

116TH CONGRESS
1ST SESSION

H. R. 5462

To direct the Secretary of Transportation to take actions to address issues affecting motorcoach and school bus operators, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

DECEMBER 17, 2019

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

A BILL

To direct the Secretary of Transportation to take actions to address issues affecting motorcoach and school bus operators, 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. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Buses United for Safety, Regulatory Reform, and En-
6 hanced Growth for the 21st Century Act” or the
7 “BUSREGS21 Act”.

8 (b) TABLE OF CONTENTS.—The table of contents for
9 this Act is as follows:

Sec. 1. Short title; table of contents.

- Sec. 2. FMCSA reform.
- Sec. 3. FAST Act reform.
- Sec. 4. Rules exemptions and rescission for motor carriers of passengers.
- Sec. 5. Beyond compliance.
- Sec. 6. Corrective action plans regarding motor carriers of passengers.
- Sec. 7. Civil penalties.
- Sec. 8. Modernization of Federal Motor Carrier Safety Regulations.
- Sec. 9. Rulemakings impacting motor carriers of passengers.
- Sec. 10. GAO study assessing effects of current oversight and regulations.
- Sec. 11. Pilot program on inspections.
- Sec. 12. Requirements for NHTSA.
- Sec. 13. Requirements for FTA.

1 SEC. 2. FMCSA REFORM.

2 (a) MISSION STATEMENT.—Section 113(b) of title
 3 49, United States Code, is amended by inserting “while
 4 fostering new and expanding passenger service through in-
 5 dustry collaboration, encouraging new entrant applicants
 6 by expediting operating authorizations, and identifying
 7 passenger carrier drivers as a profession” before “in
 8 motor carrier transportation.”.

9 (b) REQUIREMENTS FOR REGISTRATION OF MOTOR
 10 CARRIERS.—Section 13901 of title 49, United States
 11 Code, is amended by adding at the end the following:

12 “(d) OPERATING AUTHORITY TO TRANSPORT PAS-
 13 SENGERS.—

14 “(1) APPLICATIONS.—If a person submits to
 15 the Secretary under this section an application for
 16 motor carrier operating authority to transport pas-
 17 sengers, the Secretary, not later than 14 days after
 18 the date of the submission, shall—

19 “(A) approve the application; or

1 “(B) provide to the applicant, in writing, a
2 specific valid reason for withholding approval of
3 the application.

4 “(2) SUPPLEMENTAL INFORMATION.—If an ap-
5 plicant that receives written notice under paragraph
6 (1)(B) submits to the Secretary information that
7 satisfies the reason of the Secretary for withholding
8 approval of the application, the Secretary shall ap-
9 prove the application not later than 5 days after the
10 date of receipt of the information.

11 “(e) GUIDANCE FOR NEW ENTRANTS.—

12 “(1) ISSUANCE.—The Secretary shall ensure
13 that a new entrant that submits an application for
14 such operating authority is made aware of the re-
15 sources available to new entrants for safe and com-
16 pliant operations, including the criteria for safety
17 audits of such new entrant.

18 “(2) REGISTRATION FEES.—The Secretary may
19 not increase registration fees for new entrant appli-
20 cations described in paragraph (1) in excess of
21 \$350.”.

22 **SEC. 3. FAST ACT REFORM.**

23 (a) CARRIER SAFETY FITNESS DETERMINATIONS.—

24 (1) NOTICE OF PROPOSED RULEMAKING.—Be-
25 fore the date on which the Inspector General of the

1 Department of Transportation makes the certifi-
2 cation under section 5223(a) of the FAST Act (49
3 U.S.C. 31100 note; 129 Stat. 1541), the Secretary
4 of Transportation may not issue a notice of proposed
5 rulemaking to modify the carrier safety fitness
6 standards and methodologies in effect for motor car-
7 riers of passengers on the date of enactment of this
8 Act.

9 (2) LIMITATIONS ON USE OF CARRIER SAFETY
10 FITNESS DETERMINATIONS.—The following require-
11 ments shall apply with respect to a carrier safety fit-
12 ness determination made by the Secretary, using
13 procedures in effect on the date of enactment of this
14 Act, in connection with a motor carrier engaged in
15 providing transportation of passengers:

16 (A) The Secretary may not use the carrier
17 safety fitness determination to instruct a ces-
18 sation of operations or revocation.

