MEMORANDUM

To: ABA Board of Directors
From: Suzanne Rohde, ABA Vice President for Government Affairs and Policy
Re: January 2017 Government Affairs and Policy Board Report
Date: December 22, 2016

I. OVERVIEW

Since the Fall 2016 Government Affairs Policy Board report, the Government Affairs and Policy Division (GAP) staff engaged in building and maintaining key relationships preparing for the pending legislative and executive branch transition in 2017, coordinated with the presidential transition team and legislative offices on policy matters, developed and refined materials to support ABA advocacy interests in the 2017, assisted on state/local legislative advocacy matters, participated in a number of state/regional association meetings, conducted educational webinars, and attended and participated in other various key meetings in support of ABA interests, and initiated activities in support of ABA’s 2017 Congressional Fly-In. In terms of legislation, as Congress cut the remainder of its term short due to the election and lame-duck status, limited legislative activity took place in the fall other than passing a funding measure to keep the Federal Government operating, initially with a Continuing Resolution (CR) through the November election and then a second CR to carry operations through next April.

In addition to legislative activities, GAP also remained very busy monitoring and weighing in on regulatory and administrative actions. In the waning months of a presidential administration, it is not unusual for the outgoing presidential administration to aggressively pursue regulatory activity in an effort to solidify its policy direction. This is especially true following an election resulting in a political party change for the incoming administration. Since September, GAP analyzed, solicited feedback and as appropriate prepared comments on 5 administrative proceedings (i.e. rulemakings and other notices), as well as reviewed and analyzed 4 final rules for the benefit of providing guidance to ABA members. GAP staff also attended, and as appropriate, participated in a number of administrative meetings, such as the Department of Transportation’s National Coalition on Truck Parking and the National Academies of Sciences meetings in support of the review of the Federal Motor Carrier Safety Administration’s (FMCSA’s) Compliance, Safety, Accountability program. As well, GAP issued or supported the issuance of 6 member alerts, to assist and keep ABA members abreast of important matters that may affect their business operations or interests.

As well GAP managed the activities of the Bus Industry Safety Council (BISC) and the Bus Maintenance and Repair Council (BusMARC), along with supporting the ABA-State/Regional Association relationship, and supporting other associations. Additionally, in advance of the 2017 ABA Annual Meeting & Marketplace, GAP staff engaged in preparing for the various
meetings to be held during the event, including: coordinating with the ABA Membership and Meetings Division; coordinating agendas, arranging speakers and preparing materials for the BISC and BusMARC winter meetings; and preparing and conducting outreach in advance of the State/Regional Association Roundtable meeting.

Finally, as of December 22, the balance in the BusPAC account stands at $176,621.18, following a record year of receipts in the amount of $82,655.12 for 2016. Although the BusPAC fundraising goal for 2016 was $100,000, reflecting the fact it was an election year, FY 2016 contributions were at the highest level to date for BusPAC. Also, since the last Board meeting, BusPAC supported 24 members (54 members for the year), as the Congressional campaign season drew to a close, and attended 5 events sponsored by elected legislators as “thank you” receptions following the election.

II. LEGISLATION & REGULATION

A. LEGISLATION

1. Appropriations
   Although the FY 2017 appropriations cycle began in earnest at the start of the year, it stalled in late spring/early summer due to the shortened legislative calendar, the continuing partisan efforts to attach controversial provisions to the individual appropriations bills, and heightened tensions due to the November elections. Prior to recessing at the end of September, in advance of the elections, Congress initially passed a CR funding Federal Government operations through December 9. This action was not taken without some drama, as the fiscal deadline of September 30 loomed. As the election date approached, both political parties were jockeying for position and “hedging bets” on the outcome, and thus debated passing a short term CR that would allow for a “lame-duck” funding negotiations following the election or a longer term CR funding the Government into the new administration and allowing a new Congress to manage the matter. Finally, on September 28 a short term CR was passed, funding operations through December 9.

