, Appel has worked with Secretary Ray LaHood to advance key U.S. Department of Transportation (USDOT) initiatives by leveraging effective research and cross-modal coordination. These initiatives have included two Distracted Driving Summits, which have brought key transportation researchers, advocates, decision makers and other leaders together to address this growing safety issue; the bolstering of USDOT's Intelligent Transportation Systems (ITS) Program to best improve safety, efficiency, and environmental sustainability across all modes of surface transportation; the enhancement of the Bureau of Transportation Statistics' data collection, coordination and analysis capabilities; and the establishment of the Department's Safety Council, which brings together all ten modal administrators to advance transportation safety across the Department.

LT. DONALD BRIDGE

CONNECTICUT DEPARTMENT OF MOTOR VEHICLES

Donald Bridge, Jr. is a Lieutenant for the State of Connecticut Department of Motor Vehicles joining the department in 1989. His current assignment is to the Commercial Vehicle Safety Division where he serves as the Commanding Officer for the Division's Motor Carrier Unit, the Motor Carrier Safety Assistance Program (MCSAP) Coordinator and the Training Officer. Internationally, within the Commercial Vehicle Safety Alliance (CVSA) Donald currently serves as Past President on the Executive Committee, the chair of the Passenger Carrier Committee and Co-Chair on the North American Cargo Securement Harmonization Sub-Committee for the Alliance. Donald has been a member of CVSA since 1992 and has served as: the secretary, vice-chair and chair of the Driver-Traffic Enforcement Committee; the Region One vice-president and president; and was an International Officer, secretary-treasurer (2004-2005), vice-president (2005-2006), president (2006-2007) and continues to serve on the Executive Committee as past president (2007-2011).

Donald graduated the first in his class from the Connecticut Police Academy Class in May of 1991. Since that time he has attended numerous courses involved with commercial vehicle safety. To name a few, Donald is certified in the CVSA North American Standard Driver-Vehicle Inspection, General Hazardous Materials Inspection, Cargo Tank Inspection, Other Bulk Package Inspection, and Motor Coach Inspections.

Before beginning his career with the State, Donald worked as a driver, mechanic and supervisor in the transportation field. He supervised drivers within the transportation division of a small private company. He was responsible for maintenance of equipment, driver's qualification files and monitoring of driver's hours-of-service. He has held a Class A CDL and over the years has had the opportunity to drive many types of commercial motor vehicles.

Donald is a certified police academy instructor. Donald instructs at the Connecticut Police Academy, as well as numerous local and state police departments throughout the country and gives numerous presentations to the industry. Donald has testified as an expert witness in both Federal and State Courts. Additionally, he has testified on commercial vehicle issues to the US DOT FMCSA and the National Transportation Safety Board. Overall Donald's vast experience and education within the commercial vehicle field makes him an expert in that field.

ANNE COLLINS, ASSOCIATE ADMINISTRATOR FOR FIELD OPERATIONS

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

Anne L. Collins started her federal career with FMCSA in September 2010. As Associate Administrator for Field Operations, Annie oversees and coordinates the work of over 800 safety professionals in over 80 offices across the United States and its Territories. Prior to joining FMCSA, Annie enjoyed a distinguished 21 year career in Massachusetts state government focused on building efficient programs that promote safety.

As the Executive Director, overseeing the Accelerated Bridge Program, for MassDOT, she led a team that created thousands of jobs and repaired and replaced hundreds of bridges using innovative approaches to streamline project delivery.

Annie was also the Registrar of Motor Vehicles; the CEO responsible for the management and oversight of the state's driver licensing, vehicle registration and inspection operations. Under her leadership, Massachusetts reduced teen fatalities by 75% and increased enforcement of tough drunk driving laws. During her tenure customer wait times were also reduced to an average of less than 10 minutes at Mass RMV branches.

Annie also served as the Director of Professional Licensure where she headed an award-winning team that increased the accountability of licensed professionals through the use of strategic data driven enforcement actions.

Annie is a graduate of Trinity College and Northeastern University School of Law.

