

Sec. 1. SHORT TITLE.

This Act may be cited as the “Motorcoach Industry Safety, Stability and Sustainability Act.”

Sec. 2. FINDINGS.

(1) The outbreak and rapid spread of the COVID-19 disease is having a unique and devastating impact on the travel and transportation industries;

(2) The private motorcoach industry is a vital component of the national public transportation network, providing safe and environmentally prudent intercity scheduled service, commuter and shuttle operations, school bus transportation, charter operations, contract services for public transit authorities, and emergency evacuation services in times of emergencies;

(3) The private motorcoach industry provides nearly 600 million passenger trips annually, a statistic on par with the domestic commercial airline industry;

(4) The motorcoach industry, as part of the broader tour and travel industry, supports nearly two million jobs and create over \$236 billion in economic impact nationwide;

(5) The industry is dominated by small entrepreneurial businesses, many of which are multigenerational family businesses, lacking in the same level of resources and access to credit, as larger corporate interests;

(6) Members of the industry are suffering significant declines in business due to COVID-19 pandemic, and the situation is deteriorating by the hour;

(7) Private motorcoach operators providing public transportation, who receive little to no federal subsidies, were forced to make unprecedented and unbudgeted investments to clean and disinfect buses, and are now faced with idling hundreds of thousands of dollars’ worth of equipment due to public directives limiting travel;

(8) Congress must provide dedicated funding and assistance to the private motorcoach industry to ensure the viability of this critical mode as part of the national transportation network and the sustainability of these small businesses.

Sec. 3. MOTORCOACH DISASTER RELIEF.

(a) In General. – Notwithstanding any other provision of law, the President shall take the following actions to bolster the United States motorcoach industry and address the economic losses incurred by motorcoach operators as a result of the spread of COVID-19 and directives issued to contain or mitigate the spread of COVID-19:

(1) GRANTS. – (A) Establish a grant program to compensate motorcoach operators, those motor carriers of passengers issued operating authority by the Federal Motor Carrier Safety

Administration and operating in compliance with the Federal Motor Carrier Safety Regulations by evidence of a satisfactory or conditional rating , in an aggregate amount equal to \$10,000,000,000 for –

(i) direct economic losses incurred during the period of January 1, 2020 through September 30, 2020, by motorcoach operators as a result of the issuance of Federal guidance through the Centers for Disease Control and other Federal agencies, directed toward the containment and prevention of the spreading COVID-19; and

(ii) the incremental losses incurred beginning January 1, 2020, and ending December 31, 2020, by motorcoach operators based on the duration and on-going nature of the response to and recovery from the COVID-19 outbreak.

(B) PAYMENTS.

(i.) GENERALLY. –Subject to paragraph (iii), the amount of compensation payable to a motorcoach operator under (1)(A)(i) or (ii) may not exceed the amount of losses described in section (1)(A)(i) or (ii) that the motorcoach operator demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the motorcoach operator incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(ii) MATCH.—The Federal share of a grant awarded under this section shall be for 100%, with no requirement for a cost-share or match by a motorcoach operator.

(iii) MAXIMUM AMOUNT.—The maximum total amount of compensation payable to a motorcoach operator under subsection (1)(a)(i) may not exceed the amount of such motorcoach operator’s direct and incremental losses described in section (1)(A)(i);

(iv) FORMAT.—The President may provide compensation to motorcoach operators under section (1)(A)(i) in 1 or more payments up to the amount authorized by this title.

(C) TERM.—The grant program shall terminate the either when the funds from the account are exhausted or by December 31, 2020, whichever occurs first.

(2) LOANS.—Establish a loan program, with an aggregate amount of \$5,000,000,000, to assist the motorcoach industry in regaining stability, and ensure the sustainability of the industry as a critical link in the national transportation network:

(A). ELIGIBLE PURPOSES.—The program shall be administered by the Secretary of Transportation and provide direct loans and loan guarantees to motorcoach operators, to be used for —

(i) Operating expenses, including but not limited to:

- drivers and general staffing, salaries and wages, employment benefits, training;
- cleaning and janitorial services;
- fuel expenses;
- terminal and maintenance facility operations and supplies;

- activities related to complying with safety requirements;
- security and emergency response activities.

(ii) Capital expenses, including but not limited to:

- acquisition, improvement or rehabilitation of motorcoach equipment;
- refinancing or debt servicing of outstanding debt on motorcoach equipment, terminal or maintenance facilities.

(B) AMOUNT LIMITS.—Loan amounts shall be limited to a maximum of XXXX, and there shall be no limit on minimum amounts. Loan guarantees shall be limited to a maximum amount of XXXXX.

(C) INTEREST RATES AND LOAN TERMS.—The rate of interests for loans and loan guarantees issued under this program shall be zero (0), and loan terms shall be no less than 30 years.

(D) ADMINISTRATION.—The Secretary of Transportation shall administer the program, and prescribe forms and requirements necessary for application and execution, consistent with this Act.

(E) TERM.—The Secretary shall not approve any loans or loan guarantees under this program after December 31, 2020, although administrative requirements and activities related to issuance of a loan approved prior to this date, may continue for a reasonable period afterwards to complete the issuance.

(3) EMERGENCY DESIGNATION.— Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.