   Following the surprising election results of November 8, a jubilant Republican Congress returned on November 14 and began a “lame-duck” session. At the outset, funding was a priority, aside from both parties choosing its leadership for the 115th Congress. Senate leadership initially wanted to pursue an omnibus measure to close out FY 2017 funding this Congress; however, conservative House members prevailed in obtaining support for another CR to fund the Government through April, avoiding a budget negotiations with the Obama administration. The House then passed the CR on Thursday, December 8, funding the Government through April 28, 2017; the Senate then followed late in the evening of December 9, closing out the 114th Congress.

   At this stage, because the Government continues to operate under a CR maintaining FY 2016 funding levels, funding for the Intercity Bus Security Grant Program (IBSGP) remains in place for
FY 2017 at $3 million. However, this outcome is not final. In the new year, Congress will need to take action to fund the Government beyond April 28, and there are several likely options for it to do so: if it does not reach a budget agreement with the new presidential administration early, Congress could simply pass another CR before April 28, to fund the Government through the end of FY 2017, and simply work on FY 2018 appropriations bills next year; alternatively, Congress could negotiate a deal with the incoming administration, and either pass an omnibus funding package or several minibus packages, to cover FY 2017 funding, and again focus then on individual appropriations bills for FY 2018. Under the first scenario, IBSGP grant funding at $3 million will be available in 2017. Under the second scenario, the FY 2017 appropriations bills, passed by the respective appropriations committees in 2016, will form the basis for an omnibus or minibus funding measures. In terms of the IBSGP, the Senate appropriations bill contained program funding at the $3 million level, but the House bill did not, a difference that will need to be resolved. Therefore, ABA continues to reach out on this issue and work with Congressman Dent’s office and Senator Blunt’s office, among others, to advocate for inclusion of funding in any final measure.

2. Tax
Following on the heels of making permanent Section 179 expensing and extending the bonus depreciation benefit toward an ultimate phase-out in 2019, at the end of 2015, Congress did not tackle any significant tax reform in 2016 although there was much discussion about it in Congress and on the presidential campaign trail. In terms of the motorcoach industry, this was a positive as the diesel fuel tax refund was not threatened. However, House Republicans did publish a tax reform proposal, known as the Republican “Blue Print,” which is now forming the basis for developing tax reform legislation in the 115th Congress. In general, for business taxation, the Blue Print would modify the current income-based system toward a consumption-based system, including reducing the corporate tax rate to 20%, full and immediate expensing of investments in tangible and intangible assets (excluding land), disallow deductions for net interest expense, and eliminate many special deductions and most business credits. Additionally, and of note, one of the more controversial aspects of the Blue Print is the border adjustment proposal, which would eliminate taxing of gross receipts from the sale of exported goods, but similarly disallow deductions for imported goods or services. President-elect Trump also released a tax reform outline during his campaign, which provides some insight also into where the new Administration stands on various tax reform ideas, although it is not a detailed plan. Both Congress and the new Administration have expressed their intent on moving legislation early in the next Congress, although any action will depend on reaching agreement. In response to ABA Board member interest in the possibility of tax reform in the new Congress, attached is a review of the current proposals publicly available, by our consultant Capitol Tax Partners.

3. Security
Aside from funding for the IBSGP, other security related legislative proposals ABA remains engaged on are Congressman Lipinski’s SAFER TRANSIT Act, H.R. 5794, and Senator Thune/Nelson’s Surface Transportation and Maritime Security Act, S. 3379. Congressman
Lipinski’s bill, which ABA worked with the Congressman on to introduce, would reauthorize several transportation security grant programs including the IBSGP, which has not been reauthorized since the 9/11 Act in 2007, hampering to a degree our annual efforts to obtain funding. Although the 114th Congress has come to a close with no action on this legislation, ABA will work with the Congressman’s office to have it reintroduced in the next Congress. As to the S. 3379, although it did not move in the 114th Congress, the Commerce Committee did hold a hearing on it and it will likely be reintroduced early in the new Congress. The bill is intended to address the perceived shortcoming that the Transportation Security Administration concentrates its resources on the aviation industry, and does not sufficiently account for other modal security risks. A report from the Department of Homeland Security’s Inspector General is driving this legislation. ABA staff have engaged with the Committee staff on the bill several times and offered comments, seeking amendments to specific sections, to ensure over-the-road-buses are properly taken into account in the bill. As well, this legislation may provide an opportunity to address redundant security credentialing, an ABA policy objective. ABA will continue to work with staff to have this bill reintroduced next congress, and will be conducting outreach to ABA members for more detailed information in support of the redundant security credentialing objective.