ANNE S. FERRO, ADMINISTRATOR

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)

Anne S. Ferro is the Administrator of the Federal Motor Carrier Safety Administration. Nominated by President Obama and confirmed by the United States Senate, she was sworn into office on November 13, 2009, to lead an agency of 1,100 employees located in all 50 states and U.S. territories. Administrator Ferro's vision is to eliminate severe crashes and fatalities involving large trucks and buses.

As Administrator, Ms. Ferro serves as the head of an agency that carries out its safety mission through a strategic mix of regulations, enforcement, research, grants to states and public outreach. At FMCSA, Administrator Ferro's primary goal is to raise the safety bar for the motor carrier industry; maintain high safety standards and remove high risk carriers and drivers from operating on our roads and highways.

Administrator Ferro's career has been dedicated to road safety. Prior to her appointment to the FMCSA, Ms. Ferro served as President and Chief Executive Officer of the Maryland Motor Truck Association from 2003 to 2009. Her accomplishments in this position included advancing a range of safety initiatives through partnerships with government, non-profit and community groups. She was an advocate for strong safety performance standards for new motor carriers and Maryland's law prohibiting texting while driving.

Previously, Ms. Ferro served as the Administrator of the Maryland Motor Vehicle Administration from 1997 to 2003, where she was the first woman to hold this position. Under her leadership, the State of Maryland was recognized for major improvements in agency efficiency and life saving safety programs including a graduated licensing program for teen drivers and strong partnerships with enforcement to combat aggressive driving.

Ms. Ferro earned a Masters Degree in Public Management from the University of Maryland and a Bachelor of Arts Degree from St. John's College in Annapolis, Maryland.

A Maryland native, Administrator Ferro is married and the mother of two children.

ANTHONY T. FURST, ACTING ASSOCIATE ADMINISTRATOR OFFICE OF SAFETY

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

As the Acting Associate Administrator, Office of Safety, Anthony Furst directs a multidisciplinary staff to provide national leadership and advocacy for the development and implementation of strategies and programs to improve safety on the Nation's highway system. He also advises and assists Federal Highway Administration (FHWA) Senior Leadership in directing, coordinating, controlling, and ensuring the adequacy of plans and programs for all

FHWA matters as they relate to FHWA's national highway safety mission, strategic goals, programs and objectives.

As the Director of Office of Freight Management and Operations, Mr. Furst directs a multi-level staff, which develops freight policy for the FHWA; provides data analysis and decision-support tools for transportation professionals evaluating freight projects; develops and promulgates professional capacity building programs and training for freight professionals; provides the truck size and weight program guidance and interpretation; and evaluates and promotes freight technology development for national and international deployment.

In addition to his current positions with FHWA, Tony has 20 years of experience with the Department of Transportation across a broad range of agencies including the Coast Guard, the Maritime Administration, the Office of the Secretary of Transportation's Office of Intermodalism, and the Transportation Security Administration.

Tony is a graduate of Florida State University and received his M.B.A. from the University of Washington.

JACKIE GILLAN

ADVOCATES FOR HIGHWAY AND AUTO SAFETY

Jacqueline Gillan is President of Advocates for Highway and Auto Safety (Advocates), a coalition of national consumer, health and safety organizations and the major property and casualty insurance companies and trade associations. She joined the staff of Advocates in 1990 after serving on the board of directors and helping to launch the organization.

Her professional career has been in the areas of transportation planning and policy, public health and safety and government relations. She also has worked in senior policy positions for the U.S. Department of Transportation, the United States Senate as well as three state transportation agencies (New Jersey, California and Ohio).

She is an expert and spokesperson in the national media on highway and auto safety issues and frequently testifies before the United States Congress and State Legislatures. Her public policy and lobbying accomplishments have resulted in the successful enactment of numerous federal and state laws advancing motor vehicle and motor carrier safety, improving child safety, strengthening impaired driving penalties, requiring safety belt, child restraint and motorcycle helmet use, establishing teen driver programs, and providing adequate funding for highway and auto safety programs.

