

Pennsylvania Bus Association Annual Meeting

Jamestown, NY

June 19, 2023

DC Fly-In and UMA Update

**Scott Michael
President & CEO**



**BUS & MOTORCOACH
INDUSTRY LEGISLATIVE
FLY-IN**

April 18 -19 2023

POWERED BY 





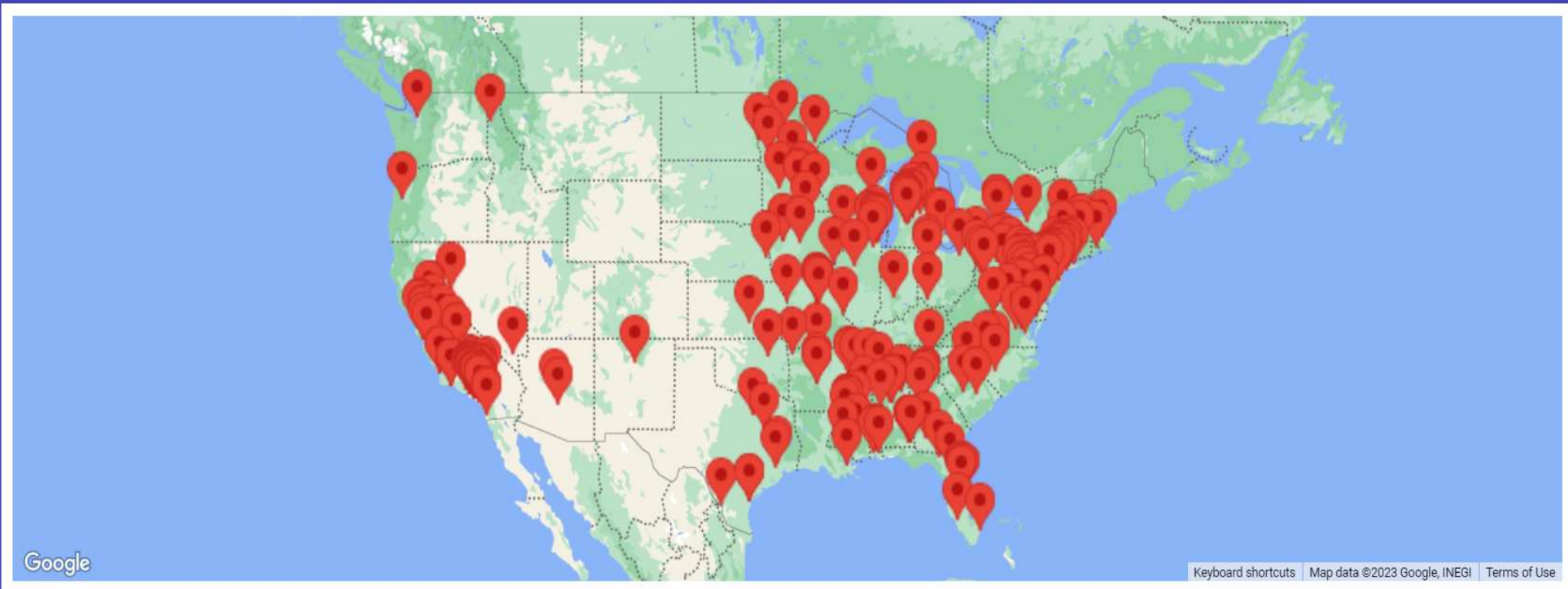
H.R. 3510 CERTS Tax Exemption Act



H.R. 3510 CERTS Tax Exemption

302 advocates
302 messages sent

Email (302), Twitter (0)



Advocates

1, Serge, Shoeleh, Bob, Sherry, melissa, Stephanie, Mark, Gail, Seung, William, Cesar, EARL, Isaac, Miguel, Camille, Samantha, Samantha, YEE, Leslie,

<https://p2a.co/dfngktu>

Charter Service Registration

- You may register at FTA's Charter Registration Website <https://ftawebprod.fta.dot.gov/CharterRegistration/Default.aspx>
- Your registration lasts two years
- You must own at least one bus or van and have the legal authority to operate a charter business
- After registering, you may receive notification of proposed charter trips by public transit agencies:
 - That charge a "premium" fare
 - That are subsidized
 - That were not previously made available to private charter operators