4. Aviation Reauthorization
Congress passed another lengthy extension of the Federal Aviation Administration authorization, before the July 15 expiration date. The current extension provides authorization till September 2017. The GAP team continues to pursue opportunities to within the reauthorization context for addressing ABA’s airport access and essential transportation services initiatives in either the House or Senate proposed FAA reauthorization bills. The GAP staff made several attempts to meet with representatives from the airports association as well as with environmental advocates; however, although GAP has reached out, several times, such meetings have yet to take place. Additionally, it would assist GAP’s efforts, significantly, to have more information or examples on where access issues currently exist. Next Congress, Congressman Sam Graves of the House Transportation and Infrastructure Committee has stated FAA reauthorization will be taken up by the committee early in the year; on the Senate side, staff have reported they will wait to see action by the House, before they move, reflecting the disappointment on the Senate side with how matters were settled last year.

5. Recreation
On behalf of ABA, GAP also worked with the American Recreation Coalition and the Outdoor Industry Association in support of passing the Outdoor Recreation Jobs and Economic Impact Act of 2016 or the REC Act. On December 8, 2016, President Obama signed the bill into law. The REC Act authorizes the Department of Commerce’s Bureau of Economic Analysis to assess outdoor recreation’s contribution to the nation’s GDP. The GAP team believe the assessment is the first step toward aggregating data for analysis in support of demonstrating the significant impact the American outdoor industry has on the national economy. This data should also assist GAP in demonstrating the vital importance of the travel and tourism industry when interacting with Capitol Hill and the incoming Administration.
6. Other Legislative Activity
In addition to Federal advocacy, GAP also successfully led the effort to stop legislation concerning motorcoach design, from proceeding through the California legislature. The final bill, sponsored by State Senator Lara, was amended to drop the offensive provisions concerning motorcoach design due to the collective efforts of ABA and the California Bus Association. It was signed into law by Governor Brown on September 27, 2016. As well, GAP staff testified before two separate New York City council committees, vetting separate proposals that would affect motorcoach operations in New York City. The first concerned new licensing and operational planning requirements for “sightseeing” bus companies. On behalf of ABA, GAP staff and other local motorcoach companies educated the committee members on the private motorcoach industry to seek ways to address committee concerns without unduly burdening the motorcoach operators. The second hearing concerned legislation that would potentially impact all vehicles entering New York City, as it concerned idling restrictions. Again, GAP staff educated committee members on the private motorcoach industry, positioning the industry as an environmental and anti-idling solution. In both cases, GAP was successful in building a relationship with each committee and established ABA as a motorcoach industry resource at the disposal of the committee members in developing legislative proposals.

B. ADMINISTRATIVE/REGULATORY ACTIVITIES

As a presidential administration comes to close, it is not unusual for the Administration to aggressively attempt to establish its policy legacy through rulemaking and policy actions. Thus, in the past several months, ABA was busy monitoring for, analyzing and soliciting input on, and responding to a number of administrative actions. Briefly, below, is an update on certain administrative activities, including rulemakings, of interest to the Board.

1. Fixing America’s Surface Transportation Act (FAST Act)
Initially, an update on the execution of several FAST Act provisions:

a. Tolling/HOV – Although ABA was optimistic the Federal Highway Administration (FHWA) would issue guidance this past fall, for the execution of the FAST Act provisions providing for equitable treatment of over-the-road-buses in terms of tolling and high-occupancy-vehicle (HOV) status on roadways receiving federal funding, it has not occurred. Following several meetings with FHWA to assist and encourage prompt action to execute this provision, ABA continued to routinely reach out to FHWA for updates on the status of their action. In late October, FHWA responded to ABA that the Agency’s chief counsel’s office were in disagreement on what constituted an over-the-road-bus that “serves the public” (the text used in the FAST Act provision) and sought assistance from ABA. In response, ABA General Counsel R. Schweitzer, provided interpretative language to assist FHWA, based on Internal Revenue Service policy guidance, providing an expansive reading of the phrase. However the Agency has provided no further update on their actions, although ABA continues to routinely reach out. ABA will continue to pressure FHWA to act, and has flagged this issue in communications with the transition team for the new presidential administration.
b. Travel & Tourism Infrastructure – The U.S. Department of Transportation (USDOT) has executed on the FAST Act provision establishing a National Advisory Committee on Travel and Tourism Infrastructure (NACTTI or Committee). The Committee is intended to advise the USDOT Secretary on the national intermodal transportation network for the purpose of facilitating travel and tourism. Following GAP’s submission of a robust nomination package earlier this year, ABA President Peter Pantuso was appointed to NACTTI, along with former ABA Chairman and current Minnesota Department of Transportation Commissioner, Charlie Zelle. Additionally, several other ABA members appointed as well: Gladys Gillis, CEO of Transportation Demand Management, Inc.; Todd Davidson, CEO of Travel Oregon; Brad Dean, president & CEO of Myrtle Beach Area Chamber of Commerce; Bryan Grimaldi, COO & General Counsel, NYC & Company; and Ann Taber Klenke, Tourism Director for Lake Charles/Southwest Louisiana Convention & Visitors Bureau. The Committee organized and held its first meeting in early December; although discussion occurred regarding the next meeting, nothing was finalized.

c. CSA Program – The FAST Act also directed FMCSA to commission the National Research Council of the National Academies of Science (NAS) to conduct a study of the efficacy of the CSA program and the Safety Measurement System (SMS), the analytical tool used by the program. The FMCSA did commission NAS last February, and a committee comprised of primarily academic statisticians was established. Pursuant to the law, the commission must complete its study within 18 months of enactment of the FAST Act (i.e. December 4, 2015), and toward this goal it held three meetings this past year, part of which were open to the public. The third and final meeting was held on December 15, where FMCSA once again presented during the public session, along with the National Transportation Safety Board, safety advocates, and representatives from the insurance industry. GAP staff attended all three meetings, and at the final meeting gave brief comments on behalf of ABA. It is unclear at this time where NAS is headed with their study, as well it is unclear whether they will complete the study to meet the 18-month FAST Act deadline. ABA will continue to monitor NAS activity for further clarification of its schedule and intent.

As noted in previous reports, the Congressional directive to undertake a study of the CSA program has not deterred FMCSA from continuing to propose regulations and other administrative actions related to the CSA program, i.e. notices on SMS enhancements and revision to the definition of high risk carrier. On behalf of ABA, GAP has submitted comments on these various actions, repeatedly urging FMCSA to suspend CSA related activities until the FAST Act provision is satisfied. Further, we have communicated with Congressional committees on this matter in an effort to ensure proper oversight of the Agency’s activities, and GAP has flagged the SFD rulemaking and attendant notices with the transition team for the new presidential administration.

d. Planning – The FAST Act also amended federal planning statutes within both the federal highway and transit programs, to require state and local transportation planning processes to take into account intercity bus facilities and the economic and environmental benefits of intercity bus systems, and include intercity bus operators in the planning process. The changes
also required state and local planning organizations to coordinate with tourism officials, in terms of devising transportation plans. To satisfy these requirements, FHWA issued several new rulemaking proposals and a final rule concerning the planning processes. As an update, on December 20, FHWA issued a final rule on one of the planning NPRMs they published earlier in the year, concerning reorganizing state metropolitan planning organizations (MPOs) and other planning regulatory requirements, all to support more effective regional planning by states. On behalf of ABA, GAP had filed initial comments on this proposal to ensure FAST Act requirements provisions concerning OTRBs were fully integrated into the regulations then, due to the controversial nature of the proposal, another comment period was opened. Receiving additional member input, GAP filed supplementary comments opposing the proposed reorganization of MPOs. The final rule does not reflect ABA views regarding the reorganization of MPOs; and the compliance date will be some time in 2022, following the 2020 census. However, with a new presidential administration, it would not be surprising to see efforts toward revisiting this proposal.