In 1993, Ms. Gillan was a presidential appointee to the *National Commission on Intermodal Transportation*. The Commission included experts, industry leaders and government officials who spent a year studying and issuing recommendations on national transportation issues. Additionally, she has served on expert panels on public safety and has given numerous speeches on successful strategies for implementing public health and safety initiatives. In 2007, Ms. Gillan was presented the American Trauma Society Maryland Division's Distinguished Service

Award for her contributions to reduce trauma and prevent injuries as a result of her legislative accomplishments. She also has been recognized for her legislative leadership by Mothers Against Drunk Driving (MADD) and the Truck Safety Coalition.

Ms. Gillan is a graduate of the University of California at Santa Barbara. She holds a master's degree in urban planning from the University of California, Los Angeles.

LAWRENCE J. HANLEY

AMALGAMATED TRANSIT UNION

Larry Hanley was elected international president of the Amalgamated Transit Union, September 30, 2010, at ATU's 56th International Convention in Orlando, FL.

International President Hanley began driving a bus in 1978, at age 21, in Brooklyn, NY, and attended his first union meeting that September. He was an activist in the Transport Workers Union (TWU) during the 18 months he was a member, organizing efforts to get police protection on buses in New York City.

In November 1979, he transferred to Staten Island and became a member of the ATU Local **726**. By April 1980, he was involved in his first strike and walked picket lines every day and night. The strike was ruled illegal and lasted 11 days.

Local Officer

In 1984, Hanley was elected secretary treasurer of the local. Shortly after his election, a strike broke out in Austin, MN, at the George Hormel Company. This strike caught the attention of the media due to the anti-union climate in the Reagan administration and the brilliant tactics of the strikers.

He joined the New York support group who traveled to Austin. Concerning that time he said, "It was a chilling experience to see the National Guard brought out by the governor to take the side of the owners. I joined many thousands of union members from across America and I walked the line. It was a formative experience."

He served as secretary treasurer until January 1987, when he was elected president, the youngest in his local's history. Hanley would go on to be re-elected to five terms, serving until 2002. Hanley recalls, "I hit the ground running... No sooner had I become president than our local union faced the threat of complete privatization of our express bus work. This crisis led us to devise a creative form of protest: carrying coffins into hearings, hiring stagecoaches to demonstrate the poor funding of mass transit, and taking the fight directly to our opponents." In 1989, Hanley took charge of the Staten Island operation of David Dinkins' successful campaign for mayor of New York. The local president was one of the founders of New York's Working Families Party in 1998.

Challenging the MTA

“We challenged the MTA in New York through internal member organization. We also made great strides in organizing the riders of our buses. We worked every day in the community to convince both our members and the passengers that our interests were one and the same.”

The result was a 125% increase in ridership and 500 more jobs in his local. The local’s investment of \$160,000 on the campaign has now generated \$450 million in ATU salaries and \$1 billion in capital spending on transit.

Hanley relates, “Around the same time, I organized a multi-union effort that successfully elected 515 labor union members and officers to the Staten Island Democratic Party - effectively putting Labor in charge.

“We were named by New York Magazine as one of the most “politically important unions” in New York City, an honor we shared with other local unions that have tens of thousands more members.

Joins International Staff

In 2002, Hanley was asked by International President Jim LaSala to join the staff of the International as an international vice president. “Though it was difficult for me to leave my local,” he says, “I took the job. I immediately went to work bargaining contracts, often seven days a week throughout the East Coast.”

Hanley was the international vice president assigned to the most locals. He negotiated the national Greyhound contract for Local 1700 that resulted in his working with ATU members in many states. He served in that capacity until his election as international president in September 2010.

BRYNA HELFER, DIRECTOR OF PUBLIC ENGAGEMENT

OFFICE OF THE SECRETARY OF TRANSPORTATION (OST)

Dr. Bryna Helfer is the Director of Public Engagement for the U.S. Department of Transportation (USDOT). In this role, Dr. Helfer is responsible for facilitating an open dialogue with diverse communities to help meet the President’s goal of making government inclusive, transparent, accountable and responsible. Dr. Helfer also serves as the US DOT liaison to the White House Office of Public Engagement.