19 (B) The Secretary may determine the
20 motor carrier to be “unfit” or “unsatisfactory”
21 to operate only upon—

22 (i) completion of a compliance review
23 or comprehensive safety investigation; and

24 (ii) consideration of a corrective ac-
25 tion plan, if submitted.

1 (C) The Secretary shall continue to assign
2 “satisfactory” and “conditional” ratings as ap-
3 propriate.

4 (D) Any assigned rating shall include the
5 date on which the rating was assigned.

6 (b) AVAILABILITY OF INFORMATION DEVELOPED
7 UNDER CSA PROGRAM.—

8 (1) IN GENERAL.—Section 5223 of the FAST
9 Act (49 U.S.C. 31100 note; 129 Stat. 1541) is
10 amended—

11 (A) in subsection (a) by striking “or the
12 commercial motor vehicle driver” and inserting
13 “, the commercial motor vehicle driver, or the
14 motor carrier of passengers (including any pri-
15 vate school bus operator)”; and

16 (B) in subsection (d)—

17 (i) in paragraph (1)—

18 (I) in subparagraph (A) by strik-
19 ing the semicolon at the end and in-
20 serting “; and”; and

21 (II) in subparagraph (B)—

22 (aa) by striking “and a com-
23 mercial motor vehicle driver” and
24 inserting “, a commercial motor
25 vehicle driver, and a motor car-

1 rier of passengers (including any
2 private school bus carrier)”;

3 (bb) by striking “or driver,
4 respectively; and” and inserting
5 “or driver, as appropriate.”; and

6 (cc) by striking subpara-
7 graph (C);

8 (ii) by striking paragraph (2); and

9 (iii) by redesignating paragraph (3) as
10 paragraph (2).

11 (2) APPLICABILITY.—The amendments made
12 by paragraph (1) shall apply to the availability of in-
13 formation beginning 1 day after the date of enact-
14 ment of this Act.

15 **SEC. 4. RULES EXEMPTIONS AND RESCISSION FOR MOTOR**
16 **CARRIERS OF PASSENGERS.**

17 (a) OBSTRUCTIVE SLEEP APNEA.—

18 (1) FINDING.—Congress finds that obstructive
19 sleep apnea is adequately addressed under the cur-
20 rent medical standards for commercial motor vehicle
21 drivers.

22 (2) EXEMPTION.—The Secretary of Transpor-
23 tation shall exempt commercial motor vehicle drivers
24 of motor carriers of passengers and private school

1 bus carriers from any requirements resulting from
2 rulemaking pertaining to obstructive sleep apnea.

3 (b) SPEED LIMITERS.—

4 (1) FINDING.—Congress favors collecting and
5 disseminating statistical information to the motor
6 carrier industry in lieu of imposing requirements re-
7 lating to the installation of speed limiting devices.

8 (2) EXEMPTION.—The Secretary shall exempt
9 motor carriers of passengers and private school bus
10 carriers from any requirements resulting from the
11 advance notice of proposed rulemaking of the Na-
12 tional Highway Traffic Safety Administration and
13 the Federal Motor Carrier Safety Administration re-
14 lating to “Federal Motor Vehicle Safety Standards;
15 Federal Motor Carrier Safety Regulations; Parts
16 and Accessories Necessary for Safe Operation; Speed
17 Limiting Devices” (81 Fed. Reg. 61941 (September
18 7, 2016)).

19 (c) LEVELS OF FINANCIAL RESPONSIBILITY.—Sec-
20 tion 31138 of title 49, United States Code, is amended—

21 (1) in subsection (a)—

22 (A) in paragraph (1) by striking “The Sec-
23 retary of Transportation shall prescribe regula-
24 tions to require minimum levels of financial re-
25 sponsibility sufficient to satisfy liability

1 amounts established by the Secretary covering
2 public liability and property damage for the
3 transportation of passengers for compensation
4 by motor vehicle” and inserting “A person shall
5 have at least the level of financial responsibility
6 described in subsection (b) when operating a
7 motor vehicle for the transportation of pas-
8 sengers for compensation”; and

