

# WELCOME

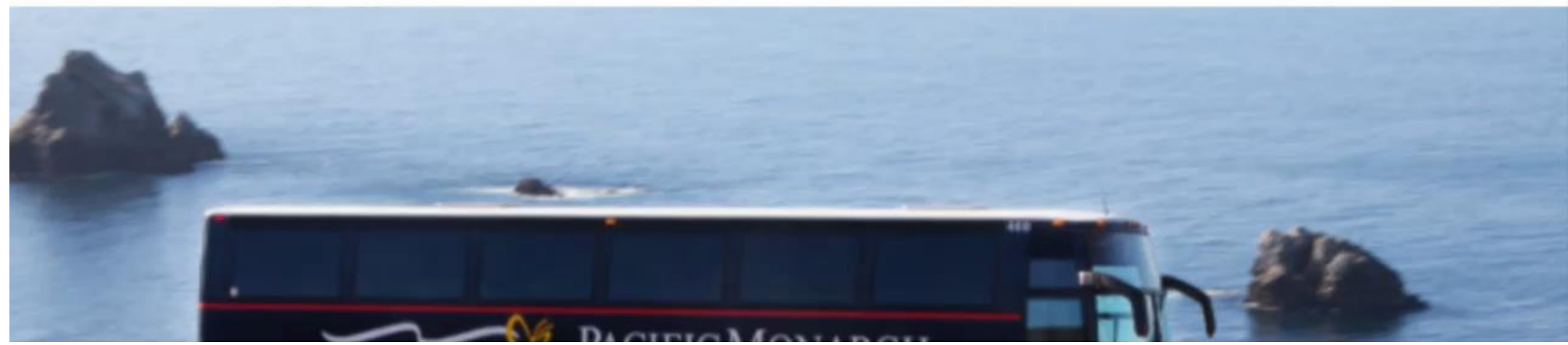
**UMA** Online  
**TOWN HALL**

# Motorcoach **NI**

US INDUSTRY

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M 2022 EXPO ARCHIVE ADVERTISE SHARE YOUR STORY IDEA WITH US SUBSCRIBE 



# Today's Agenda

## 1—Welcome & Intro

Scott Michael

## 2—Motorcoach Minute

*Featuring Kevin Creighton*

## 3—NTSB Guest Speaker - Pa. Turnpike

- Kenneth Bragg, Senior Investigator, NTSB will be presenting their findings regarding the PA crash.

