



American Bus Association
**Women In Buses
Council**

Brought to you by MCI

Women in Buses, D.C. Fly-In

June 24–25, 2026

Your Guide to the Hill — American Bus Association Women In Buses Council, Brought to you by
MCI





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Fly-In at a Glance

Wed, June 24 — Evening

1

5–6 pm: BusPAC Fundraiser at Scarlet Oak (909 New Jersey Ave SE). Featuring Reps. Titus, Gillen, Wasserman Schultz, Hoyle, Clarke & Rivas. Min. \$10 contribution recommended.

6:30–8 pm: Dinner at Gatsby (1205 Half St SE), sponsored by ABC Companies. Depart Hampton Inn lobby at 4:30 pm.

2

Thu, June 25 — Full Day

7:45 am: Depart Hampton Inn for Capitol Hill.

8:15 am: Group photo, East front of U.S. Capitol.

8:30 am–5 pm: Hill meetings.

3:30–6 pm: Debrief & Beers at ABA Office, 111 K St NE, Suite 900.

 Final group assignments and schedules will be distributed Tuesday, June 23. Transportation throughout provided by DC Trails.



Logistics & What to Expect

Host Hotel

Hampton Inn & Suites Navy Yard
1265 First Street SE, Washington, DC 20003

Airports

Reagan National (DCA) is most convenient. Dulles (IAD) and BWI are alternatives.

Metro Access

Closest stops: Capitol South, Union Station, and Federal Center SW.

What to Wear

Business professional attire — suits, dresses, or jackets with slacks/skirts.
Comfortable, professional shoes; extensive walking expected.



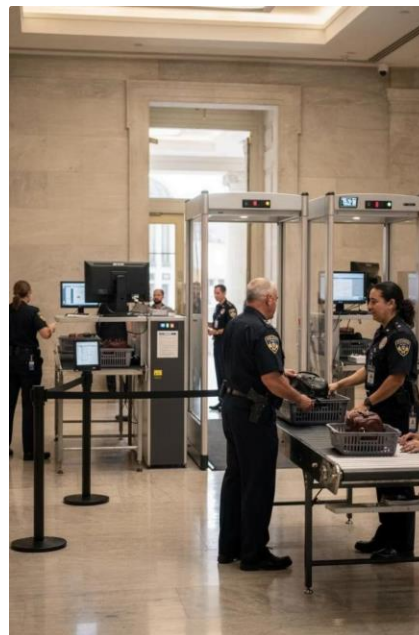


Capitol Security & Navigation

Security — What to Know

- **Screening:** Metal detectors and bag screening; shoes, belts, and watches may need removal.
- **Prohibited:** Sharp objects, large bags, signs, ⚠ or banners.
- **Allowed:** Phones and laptops (may be inspected).
- **ID Required:** Government-issued photo ID at building entry.

Allow extra time — security lines may be long.





Meeting Best Practices

- 1** **Arrive Early & Introduce Yourself**
Arrive 5–10 minutes early. Share your name, company, and location. Most meetings will be with staff — treat them as decision-makers.

- 2** **Tell Your Local Story**
Share how your business impacts jobs, mobility, and community. Constituents should lead and invite Members for a facility visit.

- 3** **Stay Focused & Make the Ask**
Stick to 2–3 issues. Clearly state what you are asking — don't assume they know what you want.

- 4** **No Politics or Fundraising**
Federal law prohibits discussing campaign activity in official offices or during official meetings.

- 5** **Leave Materials & Follow Up**
Provide ABA's handouts as leave-behinds. Send thank-you notes and follow up with staff after the meeting.



State of the Industry & Meeting Materials

400M

Passengers Annually

\$158B

Economic Impact

890K

Jobs Supported

37.6B

Passenger Miles/Year

Nearly 90% of private motorcoach companies are small businesses operating fewer than 25 vehicles. Operators continue to face post-pandemic challenges including high fuel prices, driver shortages, supply chain disruptions, and rising insurance costs.

ABA Policy Agenda

Legislative priorities for the 2026 session.

Policy One-Pagers

Issue-specific summaries for each key ask — ready to hand off.

Economic Impact Sheets

State and national data on the motorcoach industry's economic footprint.



Group leads will manage folder distribution. Final group assignments arrive June 23.



Highway Bill Reauthorization

The current IIJA authorization expires September 30, 2026. Congress is now reauthorizing federal transportation policy for FY 2027–2031 via the **BUILD America 250 Act**, approved by the House T&I Committee in May 2026. ABA formally expressed support and highlighted key provisions for private motorcoach operators.