Dr. Helfer has more than 25 years of experience initiating, leading, and facilitating interagency coordination, program development, strategic planning, program evaluation, and systems change initiatives. She has a long history of coalition building at the federal, state, and local levels, and is known for her ability to forge partnerships between governmental programs and community based organizations. Prior to joining the Administration, Dr. Helfer was the Senior Director of Civic Engagement for the National Academy of Public Administration. Her earlier federal

experience includes the U.S. Government Accountability Office and the Federal Transit Administration. From 2002-2007, Dr. Helfer served as a Senior Staff Advisor for the Federal Interagency Coordinating Council on Access and Mobility, leading efforts to coordinate policies, programs, and services across eleven federal departments to enhance transportation services for people with disabilities, older adults, and individuals with lower incomes. The U.S. Department of Transportation presented Dr. Helfer with its Meritorious Service Award for United We Ride and its Gold Medal Award for her work in Gulf Coast recovery efforts after Hurricane Katrina.

Dr. Helfer graduated with a Bachelors degree from Ohio University in Therapeutic Recreation and still maintains her certification. She holds a Masters Degree in Rehabilitation Services from George Mason University and a Doctorate Degree in Education from The George Washington University.

DR. YEN-CHI LE

MOTHER WAS KILLED IN A MOTORCOACH CRASH IN TEXAS

Dr. Yen-Chi Le is from Houston, Texas and is a research fellow at the University of Texas School of Public Health. Her mother, Catherine Tuong Lam, was killed with 16 others in a motorcoach crash in Sherman, Texas on August 8, 2008 that also seriously injured 38 people. She has been a strong supporter of the Motorcoach Enhanced Safety Act (MESA) bill, has attended the Senate Committee hearings on motorcoach safety and has met with congressional offices to share her story and advocate for motorcoach safety. She will be representing the families perspective in this stakeholders panel.

THERESE W. MCMILLAN, DEPUTY ADMINISTRATOR

FEDERAL TRANSIT ADMINISTRATION (FTA)

Therese McMillan joined FTA as the newly-appointed Deputy Administrator on July 2, 2009. Therese assists the Administrator in leading a staff of more than 500 in the Washington D.C. headquarters office and 10 regional offices throughout the United States. Deputy McMillan worked with FTA staff in allocating \$8.78 billion for 1,072 Recovery Act grants that created or retained over 12,500 jobs and strengthened and enhanced public transportation for working Americans and their communities. Deputy McMillan also leads a special task force on Civil Rights to comply with the increased—and welcome—attention that the Obama Administration and Secretary Ray LaHood have placed on the entire body of Civil Rights responsibilities that the DOT and all federal agencies are expected to carry out on behalf of the American public. Therese also serves on the Partnership for Sustainable Communities with fellow DOT colleagues, EPA and HUD.

Prior to her appointment, Ms. McMillan was the Deputy Executive Director-Policy at the San Francisco Bay Area Region's Metropolitan Transportation Commission. Serving that role for

nine years, she was responsible for strategic financial planning and MTC's management of federal, state and regional fund sources for transit, highways, roadways and other modes; state and federal legislative advocacy, and public affairs and community outreach. Ms. McMillan received her B.S. degree in Environmental Policy and Planning Analysis from the University of California, Davis (1981) and a joint M.C.P./M.S. in city planning/civil engineering science (1984) from U.C. Berkeley.

**WILLIAM QUADE, ASSOCIATE ADMINISTRATOR FOR
ENFORCEMENT AND PROGRAM DELIVERY**

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(FMCSA)**

Bill Quade has devoted his entire career toward commercial motor vehicle (truck and bus) safety. Bill currently serves as the Associate Administrator for Enforcement and Program Delivery for the Federal Motor Carrier Safety Administration overseeing all of FMCSA's enforcement and safety programs. Prior to this current position, Bill served FMCSA in the management positions of Director of Enforcement and Compliance, Director of the Office of Safety Programs, Hazardous Materials Division Chief, Acting Director of the National Training Center, and Acting California Division Administrator. Prior to joining FMCSA's management team, Bill was the Cargo Tank Program Manager for the Office of Motor Carriers (OMC) for five years and prior to that was a Safety Investigator in the OMC Maryland Division for three years. Bill graduated from Virginia Tech in 1992 with a degree in Mechanical Engineering.