2. Lease and Interchange – The FMCSA announced its intent to revise parts of the final rule, in August 31, 2016. Toward this goal, FMCSA held a “roundtable discussion,” which provided industry, safety advocates and members of the public to answer FMCSA questions and make comments concerning the rule, on October 31, 2016. Several ABA members participated in the meeting, and spoke on behalf of ABA and the industry, along with representatives from UMA, the insurance industry and safety advocates. Reportedly, the Roundtable meeting was to assist the Agency in moving forward; however, nothing further on this initiative has occurred to date. Currently, compliance with the final rule is required by January 2018. In order to make any revisions to the rule, the Agency will need to initiate a new rulemaking. Although the Agency has stated its belief it can complete a new rulemaking by the compliance date, it cannot guarantee this, particularly with a new presidential administration coming into office. The language GAP lobbied for in the FY2016 transportation appropriations bill reports should assist in mounting another effort in the New Year for Congressional pressure to move the Agency along, if necessary. As well, GAP has flagged this rulemaking for the transition team of the new presidential administration.

3. Safety Fitness Determination – On January 21, FMCSA published a notice of proposed rulemaking proposing to modify the current method of determining motor carrier fitness. On behalf of ABA, GAP submitted comments by the May 23 deadline, opposing the proposal on various grounds along with other members from the motor carrier industry. To date, the Agency has taken no further action on this proposal; however, it was a key topic of discussion and advocacy at the final NAS meeting on the CSA correlation study, held December 15. The GAP staff have flagged this rulemaking as problematic, both with Congressional offices with jurisdiction and the transition team of the new presidential administration.

4. Definition of Curbside – On February 9, FMCSA published a notice explaining its intent to establish a definition for the term “curbside” in order to implement a MAP-21 provision requiring annual safety fitness assessments for certain motor carriers of passengers. On behalf of ABA, GAP filed comments strongly opposing this proposal by the April 11, 2016 deadline.
There is nothing further to report on this activity, other than GAP has flagged it for the transition team of the new presidential administration, as problematic for our industry.

5. Entry Level Driver Training – Following the negotiated rulemaking action in 2015, and the publication of an NPRM on March 7, 2016 reflecting the consensus agreement produced by the negotiated rulemaking committee, FMCSA published a final rule on a notice of proposed rulemaking (NPRM) to establish national minimum training standards for entry-level commercial truck and bus operators seeking a commercial driver’s license (CDL). There were a few changes in the final rule from the initial proposal, most notably it does not require any minimum number of hours of training, and it makes no distinction between large and small training providers. The GAP team prepared an ABA member alert providing information on the final rule, which was issued on December 9.

6. Obstructive Sleep Apnea – On March 10, FMCSA, jointly with the Federal Railroad Administration, published an advance notice of proposed rulemaking (ANPRM) seeking data on the prevalence of moderate-to-severe obstructive sleep apnea (OSA). On behalf of ABA, GAP submitted comments, urging FMCSA to bifurcate the rulemaking, consider the challenges with inconsistent science regarding OSA diagnosis and treatment, and consider the importance of balance and flexibility in devising a program similar to how FMCSA treats other medical conditions and to the FAA approach. The FMCSA’s Medical Review Board (MRB) then held a meeting in August, to review and update its initial recommendations concerning OSA, recommendations which form the basis of FMCSA’s OSA initiatives. At this meeting, GAP staff engaged in a number of discussions with MRB members and successfully encouraged revision of the recommendations to provide greater flexibility regarding diagnosis and treatment of OSA. The FMCSA was then scheduled to hold a listening session on its proposal at the ABA Annual Meeting & Marketplace; however, following the November 8 elections, the Agency cancelled the event, reflecting the impact of a new presidential administration coming into office. The GAP team did flag this rulemaking for review by the transition team of the new presidential administration.