Fuel Tax Rebate Preserved

Maintains the existing federal fuel tax rebate. ABA estimates it saves an average motorcoach company more than **\$30,000 annually**.



Toll Parity for Charter Buses

Requires charter buses to receive treatment equivalent to public transit buses on toll facilities, addressing longstanding inequity.



HOV Lane Access Clarification

Explicitly includes charter and scheduled-service buses within federal HOV lane provisions, improving reliability in congested corridors.



Stronger Charter Service Enforcement

Establishes a 120-day deadline for DOT to issue determinations on charter service complaints, addressing years-long delays.



Improved Access to Transit Facilities

Requires transit agencies to respond to access requests within 90 days; directs DOT to establish formal access standards for federally funded facilities.



Expanded Rural Intercity Bus Infrastructure Eligibility

Broadens eligibility for federal funding to support rural intercity bus infrastructure, including underserved communities and interstate routes.



Preservation of Current Insurance Requirements

Does not increase federal motorcoach insurance minimums; leaves the current **\$5 million** requirement unchanged.



Safety Enforcement & Data Improvements

Includes reviews of FMCSA programs, improvements to complaint systems, addresses shell companies and reincarnated carriers, expands PSP, and improves the DataQs process.

☐ **Ask:** Include motorcoach priorities in the 2026 surface transportation reauthorization to strengthen mobility, improve system efficiency, and support rural connectivity.



Highway Bill — ABA Recommendations

Although ABA supports the House proposal, the association has recommended several additions and clarifications before final enactment:

- Federal protections preventing local anti-idling ordinances from interfering with federally required safety activities and passenger operations.
- Strengthen enforcement mechanisms for bus terminal access requirements, including equal rates, terms, and conditions for private operators.
- Explicitly include passenger motorcoach operators in commercial vehicle workforce development programs.
- Include passenger motorcoach operators in autonomous vehicle advisory and rulemaking processes.
- Clarify that transportation assistance for major international events remains subject to federal charter service protections.
- Tailor future forward-visibility safety standards to reflect motorcoach operating environments rather than transit bus requirements.
- Ensure private motorcoach representation on emergency transportation working groups.
- Require additional safeguards and human-operator considerations before fully autonomous motorcoach passenger operations are authorized.



Motorcoach Idling & the BUSES Act

The Problem

State and local idling restrictions — especially New York City's bounty-based enforcement — conflict with federally mandated safety requirements. Motorcoaches must idle for pre-trip inspections, air brake pressure, ADA equipment, and passenger comfort. Industry surveys show operators are reducing or ending NYC service due to mounting citations and costs.

ABA has filed federal litigation against NYC and a preemption petition with FMCSA to establish that federal safety requirements prevail over local idling rules.

The BUSES Act

- Establishes a **national minimum standard**: no idling restrictions on over-the-road buses for periods under 15 minutes.
- Prohibits **bounty-style enforcement** programs incentivizing private individuals to report violations.
- Limits use of Clean Air Act citizen suit provisions for covered bus idling activities.



Asks:

- Support FMCSA granting ABA's preemption petition.
- Cosponsor and support passage of the BUSES Act.



Motorcoach Idling & the BUSES Act — Key Talking Points

- Federal pre-trip safety inspections often require engines to run to check air brakes, warning systems, accessibility equipment, ventilation, and other safety-critical functions.
- The BUSES Act would create a national minimum standard: no idling restrictions for over-the-road buses under 15 minutes, and no bounty-style enforcement programs.
- Motorcoaches are an efficient, low-emission way to move large numbers of passengers, and a uniform federal standard supports clean transportation.
- When local idling restrictions conflict with federally mandated safety obligations, federal law should prevail.
- ABA has filed suit against New York City, and current enforcement is already pushing some operators to reduce or end service.

 **Asks:** Support FMCSA granting ABA's preemption petition. Cosponsor and support passage of the BUSES Act.



Protect Commercial Tour Access to National Parks

Commercial tour operators connect millions of visitors to national parks annually, supporting local jobs and gateway community economies. The **Great American Outdoors Act (GAOA)** provided historic investment in deferred maintenance through 2026 — congressional reauthorization is now critical.

Pass S. 1547

The America the Beautiful Act funds deferred maintenance across the National Park System without burdening commercial operators.

Oppose Per-Passenger Fees

International visitor surcharges on commercial tour passengers disrupt tours priced 12–18 months in advance and reduce visitation.

CUA Data Collection

Aggregate CUA reporting into a single national dataset for transparency and to inform policy decisions.

- ✔ A predictable vehicle-based fee structure allows sustainable park funding while maintaining access and economic stability for tour operators and gateway communities.



Questions?

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