9 (B) in paragraph (2) by striking “The Sec-
10 retary may prescribe regulations to require min-
11 imum levels of financial responsibility sufficient
12 to satisfy liability amounts established by the
13 Secretary covering public liability and property
14 damage for the transportation of passengers for
15 commercial purposes, but not for compensation,
16 by motor vehicle” and inserting “A person shall
17 have at least the level of financial responsibility
18 described in subsection (b) when operating a
19 motor vehicle for commercial purposes, but not
20 for compensation,”;

21 (2) in subsection (b)—

22 (A) by inserting “minimum” before “level
23 of financial”;

24 (B) in paragraph (1) by striking “be at
25 least” and inserting “be”; and

1 (C) in paragraph (2) by striking “at
2 least”;

3 (3) in subsection (c)(1)—

4 (A) in subparagraph (A) by striking “in-
5 surance” and inserting “Insurance”;

6 (B) in subparagraph (B) by striking “a”
7 and inserting “A”; and

8 (C) in subparagraph (C) by striking “a
9 surety” and inserting “A surety”; and

10 (4) by adding at the end the following:

11 “(f) PROHIBITION OF AUTHORITY.—The Secretary
12 may not increase the minimum level of financial responsi-
13 bility established under subsection (b) by regulation or any
14 other authority available to the Secretary.”.

15 (d) RELATIONSHIP TO OTHER LAWS.—A require-
16 ment under this section to withdraw and rescind a rule-
17 making proposal shall apply without regard to any provi-
18 sion of statute or regulation that establishes a requirement
19 to issue a rulemaking proposal on the issue.

20 **SEC. 5. BEYOND COMPLIANCE.**

21 Section 5222(a) of the FAST Act (49 U.S.C. 31100
22 note; 129 Stat. 1540) is amended in the matter preceding
23 paragraph (1) by inserting “(other than a motor carrier
24 of passengers)” after “motor carrier”.

1 **SEC. 6. CORRECTIVE ACTION PLANS REGARDING MOTOR**
2 **CARRIERS OF PASSENGERS.**

3 Section 31144 of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(j) CORRECTIVE ACTION PLANS SUBMITTED BY
6 MOTOR CARRIERS OF PASSENGERS.—

7 “(1) REVIEW OF PLANS.—Not later than 30
8 days after the date of receipt of a corrective action
9 plan submitted by a motor carrier of passengers
10 that, on the basis of a safety fitness determination,
11 has received a rating of unsatisfactory, conditional,
12 or unfit, the Secretary shall accept or deny the plan.

13 “(2) REVISIONS.—

14 “(A) NOTICE OF DEFICIENCIES.—If the
15 Secretary denies a corrective action plan of a
16 motor carrier of passengers, the Secretary
17 shall—

18 “(i) advise the motor carrier of the
19 specific deficiencies of the plan; and

20 “(ii) allow up to 14 days for the
21 motor carrier to submit a revised plan.

22 “(B) REVIEW OF REVISED PLANS.—Not
23 later than 30 days after the date of receipt of
24 the revised corrective action plan, the Secretary
25 shall accept or deny the revised plan.

1 “(3) LIMITATIONS ON SUSPENSIONS AND REV-
2 OCATIONS.—

3 “(A) IN GENERAL.—The Secretary may
4 not suspend or revoke the authority of a motor
5 carrier of passengers to conduct operations dur-
6 ing the 14 day period that a motor carrier may
7 submit a revised plan under paragraph (2)(A)
8 or during the period that such revised plan is
9 being reviewed under paragraph (2)(B).

10 “(B) EXCEPTION.—Subparagraph (A)
11 shall not apply with respect to a motor carrier
12 of passengers if the Secretary determines the
13 motor carrier to be an imminent hazard to pub-
14 lic safety.

15 “(4) CONSIDERATION OF CORRECTIVE AC-
16 TIONS.—If a motor carrier of passengers implements
17 a corrective action during a compliance review or
18 safety audit, the Secretary shall note the action in
19 the compliance review and consider such action be-
20 fore a safety fitness determination action is con-
21 cluded.”.

22 **SEC. 7. CIVIL PENALTIES.**

23 (a) ADDITIONAL PENALTY CONSIDERATIONS.—Sec-
24 tion 521(b)(2)(D) of title 49, United States Code, is
25 amended by inserting “scope of severity and willfulness,

1 ability to pay, size of fleet,” before “and such other mat-
 2 ters as justice and public safety may require”.