**JACK VAN STEENBURG, CHIEF SAFETY OFFICER AND
ASSISTANT ADMINISTRATOR**

**FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
(FMCSA)**

Jack Van Steenburg is the Chief Safety Officer and Assistant Administrator for the Federal Motor Carrier Safety Administration (FMCSA). Prior to his appointment, he served as the Director of FMCSA's Office of Enforcement and Compliance since May 2008. In that position, he led all enforcement programs that contribute to commercial vehicle transportation nationwide. As Chief Safety Officer and Assistant Administrator, Mr. Van Steenburg serves as the agency's chief safety advocate promoting partnerships with federal, state and local governments and provides direction over all national commercial vehicle safety programs. This is one of three career positions that require Presidential approval at the U.S. Department of Transportation.

Before coming to FMCSA, Mr. Van Steenburg retired from the New York State Police after serving 25 years holding the ranks of Trooper, Sergeant, Lieutenant, Captain, Major and Staff Inspector. One of the highlights of his career was being elected the president of the Commercial Vehicle Safety Alliance and serving on their executive committee for 10 years.

Mr. Van Steenburg has received an associate's degree in Criminal Justice from Hudson Valley Community College, bachelor's degree in Accounting from Plattsburgh State University and a master's degree in Public Administration from Marist College.

STEVEN STORY

JAMES RIVER BUS LINE

Stephen W. Story was initiated into the motorcoach business right from the start. While growing up in a "bus family", many afternoons and weekends were spent washing buses, painting buildings, filing papers or making baggage tags for tours. All this was prior to receiving an actual pay check.

During the last few years of high school, a Distributed Education business program allowed Stephen to leave school early and work half a day at James River Bus Lines in the office or as a mechanics helper. Those summers were almost entirely spent in the maintenance department.

After high school, Stephen worked in the sales department where he sold charters, planned tours and called on potential customers. Throughout the next decade, his responsibilities increased to supervisory roles in sales, maintenance, operations and currently President. With roots in both sales and maintenance, Stephen still makes sales calls to potential clients and provides mechanical assistance when needed.

While at James River Bus Lines, Story has successfully directed the company through three recessions, two fuel crises, two insurance crises, one war, "9/11" and the current recession. During this time, Story initiated additional services to assist James River in its growth. Among those were convention transportation management, contract services, tour services and Richmond Tours; a daily guided sightseeing tour of Richmond. Also, in 2001 Story organized the purchase of an executive transportation Carey franchise. This purchase increased James River Bus Lines' size by about 30% and opened a host of additional services to existing clients and the Central Virginia region.

Stephen is involved in promoting travel and tourism in Richmond through the Metro Richmond Convention and Visitors Bureau, the Greater Richmond Chamber of Commerce, the Richmond Metropolitan Planning Organization, Richmond Renaissance, Retail Merchants Association and various local neighborhood groups. He has served on various motorcoach association task forces and leadership positions including Director, Treasurer, Vice President, President of the Virginia Motorcoach Association, Director and President of TRAX Insurance, Director and Treasurer of the International Motorcoach Group and Director of the American Bus Association. Story is also invited to speak at local, state and national tourism functions, provide lectures at Virginia Commonwealth University and provide testimony at State and Federal legislative hearings. Born in Richmond, Stephen graduated from high school and attended the University of Richmond in the evenings while working full time at James River Bus Lines. He received his BS in Human Resource Management.

Story is most active in the community through James River Bus Lines. He has donated and

driven motorcoaches throughout the area for various organizations devoted to helping kids. Some of these trips include the Virginia Winter Special Olympics, an annual circus trip for under-privileged children and an annual K-Mart Christmas shopping trip for intercity youth. He also drives the James River Bus Lines mini-bus (go-cart) in most of the area parades. Stephen is married to Rhonda, a former neighborhood pal and has three children (triplets), Stephanie 12, Olivia 12 and Austin 12. In his spare time, he enjoys boating, the beach, cars, sports and “sitting in” with his old rock and roll band.