Final Rule and Related Materials for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards

65 mi/hr derate
when a fault
condition is first
detected

50 mi/hr after 80
hours non-idle
operation

25 mi/hr after 180
hours of non-idle
operation





United Motorcoach Association

TOWN HALL

EPA / CARB Emission Regulation Timeline

2022

2024

2027

2031

EPA

EPA 200 mg NOx

185k mi EUL (MHD)
435k mi EUL (HHD)
100k mi Warranty

EPA 200 mg NOx

185k mi EUL (MHD)
435k mi EUL (HHD)
100k mi Warranty

EPA 35 mg NOx

350k mi EUL (MHD)
650k mi EUL (HHD)
280k mi Warranty (MD)
450k mi Warranty (HHD)

EPA 35mg NOx

350k mi EUL (MHD)
650k mi EUL (HHD)
280k mi Warranty (MD)
450k mi Warranty (HHD)

2026 EPA 50 mg NOx "Pull ahead" provision

CARB

CARB 200 mg NOx

185k EUL (MHD)
435k mi EUL (HHD)
150k mi Warranty (MD)
350k mi Warranty (HHD)

CARB 50 mg NOx

185k mi EUL (MHD)
435k mi EUL (HHD)
150k mi Warranty MD
350k mi Warranty (HHD)

CARB 20 mg NOx

270k mi EUL (MHD)
600k mi EUL (HHD)
220k mi Warranty (MHD)
450k mi Warranty (HHD)

CARB 20 mg NOx

350k mi EUL (MHD)
800k mi EUL (HHD)
280k mi Warranty (MHD)
600k mi Warranty (HHD)

CARB waiver for Omnibus under review

CARB ACT ZEV Sales & ACF ZEV Purchase Mandates



Regulatory Landscape



Emissions Simplified

US Regulatory Drivers

[EPA/CARB Regulatory](#)

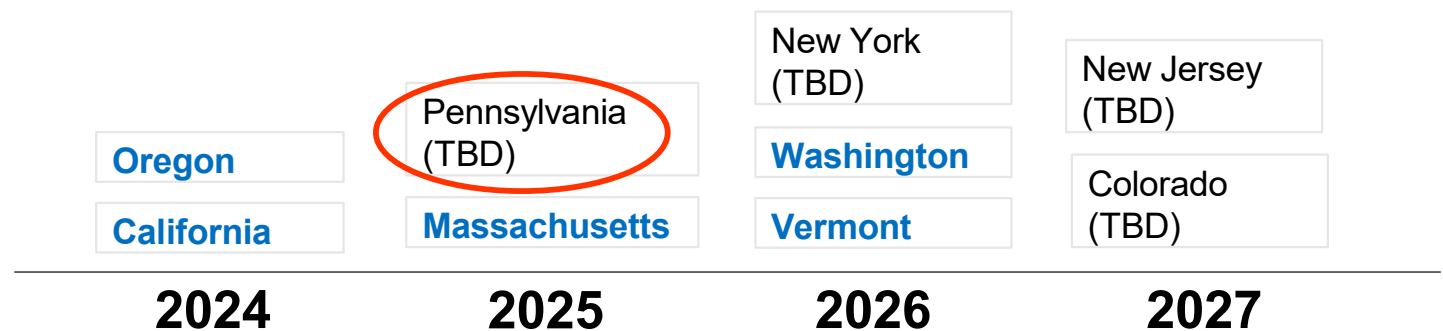
[CARB Emissions](#)

CARB Omnibus Adoption by State

Current as of January 11, 2023
Subject to change

■ Omnibus Low NOx

- California, Oregon (MY 2024)
- Massachusetts (MY 2025)
- Vermont, Washington (MY 2026)
- In Process with projected implementation year- Colorado, New Jersey, New York, Pennsylvania



Pennsylvania Actions



Pa. Senate passes bill extending suspension of diesel emissions rules

Updated: Mar. 02, 2023, 10:33 p.m. | Published: Mar. 02, 2023, 7:55 p.m.