3 (b) PROCEDURAL REQUIREMENT RELATING TO IN-
 4 STALLMENT PLANS.—Section 521(b) of title 49, United
 5 States Code, is amended by adding at the end the fol-
 6 lowing:

7 “(16) PROCEDURAL REQUIREMENT RELATING TO
 8 INSTALLMENT PLANS.—A motor carrier of passengers, by
 9 contesting or appealing a notice of a violation issued by
 10 the Secretary under this subsection, does not waive any
 11 right relating to installment plans before the Secretary has
 12 issued an order affirming, modifying, or vacating the no-
 13 tice of violation.”.

14 **SEC. 8. MODERNIZATION OF FEDERAL MOTOR CARRIER**
 15 **SAFETY REGULATIONS.**

16 (a) ESTABLISHMENT OF ADVISORY COMMITTEE.—
 17 The Secretary of Transportation shall establish a nego-
 18 tiated rulemaking advisory committee (in this section re-
 19 ferred to as the “Committee”) for the purpose of devel-
 20 oping a comprehensive regulatory proposal aimed at re-
 21 ducing, simplifying, streamlining, and modernizing Fed-
 22 eral Motor Carrier Safety Regulations applicable to the
 23 operations of motor carriers of passengers.

24 (b) MEMBERSHIP.—The Committee shall be com-
 25 posed of—

1 (1) representatives of motor carriers of pas-
2 sengers;

3 (2) representatives of trade associations rep-
4 resenting the motor carriers of passengers indus-
5 tries;

6 (3) industry safety experts; and

7 (4) representatives of insurance companies.

8 (c) DUTIES.—The Committee shall—

9 (1) establish and utilize a scale for determining
10 the effectiveness of each Federal Motor Carrier
11 Safety Regulation as the regulation relates to reduc-
12 ing fatalities and bodily injury;

13 (2) identify, in original or modified form, those
14 Federal Motor Carrier Safety Regulations that pos-
15 sess the highest propensity for reducing fatalities
16 and bodily injuries;

17 (3) identify statutory provisions that impede the
18 elimination of burdensome, ineffective, and duplica-
19 tive Federal regulations;

20 (4) consider methods for improved record reten-
21 tion requirements through electronic media; and

22 (5) identify conflicting definitions relating to
23 motor carriers of passengers in statutes and regula-
24 tions.

1 (d) REPORT TO CONGRESS.—Not later than 1 year
2 after the date of enactment of this Act, the Secretary shall
3 submit to Congress a report on the activities and findings
4 of the Committee, including recommendations for statu-
5 tory revisions to achieve the goals described in subsection
6 (a).

7 (e) REGULATORY ACTIONS.—After the date of sub-
8 mission of the report, the Secretary shall initiate regu-
9 latory actions to implement the recommendations of the
10 Committee.

11 **SEC. 9. RULEMAKINGS IMPACTING MOTOR CARRIERS OF**
12 **PASSENGERS.**

13 In a rulemaking proceeding impacting both motor
14 carriers of property and motor carriers of passengers, the
15 Secretary of Transportation shall provide a separate and
16 distinct analysis, including a cost-benefit analysis, specific
17 to the impact of the proposed rulemaking on motor car-
18 riers of passengers.

19 **SEC. 10. GAO STUDY ASSESSING EFFECTS OF CURRENT**
20 **OVERSIGHT AND REGULATIONS.**

21 (a) STUDY.—The Comptroller General of the United
22 States shall conduct a comprehensive study on the dis-
23 parate effects of regulations of the Federal Motor Carrier
24 Safety Administration and the National Highway Traffic
25 Safety Administration finalized in the preceding 10 years

1 on small fleet motor carriers of passengers consisting of
2 9 or fewer vehicles and make recommendations for exemp-
3 tions and implementation strategies to mitigate the dis-
4 parate effects.

5 (b) REPORT TO CONGRESS.—Not later than 1 year
6 after the date of enactment of this Act, the Comptroller
7 General shall submit to Congress a report on the results
8 of the study.

9 **SEC. 11. PILOT PROGRAM ON INSPECTIONS.**

10 (a) IN GENERAL.—The Secretary of Transportation
11 shall carry out a pilot program to compare the effective-
12 ness of prescheduled garage, terminal, or place of business
13 vehicle and driver inspections with random destination in-
14 spections on motor carriers of passengers.