DAVID STRICKLAND, ADMINISTRATOR

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

David L. Strickland currently serves as the Administrator of the National Highway Traffic Safety Administration (NHTSA). He was sworn in January 4, 2010. Prior to his appointment, he served for eight years on the staff of the U.S. Senate Committee on Commerce, Science, and Transportation. As the Senior Counsel for the Consumer Protection Subcommittee, he was the lead staff person for the oversight of the NHTSA, the Federal Trade Commission, and the Consumer Product Safety Commission. He also served as the lead Senate staff person in the formulation of the Corporate Average Fuel Economy (CAFE) reforms and standards included in the Energy Independence and Security Act of 2007, and in a staff leadership role in the reauthorization of the NHTSA in the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005 (SAFETEA-LU). His work in advising Commerce Committee members led to the inclusion of several significant vehicle safety mandates, including the electronic stability control mandate for every passenger vehicle. Mr. Strickland advised Congressional members on safety reforms and funding increases for the NHTSA’s seatbelt and Drunk Driving grant programs and earned national recognition for making the driving public safer from *Mothers Against Drunk Drivers* (MADD), who named him Congressional Staffer of the Year in 2004. Mr. Strickland earned his J.D. degree at Harvard Law School, and his B.S. Degree in Communication Studies and Political Science at Northwestern University.



MOTORCOACH FACTS

Federal Motor Carrier Safety Administration (FMCSA) provides the following information for public use.

- FMCSA has approximately 4,000 motorcoach companies registered with authority to operate as interstate passenger carriers.
- FMCSA has increased the number of compliance reviews conducted on motorcoach companies from 457 in 2005 to 1,044 in 2010; a 128 percent increase.
- Federal and state partners have increased safety inspections of motorcoaches from 12,991 in 2005 to 25,705 in 2010; an increase of 98 percent.
- Fatalities from motorcoach crashes decreased 19 percent from 2004 to 2009.
- In FY 2011, FMCSA issued 8 Imminent Hazard orders to motorcoach companies, preventing them from operating, and stopped 11 motorcoach companies with poor safety records from re-incarnating as a new business.
- During the last four fiscal years (FY 2008 through FY 2011), FMCSA has placed 114 passenger carriers out-of-service for being unfit to operate after receiving an unsatisfactory safety rating.
- For FY 2010, 72 percent of motorcoach compliance reviews were conducted on carriers with six or fewer buses.
- Of the driver violations identified for motorcoach operators for FY 2010, 18 percent were for *duty status not current*, 13 percent were for speeding, and 4 percent were for, non-English.
- Since 2008, 23 percent of all passenger carriers operating authority applications have been rejected.
- FMCSA has conducted 140 American with Disabilities Reviews on over the road motorcoaches and have issued two consent decrees for serious non compliance with accessibility requirements.
- Before 2005, the average time between FMCSA conducting a safety investigation on a passenger carrier was every 8+ years. Today it is every 3 to 4 years.
- Consumer Safety Hotline: 1-888-DOT-SAFT (1-888-DOT-SAFT)



MOTORCOACH FACTS

Federal Motor Carrier Safety Administration (FMCSA) provides the following information regarding the Passenger Carrier Industry. Passenger carrier operations include: school bus, passenger van, limousine, bus, and motorcoach. There are approximately 11,800 passenger carriers registered in our database, employing 253,000 drivers. And, FMCSA has approximately 4,000 motorcoach carriers registered with operating authority.

SUMMARY OF MOTORCOACH SAFETY ACTION PLAN

Following several high-profile motorcoach crashes, including a 2008 crash that killed nine and injured 43, Secretary LaHood, on 30 April 2009, ordered his Office and the Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), National Highway Traffic Safety Administration (NHTSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA), to work together to develop an integrated Motorcoach Safety Action Plan for improving motorcoach safety. He directed these agencies to take a fresh look at motorcoach safety issues, identify actions to address outstanding safety problems, including past National Transportation Safety Board (NTSB) recommendations, and develop an aggressive multi-agency schedule to implement those actions. Each of these actions is currently under way and the Department is continuously moving forward to develop new actions to strengthen motorcoach safety and build new partnerships. Below is a summary of actions to address the root causes of crashes, fatalities and injuries.