This PennLive file photo shows truck traffic on Interstate 81. Celadon Group



PRINTER'S NO. 217

THE GENERAL ASSEMBLY OF PENNSYLVANIA

SENATE BILL

No. 254 Session of 2023

INTRODUCED BY YAW, LANGERHOLC, REGAN, COLEMAN, BARTOLOTTA,
HUTCHINSON, J. WARD, ROTHMAN AND STEFANO, JANUARY 31, 2023

REFERRED TO ENVIRONMENTAL RESOURCES AND ENERGY, JANUARY 31, 2023

AN ACT

1 Providing for suspension of the Pennsylvania Heavy-Duty Diesel
2 Emissions Control Program and for expiration of suspension.

3 The General Assembly of the Commonwealth of Pennsylvania

4 hereby enacts as follows:

5 Section 1. Short title.

6 This act shall be known and may be cited as the Heavy-Duty
7 Diesel Emissions Control Program Suspension Procedures Act.

8 Section 2. Suspension of program.

9 The provisions of 25 Pa. Code Ch. 126 Subch. E (relating to
10 Pennsylvania Heavy-Duty Diesel Emissions Control Program) by the
11 Department of Environmental Protection published in the
12 Pennsylvania Bulletin on November 6, 2021, are suspended
13 effective through and including model year 2026 vehicles.

TSA Security Vetting Proposal

- The 9/11 Act does not require TSA to conduct STAs of OTRB security-sensitive employees, and we are not proposing a Level 2 check of these individuals in this NPRM. However, *TSA is considering adding that requirement in the final rule and invites comment from industry stakeholders on such a requirement.* TSA is concerned that new terrorism-related tactics have emerged since passage of the 9/11 Act, including the use of vehicles in crowds to injure and kill innocent pedestrians. Beginning with the attack in Nice, France in 2016, vehicle ramming attacks have escalated. In 2017, 17 vehicle ramming attacks throughout the world were verified as terrorist-based, resulting in 173 fatalities and 667 injuries.
- Moreover, *buses, including those used for OTRB routes, are often provided extraordinary access and proximity to special events, athletic games, concerts or shopping venues, as a convenience to event-goers and as a traffic congestion tool for organizers.* An “insider,” such as an OTRB driver, would have greater opportunity to harm event attendees by using a vehicle-borne improvised explosive device or simply conducting a ramming attack at passenger staging areas.
- *The opportunity for harm using an OTRB may be greater than with use of a public transportation vehicle because OTRB operations include interstate business, which requires the vehicles to be capable of travelling much greater distances with much heavier loads than transit buses.* As a result, the typical OTRB is larger, heavier, and equipped with underfloor luggage storage areas not found in transit buses. Based upon its design, the OTRB is capable of transporting large volumes of dangerous materials that could be used in a terrorist attack.

Change in Charter Employment May 2022 vs 2021



Charter Bus Industry Occupations	May 2022 Employment	Change vs. 2021
Entire Charter Bus Industry	20,370	36.8%
Bus Drivers	10,020	27.4%
Bus and Truck Mechanics	1,270	56.8%
Office and Admin Support	2,180	27.5%
General and Ops Managers	740	32.1%
Dispatchers	440	37.5%
Cleaners of Vehicles	840	61.5%
Sales Representatives	360	38.5%

Change in Charter Employment May 2022 - Pre-Pandemic



Charter Bus Industry Occupations	May 2022 Employment	Change vs. 2019
Entire Charter Bus Industry	20,370	-29.4%
Bus Drivers	10,020	-41.7%
Bus and Truck Mechanics	1,270	-18.6%
Office and Admin Support	2,180	-29.2%
General and Ops Managers	740	+64.4%
Dispatchers	440	-41.3%
Cleaners of Vehicles	840	-35.4%
Sales Representatives	360	-35.7%

Change in Charter Hourly Wage May 2022 vs 2021



Charter Bus Industry Occupations	May 2022 Median hourly wage	Percent Change vs. 2021
Entire Charter Bus Industry	\$20.66	12.4%
Bus Drivers	\$19.21	6.4%
General and Ops Managers	\$42.64	7.4%
Cleaners of Vehicles	\$16.15	14.9%
Customer Service	\$20.41	12.6%
Sales Representatives	\$30.05	13.8%
Office and Admin Support	\$19.53	8.3%
Dispatchers	\$18.89	1.8%
Bus and Truck Mechanics	\$24.46	6.5%