15 (b) REPORT TO CONGRESS.—Not later than 2 years
16 after the date of enactment of this Act, the Secretary shall
17 submit to Congress a report on the results of the pilot
18 program, including a determination on which inspections
19 described in subsection (a) achieve a higher level of com-
20 pliance with Federal Motor Carrier Safety Regulations
21 and reductions in crashes and fatalities.

22 **SEC. 12. REQUIREMENTS FOR NHTSA.**

23 (a) NEW VEHICLE REQUIREMENTS.—The Secretary
24 of Transportation may not promulgate any new regulatory
25 mandates for motorcoaches or school buses that are not

1 based solely on sound data and science that will directly
 2 reduce crashes or the effects thereof. All proposed modi-
 3 fications to design or accessory requirements relating to
 4 motorcoaches or school buses shall be pursued by the Sec-
 5 retary through the formal regulatory process based on a
 6 comprehensive cost-benefit analysis and sound scientific
 7 research.

8 (b) INCLUSION OF INDUSTRY REGARDING AUTONO-
 9 MOUS VEHICLE POLICY.—The Secretary shall include and
 10 consult with the motorcoach and school bus industries
 11 through its representatives, including motorcoach and
 12 school bus manufacturers, companies operating motor-
 13 coaches and school buses, and motorcoach and school bus
 14 industry associations, in all phases of development of au-
 15 tonomous vehicle policy and proposed regulations.

16 **SEC. 13. REQUIREMENTS FOR FTA.**

17 (a) PRIVATE SECTOR EXCLUSION SUMMARY.—Sec-
 18 tion 5323 of title 49, United States Code, is amended—

19 (1) in subsection (i) by adding at the end the
 20 following:

21 “(3) INCENTIVES FOR COMPETITIVELY CON-
 22 TRACTED SERVICE.—

23 “(A) ELIGIBILITY.—Subject to subpara-
 24 graph (C), a recipient of assistance under this
 25 chapter that meets the targets under subpara-

graph (B) for competitively contracted service shall be eligible, at the request of the recipient, for a Federal share of 90 percent for the capital cost of buses and bus-related facilities and equipment purchased with financial assistance made available under this chapter.

“(B) TARGET.—To qualify for the competitively contracted service incentive program under this paragraph, a public transit agency or governmental unit shall competitively contract for at least 20 percent of its fixed route bus service. The percentage of competitively contracted service shall be calculated by determining the ratio of competitively contracted service vehicles operated in annual maximum service to total vehicles operated in annual maximum service.

“(C) MAINTENANCE OF EFFORT.—A public transit agency or governmental unit shall be eligible for an increased Federal share under this paragraph only if the amount of State and local funding provided to the affected public transit agency or governmental unit for the capital cost of buses and bus-related facilities and equipment will not be less than the average

1 amount of funding for such purposes provided
 2 during the 3 fiscal years preceding the date of
 3 enactment of this paragraph.

4 “(D) DEFINITIONS.—In this paragraph,
 5 the following definitions apply:

6 “(i) COMPETITIVELY CONTRACTED
 7 SERVICE.—The term ‘competitively con-
 8 tracted service’ means fixed route bus
 9 transportation service purchased by a pub-
 10 lic transit agency or governmental unit
 11 from a private sector motor carrier of pas-
 12 sengers or a private sector school bus pas-
 13 senger carrier based on a written contract.

14 “(ii) VEHICLES OPERATED IN ANNUAL
 15 MAXIMUM SERVICE.—The term ‘vehicles
 16 operated in annual maximum service’
 17 means the number of transit vehicles oper-
 18 ated to meet the annual maximum service
 19 requirement during the peak season of the
 20 year, on the week and day that maximum
 21 service is provided.”; and

22 (2) by adding at the end the following:

23 “(u) PRIVATE SECTOR EXCLUSION.—

24 “(1) MANDATORY REPORTS.—As a condition
 25 for receiving funds under this chapter, the Secretary

1 shall require a recipient of funds under this chapter
2 to report to the Secretary any instance in which a
3 private sector motor carrier of passengers or a pri-
4 vate sector school bus passenger carrier providing
5 charter or scheduled service is displaced by a public
6 transportation provider receiving financial assistance
7 through the use of such funds.

8 “(2) VOLUNTARY REPORTS.—In addition to the
9 reports required under paragraph (1), the Secretary
10 shall allow a private sector motor carrier of pas-
11 sengers or a private sector school bus passenger car-
12 rier providing charter or scheduled service described
13 in paragraph (1) to report any displacement de-
14 scribed in paragraph (1).