7. Drug & Alcohol Clearinghouse – The FMCSA published a final rule on December 5, requiring motor carriers, medical review officers, third-party administrators, and substance abuse professionals to report information about drivers who test positive for drugs or alcohol; refuse drug and alcohol testing; and undergo the return-to-duty drug and alcohol rehabilitation process. The rule also requires motor carriers to review the clearinghouse for both current and prospective employees, annually, to determine compliance with drug and alcohol regulations, although it must obtain consent from the employee or prospective employee first. After registering with the clearinghouse a driver can review his or her information at no cost. The rule is effective January 7, 2017, however its compliance date is January 6, 2020. This rule was expected by ABA, and GAP provided ABA members with information on it through the Bus Bulletin.

8. Security: TSA’s recently published two long awaited rulemaking documents: 1) an NPRM on surface transportation modal security training (December 16); and 2) an ANPRM on surface
transportation vulnerability assessment and security plan requirements. These rulemakings are based on requirements from the 9/11 Recommendations Act of 2007, and ABA worked with TSA to develop an initial security plan template which was adopted, has since been modified by the Agency over the years. Both initiatives, as proposed, would only apply to a small subset of fixed route carrier’s serving TSA designated areas with regular routes. It is unclear at this point, if IBSGP funding will, in the future, be explicitly tied to these regulations. Information regarding the rules was included in the Bus Bulletin, and the GAP team will be soliciting input from the industry to prepare comments for submission on both initiatives. Comments are currently due March 16, 2017; however, again, with a new presidential administration, these dates may change.

9. IRS Valuation – On August 4, the Treasury Department/IRS issued an NPRM proposing to expand the regulations governing the valuation of interests in corporations and partnerships for estate, gift and generation-skipping transfer tax purposes. ABA filed comments in opposition to the proposal; nearly 30,000 other comments were also filed. The IRS also held a public hearing on December 1, where more than 35 speakers gave 5 hours-worth of testimony (only one of the speakers spoke in favor of the action). Additionally, leadership of key Congressional committees sent letters to Treasury/IRS requesting withdrawal of the proposal. In light of the new presidential administration, this proposal will likely receive scrutiny as to whether it will proceed, particularly in the face of strong support by the new administration and Congress for repeal of the death tax.

III. OPERATIONS

A. COUNCILS AND OTHER ASSOCIATION MEETINGS

The GAP team spent the last several months managing both BISC and Bus MARC activities, including BISC West, as well as preparing for the respective winter meetings. As well, GAP also traveled to a number of state/regional association meetings and prepared for the state/regional association winter meeting.

1. Bus Industry Safety Council (BISC) and BISC West
The GAP staff managed multiple conference calls with the BISC executive committee and the various BISC committees, as well as other activities in the course of the past several months in support of BISC business. Notably, from these activities, GAP facilitated the transition to new BISC executive leadership, including managing the first on-line election. As well, GAP engaged in preparing for the respective winter meetings, including facilitating the development of the meeting agenda, lining up speakers, determining education sessions and lining up sponsors. The BISC winter meeting, will take place January 15-16, in Cleveland, and has 150 registrants to date. The theme of the meeting is: “Emerging Technologies,” and the keynote speaker will be former National Highway Traffic Safety Administrator, David Strickland who will address the evolution of the autonomous vehicle industry and its intersection with the motorcoach industry. Additionally, plans were confirmed to organize another BISC West meeting, which will be held in conjunction with the California Bus Association meeting, October 9, 2017, in
Alpine California. As well, GAP established new BISC partnerships with the California Bus Association, in terms of holding BISC West, and the Student Youth Transportation Association for meetings in 2018.

2. **Bus Industry Maintenance and Repair Council (BusMARC)**
The GAP staff also conducted a number of executive conference calls and managed other activities in support of BusMARC business. Notably, GAP facilitated the development of the agenda for the winter meetings, including lining up speakers and offsite visits, determining education sessions and lining up sponsors. The winter meeting will be held January 16-17, in Cleveland, and has 60 registrants to date. The theme of the meeting is: “Maintaining Technology,” and the meeting will include offsite visits to Barons Bus, Inc and National Interstate Insurance Company. Additionally, GAP staff lined up new sponsorships for BusMARC, namely: Barons, National Interstate, Prevost and MCI; along with a new partnership with Trailways. The GAP staff also managed a number of executive conference calls, to facilitate development of the meeting agenda and education sessions.

