

114TH CONGRESS
1ST SESSION

H. R. 2077

To amend title 49, United States Code, to prohibit the Secretary of Transportation from increasing minimum financial responsibility requirements established by Congress for motor carriers of passengers, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 28, 2015

Mr. PERRY introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to prohibit the Secretary of Transportation from increasing minimum financial responsibility requirements established by Congress for motor carriers of passengers, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. MINIMUM FINANCIAL RESPONSIBILITY RE-**
4 **QUIREMENTS FOR MOTOR CARRIERS OF PAS-**
5 **SENGERS.**

6 (a) PROHIBITION ON INCREASING MINIMUM LEVELS
7 ESTABLISHED BY CONGRESS.—Section 31138 of title 49,
8 United States Code, is amended—

1 (1) in subsection (a) in each of paragraphs (1)
2 and (2) by striking “established by the Secretary”
3 and inserting “set forth in subsection (b)”; and

4 (2) in subsection (b) by adding at the end the
5 following:

6 “The Secretary may not increase the minimum levels of
7 financial responsibility set forth in this subsection.”.

8 (b) STUDY OF MINIMUM FINANCIAL RESPONSIBILITY
9 REQUIREMENTS.—Section 31138 of such title is amended
10 by adding at the end the following:

11 “(f) MINIMUM FINANCIAL RESPONSIBILITY RE-
12 QUIREMENTS.—

13 “(1) STUDY.—The Secretary shall conduct a
14 comprehensive study of the minimum financial re-
15 sponsibility requirements for motor carriers of pas-
16 sengers under this section.

17 “(2) CONTENTS.—The study shall include, at a
18 minimum, an analysis of—

19 “(A) the accident and claims histories of
20 over-the-road bus and school bus transportation
21 companies;

22 “(B) the current range of financial respon-
23 sibility limits held by all sizes of over-the-road
24 and private school bus companies;

1 “(C) a comparison of the financial respon-
2 sibility limits of publicly and privately provided
3 school bus transportation service;

4 “(D) a comparison of the financial respon-
5 sibility limits of a wide range of rural, small
6 communities, urban public transit agencies, and
7 private over-the-road bus companies;

8 “(E) linkages, if any, between higher fi-
9 nancial responsibility limits and a decrease in
10 passenger carrier crashes;

11 “(F) the impact of an increase in financial
12 responsibility limits on insurance premiums for
13 passenger carriers;

14 “(G) insurance and reinsurance industry
15 capacity issues, including capitalization require-
16 ments to underwrite any increase in current
17 minimum financial responsibility limits, to-
18 gether with financial estimations and likely
19 sources of capital;

20 “(H) the impact of an increase in current
21 financial responsibility limits on the availability
22 of over-the-road bus service;

23 “(I) the impact of any increase in financial
24 responsibility limits on the availability of pri-
25 vate school transportation service;

1 “(J) the impact of ‘limits pull’ of an in-
2 crease in financial responsibility limits; and

3 “(K) the impact of an increase in financial
4 responsibility limits on small- and medium-sized
5 over-the-road and private school bus carriers.

6 “(3) CONSULTATION.—In conducting the study,
7 the Secretary shall consult with, at a minimum—

8 “(A) representatives of the over-the-road
9 bus and private school bus transportation in-
10 dustries; and

11 “(B) a range of insurers and reinsurers of
12 motor carriers of passengers.

13 “(4) REPORT TO CONGRESS.—Not later than 1
14 year after the date of enactment of this subsection,
15 the Secretary shall submit to the Committee on
16 Transportation and Infrastructure of the House of
17 Representatives and the Committee on Commerce,
18 Science, and Transportation of the Senate a report
19 on the results of the study.”.

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