15 “(3) REPORTING PROCEDURES.—The Secretary
16 shall establish procedures for receiving reports under
17 paragraphs (1) and (2).

18 “(4) ANNUAL REPORT TO CONGRESS.—Not
19 later than 1 year after the date of enactment of the
20 BUSREGS21 Act, and annually thereafter, the Sec-
21 retary shall submit to Congress a report that con-
22 tains a list of the reports submitted in the prior year
23 under paragraphs (1) and (2), including a descrip-
24 tion of the specific locations and estimated economic
25 losses to private sector motor carriers of passengers

1 and private sector school bus passenger carriers as-
2 sociated with each report.

3 “(v) PUBLIC MEETING DISCLOSURE REQUIRE-
4 MENT.—

5 “(1) IN GENERAL.—As a condition for receiving
6 funds made available under this chapter, the Sec-
7 retary shall require a recipient of such funds to sub-
8 mit to the Secretary notice of any public meeting
9 scheduled by the recipient.

10 “(2) PUBLICATION.—The Secretary shall pub-
11 lish any notice received under paragraph (1) on an
12 Internet website.

13 “(w) PRIVATE SECTOR ENGAGEMENT.—

14 “(1) EXPANDED CERTIFICATION.—As a condi-
15 tion for receiving funds made available under this
16 chapter, the Secretary shall require a recipient of
17 such funds to file with the Secretary an expanded
18 certification of specific considerations and engage-
19 ments utilized by the recipient to encourage the par-
20 ticipation of the private sector to the maximum ex-
21 tent feasible in projects and activities of the recipi-
22 ent involving the use of such funds.

23 “(2) PUBLIC AVAILABILITY OF CERTIFI-
24 CATIONS.—The Secretary shall ensure that certifi-

1 cations made under this subsection appear on a pub-
2 lic Internet website administered by the Secretary.”.

3 (b) COMBINED AGENCY BIENNIAL REPORTS.—The
4 Secretary shall integrate the charter registration website
5 of the Federal Transit Administration and the biennial up-
6 date website of the Federal Motor Carrier Safety Adminis-
7 tration so as to permit entities under the jurisdictions of
8 those Administrations to make a single registration up-
9 date.

10 (c) CAPITAL COST OF CONTRACTING.—

11 (1) EDUCATION PROGRAM.—The Secretary
12 shall carry out a program to educate recipients of
13 funds under chapter 53 of title 49, United States
14 Code, on the use of capital cost of contracting for
15 partnering with private sector motor carriers of pas-
16 sengers and private sector school bus passenger car-
17 riers.

18 (2) STATE AND REGIONAL SESSIONS.—In car-
19 rying out the program, the Secretary shall conduct
20 a series of State, regional, or State and regional ses-
21 sions that will be open to the public and include par-
22 ticipation by private sector motor carriers of pas-
23 sengers, private sector school bus passenger carriers,
24 and recipients of funds under chapter 53 of title 49,
25 United States Code.

1 (d) PRIVATE SECTOR PARTICIPATION.—

2 (1) STRATEGIES TO REDUCE OR ELIMINATE IM-
3 PEDIMENTS TO PRIVATE SECTOR PARTICIPATION IN
4 PROVIDING PUBLIC TRANSPORTATION SERVICE.—

5 (A) STUDY.—The Secretary shall conduct
6 a study on—

7 (i) private sector participation by pri-
8 vate sector motor carriers of passengers
9 and private school bus passenger carriers
10 in providing public transportation service;

11 (ii) impediments to such participation;
12 and

13 (iii) strategies and recommendations
14 to reduce or eliminate impediments on
15 public transit agencies and other similar
16 entities in providing public transportation
17 service.

18 (B) REPORT TO CONGRESS.—

19 (i) IN GENERAL.—Not later than 1
20 year after the date of enactment of this
21 Act, the Secretary shall transmit to Con-
22 gress a report containing the results of the
23 study.

24 (ii) CONTENTS.—The report under
25 clause (i) shall include summaries and ob-

1 servations from various trade associations
2 representing the private sector motor car-
3 riers of passengers industries, if such sum-
4 maries and observations are provided by
5 trade associations.

○