

July 7, 2026

Congressman Nick Langworthy
422 Cannon House Office Building
Washington, DC 20515

Congressman Josh Gottheimer
106 Cannon House Office Building
Washington, DC 20515

Dear Representatives Langworthy and Gottheimer:

On behalf of the undersigned organizations representing a broad cross-section of America's transportation, tourism, travel, business, workforce, and mobility sectors, we write to commend your leadership in introducing the bipartisan Buses Utilizing Safety and Environmental Standards (BUSES) Act (H.R. 9317). We applaud your efforts to establish a reasonable national framework governing operational idling for over-the-road buses. By creating a national minimum standard that prevents state and local governments from enforcing bus idling restrictions for periods under 15 minutes, prohibiting bounty-style enforcement programs, and limiting Clean Air Act citizen suit actions related to covered bus idling activities, the BUSES Act provides much-needed certainty for interstate passenger carriers while advancing passenger and driver safety, accessibility, mobility, and environmental stewardship. Your legislation represents a balanced approach that supports clean air objectives while recognizing the critical role motorcoaches play in our economy, transportation system, and communities.

Motorcoach transportation plays a vital role in the nation's economy, transportation network, and tourism industry. Every day, motorcoaches connect communities, support student and university travel, transport military personnel, provide access to jobs and airports, facilitate conventions and major events, and help millions of Americans reach destinations safely and affordably. The industry also serves as a critical mobility resource during emergencies and natural disasters. Together, motorcoach travel supports hundreds of thousands of jobs and generates billions of dollars in economic activity annually.

At the same time, motorcoaches are among the most efficient and environmentally responsible forms of passenger transportation. By moving large groups of travelers

in a single vehicle, motorcoaches help reduce traffic congestion, lower vehicle miles traveled, and produce significantly lower emissions per passenger than many other transportation options. Policies that encourage the continued viability of motorcoach service can advance both economic and environmental objectives.

We support efforts to reduce unnecessary emissions and improve air quality. However, operational realities must also be recognized. Over-the-road buses rely on engine-powered systems to conduct safety inspections, maintain brake pressure, operate accessibility equipment, support passenger boarding, and provide safe cabin conditions for drivers and passengers. These functions are essential to meeting federal safety requirements and accessibility obligations while ensuring the safe movement of the traveling public. Bus drivers and the unions that represent them have also emphasized that operators should not be penalized for carrying out federally required safety inspections and operating essential vehicle systems necessary to ensure passenger safety.

A patchwork of varying state and local idling requirements creates uncertainty for interstate carriers and can result in conflicts between local enforcement practices and federally regulated transportation operations. The BUSES Act addresses this challenge by establishing a national minimum standard that prevents enforcement of local bus idling restrictions for periods under 15 minutes, ensuring operators can perform necessary safety inspections, maintain brake pressure, operate accessibility equipment, and support passenger welfare without fear of conflicting local penalties. The legislation also curbs abusive enforcement practices by prohibiting bounty-style programs that financially reward private individuals for reporting alleged bus idling violations and by limiting Clean Air Act citizen suit actions related to covered operational idling. This balanced approach provides consistency while preserving the ability of operators to perform necessary safety, accessibility, and passenger-service functions.

Your legislation offers a practical and measured solution by establishing a clear national standard that recognizes the operational realities of motorcoach transportation. The BUSES Act distinguishes operationally necessary idling from unnecessary idling, protects operators engaged in safety- and accessibility-related activities, and ensures that interstate carriers are not subjected to inconsistent local requirements or bounty-driven enforcement schemes. By providing uniformity and

predictability, the legislation supports passenger and driver safety, protects accessibility, and preserves the economic and environmental benefits of motorcoach transportation.

This issue extends well beyond the motorcoach industry. Communities, tourism destinations, educational institutions, employers, hospitality businesses, event organizers, and millions of travelers depend on safe, reliable, and affordable motorcoach transportation. Maintaining a regulatory framework that supports those services is critical to economic growth, workforce mobility, interstate commerce, and continued access to transportation options across the country.

Thank you again for your leadership in introducing the bipartisan Buses Utilizing Safety and Environmental Standards (BUSES) Act and advancing a commonsense solution that establishes a reasonable national bus idling standard, prohibits bounty-style enforcement programs, limits excessive litigation related to covered idling activities, and balances environmental goals with safety, accessibility, mobility, and economic opportunity. We stand ready to work with you to advance this important legislation and strengthen America's transportation network for the communities, businesses, workers, and travelers who depend on it.

Sincerely,

American Bus Association
American Hotel & Lodging Association
Bus Association of New York
BUS4NYC Coalition Inc.
Greater Northeast Motorcoach Association
National Limousine Association
National Tour Association
Student & Youth Travel Association
The Business Council of New York State
U.S. Chamber of Commerce
U.S. Travel Association
United Motorcoach Association
United States Tour Operators Association