## 4—Legislative & Regulatory Report

- Ken Presley
- Becky Weber

## 5—EXPO News

- Mitch Guralnick, UMA EXPO Committee Co-Chair

## 6—Overdrive

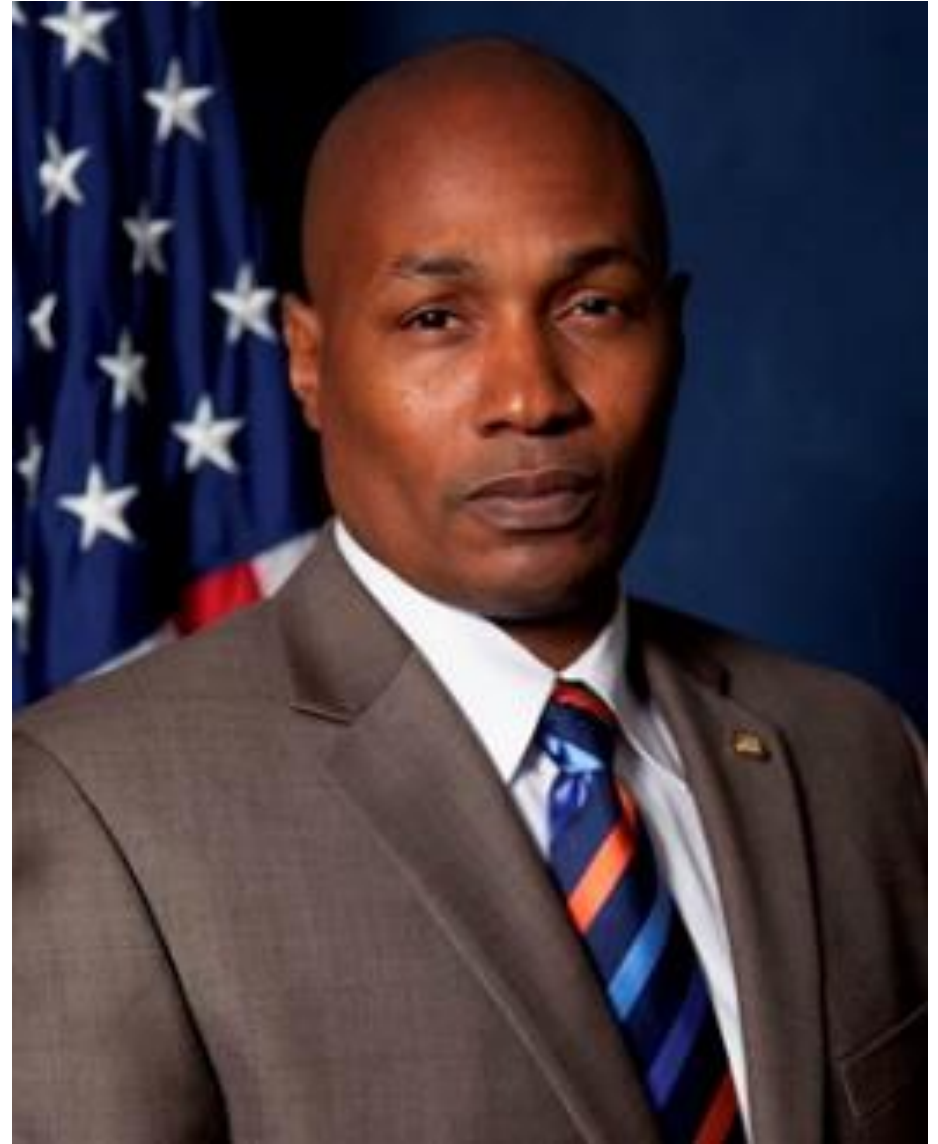
*Time to visit with friends*



# NTSB Kenneth Bragg

Special guest presenter will be **Kenneth Bragg, Senior Investigator, NTSB.**

Findings regarding the fatal 2020 multi-vehicle crash Pennsylvania Turnpike.





**CERTS Tax  
Exemption**

**CERTS Refill (\$6  
billion)**





February 3, 2022

The Honorable Nancy Pelosi  
Speaker of the House  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Kevin McCarthy  
Republican Leader  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Chuck Schumer  
Majority Leader  
United States Senate  
Washington, D.C. 20510

The Honorable Mitch McConnell  
Republican Leader  
United States Senate  
Washington, D.C. 20510

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

The motorcoach, school bus and passenger vessel industries in the United States continue to be decimated by COVID and we need your help. We are writing to seek your support for our industries in a targeted relief package being developed by Senators Cardin and Wicker.

We deeply appreciate the \$2 billion in relief Congress provided in the CERTS program included in the Consolidated Appropriations Act of 2021. Unlike all other modes of public transportation, this was the only specific relief our industries received during the pandemic and provided a fraction of what is needed to maintain a basic level of service. The program was oversubscribed by more than \$6.4 billion and that only accounts for losses incurred in 2020. Our industries continued to experience losses throughout 2021 and even into 2022 as the Delta and Omicron variants cancelled travel and closed schools.

As you know, Chairman Cardin and Senator Wicker are currently leading an effort to develop a bipartisan targeted relief package to help businesses still struggling because of the COVID-19 pandemic. We understand that discussions are ongoing, but we are thankful that based on what we have heard, they are planning to include relief for the motorcoach, school bus, and passenger vessel industries with additional CERTS funding, as well as a much-needed technical tax correction for the CERTS program.

Private motorcoach companies provide critical transportation services across the country, reducing congestion for urban centers while providing reliable and affordable transportation to millions of commuters and intercity travelers; connecting rural and underserved communities to jobs, education and critical services; supporting tourism and providing group travel for myriad organizations; moving the military and their equipment, including the transport of active-duty military and National Guard forces to protect the U.S. Capitol and Washington, D.C.; and serving as a vital resource to the emergency response community for natural disasters, including wildfires and hurricanes. Motorcoach operations to and from airports, transit stations, and Amtrak also ensure the national public transportation "network" functions efficiently.

The private school bus industry provides nearly 40% of the nation's school bus service in 200,000 yellow school buses to 26 million children every day, who rely on the school bus as their primary way to get to and from school in the safest way possible. The industry not only transports children to and from school, but also provides critical delivery of school nutrition, supplies and Wi-Fi to students not able to attend school in-person. Sixty percent of private school bus contractors were not fully paid during school closures due to the pandemic.

Passenger vessel industry moves more than 200 million passengers annually, providing both necessary commuters as well as recreational transportation in support of the nation's traditionally robust tourism industry. Companies operating passenger vessels lost their entire 2020 season or operated at dramatically reduced revenue and customers in 2020, and the slow pace of return in 2021, many companies are simply unable to maintain sufficient control to give members of the public confidence to return.

Additional losses in 2021. Motorcoach companies have lost more than 50 percent of the companies of these businesses are small, nearly all are family-owned, and many were minority owned. Operators of our 100,000 workers were laid off and many have still not returned to work. Of those still operating today, most are struggling to stay open as the pandemic and variants have forced revenue and at the end of 2021 these family-owned businesses continued to operate at less than 50 percent of their 2019 revenue.

Operators generated \$10 billion in annual direct revenue. In 2020 they had a loss of \$4 billion in losses in 2021 with most schools remaining closed until the fall of 2021. Operators during the pandemic that never came back, exacerbating an already trying situation.

TS Act grants replaced only 20-25% of the year 2020 company shortfalls but most vessel members of the Passenger Vessel Association continue to struggle. Their financial health has not yet been restored.

ance from Congress, and we are writing you today to ask that you find a bipartisan path forward that ensures relief for our struggling transportation services to the public, including rural and low-income communities across the country.

ch with any questions.