3. **State/Regional Association Activities**
This past fall, GAP also traveled to and participated in three state/regional association meetings (Northwest Motorcoach Association, Bus Association of New York and the Tennessee Motorcoach Association/Southeastern Regional Motorcoach Operators Coalition), providing Washington Updates and building relationships on behalf of ABA advocacy activities. The GAP staff also prepared for the State/Regional Association Roundtable meeting to be held on January 14, in Cleveland.

B. **MISCELLANEOUS**
In addition to the GAP activities reported above, the GAP team also conducted a number of other activities in support of ABA goals and interests.

1. **Policy/Advocacy**
The GAP staff engaged in a number of outreach activities to the new presidential administration through various channels, providing education on FMCSA and various administrative and policy matters of interest to ABA members. As part of this effort, the GAP has also updated the ABA Policy Objectives document and accompanying talking points, for advocacy purposes in the 115th Congress. The GAP staff also stayed engaged with Congressional offices monitoring appropriations matters, security grants and authorization interests, and administration transition activities. As well, GAP conducted two election related webinars, and a post-election conference call with the Board, and prepared materials to monitor leadership appointments (see attached). The GAP team also has underway activities in preparation for the 2017 ABA Congressional Fly-In, to be held on May 4, 2017.

2. **Other Activities**
Although not possible to capture all the activities GAP engages in on a day-to-day basis in support of ABA, the following provides a brief overview of some of the more notable activities.
Since the last GAP report to the Board, GAP also issued 6 member alerts (as previously noted); filed comment submissions on 5 administrative actions (including rulemakings, as previously noted); and participated in 6 federally sponsored committee meetings (the Police Accident Report Committee, the Motor Carrier Safety Advisory Committee, the National Academies of Sciences CSA correlation study committee, and the National Truck Parking Coalition, and the NACTTI inaugural meeting). The GAP team also supported ABA members at the FMCSA Lease & Interchange Roundtable meeting and at an NTSB accident hearing, in addition to representing ABA at the Rural Transit Conference (10/2-5), Fires in Vehicles Conference (10/6) and at the Commercial Vehicle Safety Alliance meeting (9/18-22).

Additionally, GAP supported a number of other activities of interest to ABA, including the development of on-line driver curriculum, participation in inauguration webinar sponsored by the District of Columbia, participation in meeting with the American Gaming Association regarding casino related bus crashes, participation in TSA security related exercises, dissemination of information and support for IBSGP funding opportunities, participation in TSA meetings related to recent rulemaking initiatives (noted above), and development of a webinar on the entry-level driver training rule for ABA tour and travel industry members.

3. Personnel
The GAP team was also pleased to welcome aboard Dan Eisentrager, at the start of December, as industry consultant. Dan’s career in the motorcoach and bus industry spans more than 50 years, and he’s held a variety of positions from school bus driver to motorcoach driver, shop mechanic, operations manager, maintenance manager and has helped start and sold successfully two operating companies. We look forward to Dan’s assistance and integrating him into GAP activities, beginning with the BISC and BusMARC winter meetings.

C. BusPAC

Currently, as of December 22, the BusPAC account balance is $176,621.18. For the year, contributions to BusPAC were at an all-time high of $82,655.12, with employee contributions making up $7,793.12. Although we fell slightly short of our $100,000 goal, at 82%, we did receive contributions from new Board members as well as from lapsed contributors. On the distribution side, $66,500 was distributed from the BusPAC account in support of 54 legislators this past year. As well, a second edition of BusPAC Brief was sent out to BusPAC members following the November 8 election.

Please do not hesitate to contact me regarding any of the information provided in this report.

Attachments: - Trump Nominees
- Leadership 115th Congress
- Treatment of motorcoach companies under tax reform options (Capitol Tax)