United Motorcoach Association



Licensed Passenger Carriers

December 2018	3,178
December 2019	2,965
December 2020	1,446
December 2021	1,492

Summary



1,538
Carriers



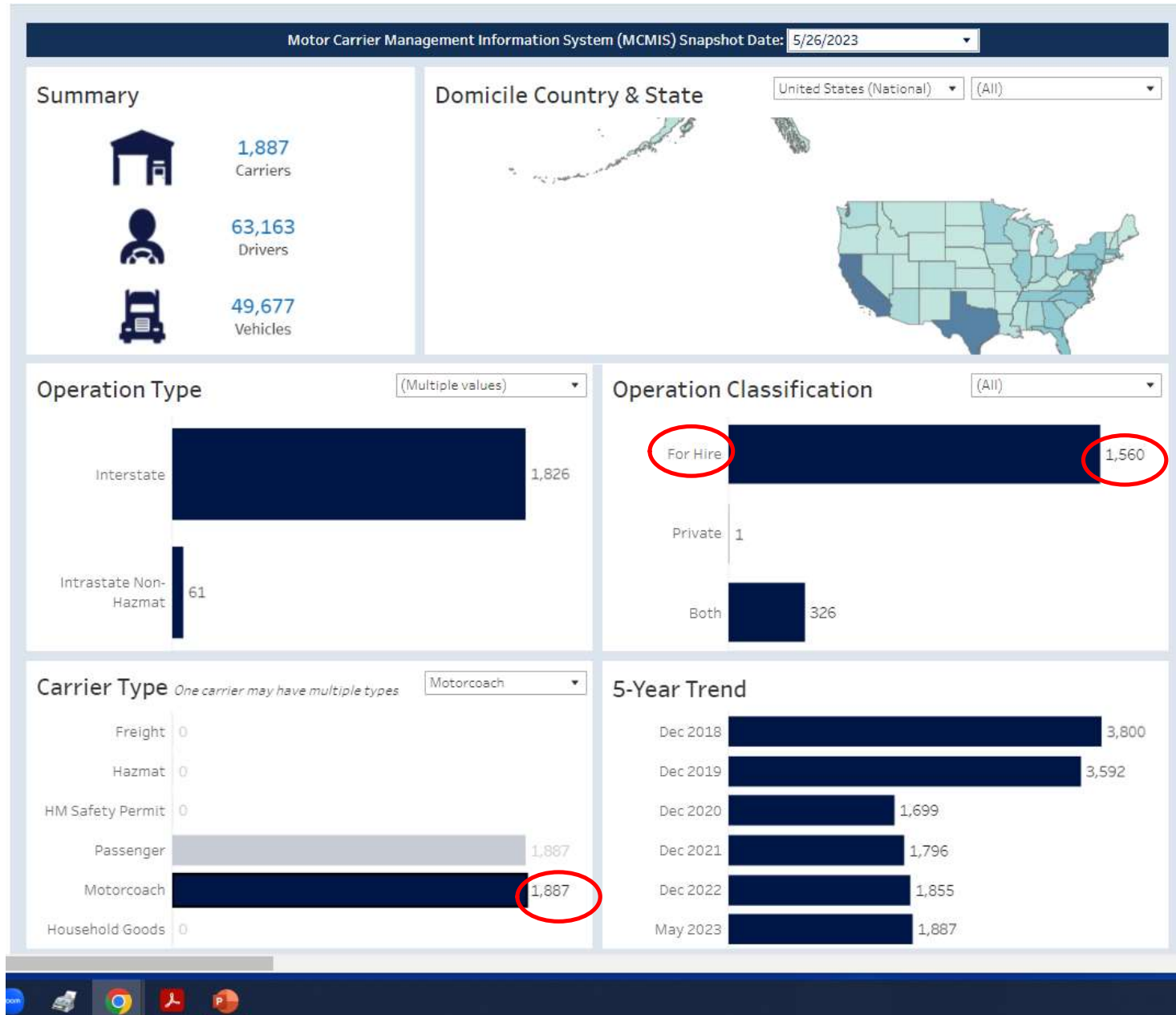
58,551
Drivers



47,429
Vehicles

1,538 operators
December 2022

MOTORCOACH FOR HIRE



UMA SALES SUMMIT



UMA MOTORCOACH

EXPO 2024

FEBRUARY 4-7, 2024



RALEIGH, NC

Questions?

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President & CEO

United Motorcoach Association

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