ACTIONS TO ADDRESS ROOT CAUSES OF CRASHES

DRIVER FATIGUE (FMCSA)

- Accelerate research into fatigue issues relating to motorcoach drivers, including hours of service and technologies to detect driver fatigue
- **Initiate rulemaking to require electronic on-board recording devices on all motorcoaches**
- Complete multifaceted strategy to address sleep disorders – Underway

DRIVER BEHAVIOR (FMCSA)

- **Initiate rulemaking to propose prohibiting texting and limiting the use of cellular phones and other devices by motorcoach drivers**
- Implement driver safety history pre-employment screening program
- Develop national drug and alcohol testing database to assist carriers to identify a driver with a history of drug or alcohol abuse (NPRM)
- Accelerate research on driver distraction
- Increase outreach and enforcement activities emphasizing improving driver behavior – Ongoing

MEDICAL QUALIFICATION OF DRIVERS (FMCSA)

- Conduct research on driver risk factors
- Enhance driver medical oversight programs (NPRM)

VEHICLE MAINTENANCE (FMCSA)

- Strengthen State bus inspection programs
- Complete strengthening of the new entrant safety audit guidance on motorcoach companies
- Initiate rulemaking to support the development and implementation of the new enforcement model to better identify and address high-risk carriers and drivers

OPERATOR OVERSIGHT (FMCSA)

- **Enhance oversight of carriers attempting to evade sanctions and of other unsafe motorcoach companies**
- **Establish minimum knowledge requirements for people applying for authority to transport passengers**
- Ensure compliance with the Americans With Disabilities Act (ADA)
- Design and deploy a consumer complaint database that will allow the public to file complaints about specific bus companies with FMCSA
- Request statutory authority to regulate companies that lease buses and drivers – DOT Reauthorization Process

CRASH AVOIDANCE MEASURES (NHTSA and FHWA)

- **Develop performance requirements and assess the safety benefits of stability control on motorcoaches**
- Expand research on crash-avoidance warning systems
- Initiate rulemaking to improve tire performance
- Enhance signage to guide vehicles safely through highway entrances and exits

ACTIONS TO ADDRESS ROOT CAUSES OF FATALITIES AND INJURIES

OCCUPANT PROTECTION – SEAT BELTS (NHTSA and FMCSA)

- **Initiate rulemaking for the installation of seat belts**

OCCUPANT PROTECTION – FIRE SAFETY (NHTSA and FMCSA)

- Evaluate the feasibility of more stringent motorcoach flammability requirements
- Evaluate the need for and performance of fire detection and protection systems
- Assess the effectiveness of various fire prevention and mitigation strategies

OCCUPANT PROTECTION – VEHICLE INTEGRITY (NHTSA)

- **Evaluate and develop roof crush performance requirements**
- Accelerate research on improved glazing and window retention techniques

OCCUPANT PROTECTION – EMERGENCY EGRESS (NHTSA and FMCSA)

- Examine ways to convey safety information to passengers and improve evacuation for a diverse population
- Develop enhanced emergency egress requirements, with special attention to children, older people, and people with disabilities

DATA COLLECTION AND ANALYSIS (NHTSA and FMCSA)

- Make agency decision on installation and performance characteristics of heavy vehicle event data recorders (HVEDRs) on motorcoaches
- Supplement FMCSA motorcoach data to improve performance monitoring of carriers

✓ Safety Checklist

Are you planning a bus trip?

There is more to consider than just price and convenience!

If you are purchasing a personal ticket or hiring a bus company for your group's travel, SAFETY should be a top priority. Don't risk your life or the lives of others by making an uninformed decision. Select a bus company that complies with Federal requirements enforced by the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). Listed below are some important facts you should verify before you select a bus company to transport you or members of your group.

✓ Safety Performance History

- Check the bus company's safety performance scores. Consider how they compare to the national averages.

✓ Safety Rating

- FMCSA rates bus companies' safety performance. The top rating is satisfactory. Also, a recent satisfactory rating is a better indicator than one that is several years old.
- Bus companies with a conditional safety rating may pose a higher risk, and companies with a final unsatisfactory safety rating should not be operating.

✓ Operating Authority and Insurance Requirements

- Bus companies charging a fee to provide interstate transportation must obtain operating authority from FMCSA.
- If the company operates a bus that is designed to transport 16 or more passengers, it must have a minimum of \$5 million in insurance coverage.

