

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.”.

○