- United Motorcoach Association
- National School Transportation Association
- Amalgamated Transit Union
- Transportation Workers Union of America
- Local 108, Retail, Wholesale and Department Store Union

POLICY ISSUES

COVID Economic Relief

Recovery for American Families and Workers

Recovery for Small Business

Recovery for State, Local, and Tribal Governments

Recovery for American Industry

Jobs and Economic Security Relief Programs

Transportation Economic Relief for Transportation Services (CERTS) Program

Department of Transportation

Department of Justice

Department of Health and Human Services

Department of Education

Department of Energy

Department of Agriculture

Department of Commerce

Department of Labor

Department of Housing and Urban Development

Department of Veterans Affairs

Department of State

Department of Defense

Department of the Interior

Department of Justice

Department of Justice

## Coronavirus Economic Relief for Transportation Services (CERTS) Program

The Coronavirus Economic Relief for Transportation Services (CERTS) Program is providing eligible transportation service companies with resources to help to maintain payroll, hire back employees who may have been laid off, and cover applicable overhead and operational expenses.

### UPDATES ON CERTS QUARTERLY REPORTING

This document for the required CERTS quarterly report is located below under PROGRAM INFORMATION. This PDF document presents the information and questions expected to be included in the official CERTS quarterly report that will be made available to grantees for completion on the CERTS portal no later than Monday, January 3, 2022.

All Grantees are encouraged to review the draft report format used to submit any questions they may have to Treasury. Based on questions received, Treasury may update the report format before it goes live on the CERTS portal, and will publish a new Frequently Asked Questions to aid Grantees in completing the report.

Grantees are required to submit their final CERTS quarterly report by February 03, 2022, which will cover grantees activities during the three period from the effective date of the CERTS grant agreement through the fourth quarter of calendar year 2021 (December 31, 2021).

The report has been primary periods. Now, it will require grantees to report on how they spent their CERTS award from the date they first received funds through December 31, 2022. Then, it will require Grantees to make certain certifications required by the CERTS statute. Treasury will use the certified data provided to monitor Grantee compliance with the CERTS statute and Grant Agreement.

As noted above, Grantees will need to complete the report on-line using the official CERTS portal through treasury.gov in January 2022. Treasury will never attempt to collect Grantee information from a webpage not hosted on Treasury.gov, a website not utilizing Treasury's official verifiable secure SSL mail, or from an email address not ending in @treasury.gov or @dhs.gov.

For more information on the quarterly reports, you may also refer to paragraph 12 of the CERTS Grant Agreement.

### PROGRAM INFORMATION

- [Format for CERTS Quarterly Report "new" \(12/10/2021\)](#)
- [CERTS Program Guidelines "Updated" \(08/10/2021\)](#)
- [CERTS Frequently Asked Questions "Updated" \(12/10/2021\)](#)
- [Information on the ID via quarterly reports](#)
- [Information for companies applying from U.S. Territories](#)
- [IRS Information on the tax treatment of CERTS grants](#)
- [Form of Standard CERTS Grant Agreement for all Approved Grantees](#)
- [CERTS Employee Recall and Rehire Information](#)
- [List of CERTS Partnerships with Amounts Provided](#)
- [Treasury Completed \\$2 Billion in Recovery Fund Payments to Transportation Businesses](#)


← Format for CERTS Quarterly Report \*new\* (12/10/2021)

# February 15, 2022



- Section 1: Verification of Grantee Information
- Section 2: Total Funds Used On or Before December 31, 2021
- Section 3: Organizational Use of Funds
- Section 4: Detail on Use of Funds
- Section 5: Recalls & Rehires Certification
- Section 6: Other Certifications
- Section 7: Changes in Control, Bankruptcy, and Legal Actions
- Section 8: Feedback
- Section 9: Certified Submission



A woman with blonde hair wearing a patterned jacket and a man in a suit and glasses are seated on a stage. They are positioned behind a low, dark table. The background is dark with some blue and yellow lighting accents. The text 'UMA Motorcoach EXPO' is overlaid in white in the center of the image.

# UMA Motorcoach EXPO



**FEBRUARY 23 - 26, 2022**  
**LONG BEACH, CALIFORNIA**

[WWW.MOTORCOACHEXPO.COM](http://WWW.MOTORCOACHEXPO.COM)





**EXPO Opening Night Reception Sponsor!**

**PREVOST®**

**Museum of Latin American Art, Long Beach  
(Sneak Peak Afterparty, Thur. Feb. 24<sup>th</sup>)**

**6:30 – 10:00 PM**

**All buses leave at front of Convention Center (not hotels)**



**Thank you to Temsa!**  
**EXPO Closing Night Sponsor**  
**“Member Appreciation Dinner”**  
**Hyatt Hotel – Seaside Ballroom**  
***Open to ALL registrants - Fri., Feb. 25<sup>th</sup>***