✓ Consumer Complaints

- If you want make a safety violation complaint, call FMCSA's toll free hotline **1-888-DOT-SAFETY (1-888-368-7238)** from 9:00 AM to 7:00 PM, Monday through Friday Eastern Time or visit FMCSA's consumer complaint site (<http://nccdb.fmcsa.dot.gov/HomePage.asp>).
- If you observe a safety emergency, please call 911.

You can check out the safety information and more at FMCSA's Web site:

<http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>

**Make the choice to put safety first!
Every trip, every time.**

Think Safety:

Every Trip, Every Time.



We're here to help you protect your travelers.

As it is for you, the safety of your group's travelers is of utmost importance to us. We're the Federal Motor Carrier Safety Administration (FMCSA), the Federal government agency responsible for the enforcement of laws relating to commercial motor vehicles in the United States. We're dedicated to increasing highway safety through improvements to equipment, better driver practices, and regulation enforcement.

Please read the checklist inside so you will know how to comply with the Federal Motor Carrier Safety Regulations.

And visit our Web site for additional information regarding:

- The difference between "interstate" and "intrastate" transportation.
- State rules and regulations governing intrastate transportation.
- More ways to make sure your vehicles and drivers are in compliance, and your travelers are safe.



Learn more about Federal Motor Carrier Safety Regulations by visiting <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>



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1-800-832-5660
TTY: 1-800-877-8339
1200 New Jersey Ave., SE
Washington, DC 20590



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

BUS TRIPS CARRY PRECIOUS CARGO.

Motorcoach safety regulations keep travelers safe.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Make sure all your groups' trips are safe trips.

If you're responsible for group travel for your organization, safety is, of course, your primary concern. Knowing the Federal requirements for motor coach safety can help lower risk for your travelers, whether you're hiring a commercial motor coach or operating your own commercial motor vehicle.

Specific regulations apply to commercial motor coaches you may charter, and others apply to vehicles you may own. The checklist inside makes it easy to understand the safety guidelines for either situation.

Whether you charter or own your vehicle, follow these tips and rules. Make sure your travelers arrive and return safely.



What to know if you hire or charter a commercial motor vehicle for group travel.

If your organization hires or charters commercial motor vehicles for group outings, these suggestions will help ensure your group's safety.

- Check the bus company's safety performance scores. Consider how they compare to the national averages by visiting <http://www.fmcsa.dot.gov/safety-security/PCS/consumers.aspx>.
- A recent safety rating is a more timely indicator than a rating which is several years old.
- Passenger carriers with an "Unsatisfactory" safety rating are considered to be a high safety risk and may be prohibited from operating.
- Interstate drivers (drivers who cross State lines) are subject to qualification standards.
- For-hire bus companies must obtain operating authority from the Federal Motor Carrier Safety Administration to provide interstate (crossing State lines) passenger transportation.
- If the company operates a bus that is designed to transport 16 or more passengers, it must have \$5 million in insurance coverage.

What to know if you own and operate your own commercial motor vehicle for group travel.

If your organization owns its own vehicle and a member of your organization is the driver for group outings, you are considered an Owner/Operator by the Federal Motor Carrier Safety Administration. You must, therefore, follow all Owner/Operator regulations and laws.

- If your vehicle is designed to transport 16 or more passengers (including the driver), your driver must possess a Commercial Drivers License (CDL) with a passenger endorsement.
- Your organization must have a drug and alcohol testing program for its CDL drivers.
- Your interstate drivers (drivers who cross State lines) are subject to qualification standards.
- Your interstate drivers are subject to limitations on the number of consecutive hours they can drive at a time.
- Your buses must be systematically inspected, repaired, and maintained to be in safe and proper operating condition.

Know the rules. Follow the rules. Keep your group safe.

For your travelers' sake, it's critically important that you know all the guidelines and Federal regulations for motor coach safety, and that you comply with them.

Please study this checklist. Get even more information by visiting <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>. There's a lot riding on it.



Every trip. Every time.

For more information, visit <http://www.fmcsa.dot.gov/safety-security/pcs/Index.aspx>