

**Congress of the United States**  
**Washington, DC 20515**

April 22, 2020

The Honorable Mitch McConnell  
Majority Leader  
U.S. Senate  
S-230  
U.S. Capitol  
Washington, D.C. 20510

The Honorable Charles Schumer  
Minority Leader  
U.S. Senate  
S-221  
U.S. Capitol  
Washington, D.C. 20510

The Honorable Nancy Pelosi  
Speaker  
U.S. House of Representatives  
H-232  
Washington, D.C. 20515

The Honorable Kevin McCarthy  
Minority Leader  
U.S. House of Representatives  
H-204  
Washington, D.C. 20515

Dear Leader McConnell, Leader Schumer, Speaker Pelosi and Leader McCarthy:

We write to request your assistance in rectifying a grave oversight. All the economic packages enacted to date, in response to the COVID-19 pandemic, include no provisions for addressing the plight of the U.S. motorcoach industry. While the airline industry, both passenger and cargo, along with airports, public transit and Amtrak, are all explicitly provided for in the “3<sup>rd</sup> Stimulus Package,” the motorcoach industry was noticeably left out. We urge you to address this oversight in the 4<sup>th</sup> Stimulus Package under discussion. At a minimum, the industry needs at least \$11 billion in grant assistance and \$5 billion in loan guarantees, in addition to support through the Federal Transit Administration’s 5311(f) program, to maintain the viability of the industry through this crisis.

**This crisis has completely decimated the U.S. motorcoach industry. Today nearly every one of the 3,000 companies are completely shut down, 36,000 vehicles are parked, and most of their 100,000 employees have been laid off.**

The U.S. motorcoach industry provides nearly 600 million passenger trips annually. The motorcoach industry’s role in the national transportation network may not be widely understood. However, motorcoach companies play a vital role in transporting the public, often in conjunction with airlines, public transit operators and Amtrak. They also move our military between bases, and to and from deployments; provide critical connections for rural and underserved communities to reach necessary services, including medical services; connect travelers between cities; serve workers whether they are commuters coming into urban centers, miners going to

work in the mines, agricultural workers en route to jobs, or employees coming into offices campuses.

The motorcoach industry is also a critical component of the nation's emergency response capabilities. In times of weather-related events, such as hurricanes, motorcoaches provide evacuation services to the federal and state emergency management agencies. Notably, in just the past few weeks, motorcoaches assisted in the evacuation of cruise ship passengers affected by the COVID-19 outbreak. Also, in terms of security preparedness, under the authority of the U.S. Department of Defense, motorcoach operators serve as a critical component of defense planning for the Capital region, including the U.S. Capitol building.

For many motorcoach operators, the period of March – June is when they earn at least 50 percent of their annual revenue, and since nearly every trip has been cancelled during this period, many of these companies will close their doors forever unless they obtain immediate assistance.

While the 3<sup>rd</sup> Stimulus package included provisions to help businesses, such as the Payroll Protection Program, it is not enough. The Paycheck Protection Program loan program is oversubscribed and the effort to retain a workforce is too late, with the 8-week period of coverage being far too short to bridge this crisis. Most companies have already laid-off or furloughed most of their employees, as of the first week of March, and drivers cannot be rehired instantaneously under federal rules, putting loan forgiveness in jeopardy. The industry needs direct economic aid, tailored to motorcoach operations, to survive. The Phase 3 aid package provided direct assistance to the commercial airline industry, airports, transit, and Amtrak. The U.S. motorcoach industry needs the same direct assistance.

If Congress does not provide immediate and direct economic assistance to this industry, the capacity of the national transportation network will be severely degraded and our emergency response capabilities diminished. We cannot allow this industry to fail, we must act now to protect our national transportation network and our emergency and defense response capabilities. We look forward to working with you to support this critical transportation industry.

Thank you for your attention to this matter.

Sincerely,



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John Katko  
Member of Congress



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Albio Sires  
Member of Congress

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Member of Congress

## Motorcoach Industry COVID-19 Relief Inclusion Co-signers

1. The Honorable A. Donald McEachin
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7. The Honorable Angie Craig
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44. The Honorable Gottheimer
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92. The Honorable Watson Coleman
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94. The Honorable William Torres Jr
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