

July 20, 2021

The Honorable Mitch McConnell  
Senate Minority Leader  
S-230, The Capitol  
Washington, DC 20510

The Honorable John Thune  
Senate Minority Whip  
S-208, The Capitol  
Washington, DC 20510

The Honorable John Barrasso  
Senate Republican Conference Chairman  
405 Hart Senate Office Building  
Washington, DC 20510

The Honorable Roy Blunt  
Senate Republican Policy Committee Chair  
347 Russell Senate Office Building  
Washington, DC 20510

Dear Senate Republican Leadership,

As the Senate continues its work on a surface transportation reauthorization bill and negotiates the details of a bipartisan infrastructure package, we ask that members of the Republican Conference take a stand against any proposal to increase minimum liability insurance requirements for motor carriers. Such an increase is wholly unnecessary, would do nothing to improve highway safety, needlessly jeopardize countless blue collar jobs, and destroy many small, family-owned businesses.

Increasing motor carriers' minimum liability requirements would affect all businesses transporting property, not just long-haul trucking operations. As illustrated by the diversity of our coalition, the impact would be felt in many sectors of the economy that have been working to help our nation recover from the COVID-19 pandemic, including the agriculture, construction, manufacturing, towing, and materials industries. Raising insurance minimums for countless businesses engaged in trucking would undoubtedly cause many to shutter, leading to the loss of American jobs at the worst time possible. This policy clearly does not belong in legislation that is designed to rebuild our infrastructure and encourage economic growth.

Furthermore, federal research has demonstrated such a change is entirely unnecessary. A Congressionally-required study has shown that the vast majority of truck-involved crashes have relatively small cost consequences, and the existing minimum of \$750,000 covers costs in over 99% of crashes involving a commercial motor vehicle.

Our coalition was encouraged that the Commerce, Science & Transportation Committee did not include a minimum insurance increase in their title of the Senate's highway bill, which recently passed with a strong bipartisan vote of 25-3. We believe the omission of this policy demonstrates there is not enough support for it to pass the Senate as part of any bipartisan bill. If the Commerce Committee's title is merged into a bipartisan infrastructure package, it is imperative this contentious policy be rejected. And if the Senate's highway bill advances independently through the chamber, keeping this harmful increase out of the legislation and preventing it from being included in an eventual conference report should be a top priority for the Republican Conference.

Unfortunately, House Democrats have pursued a much more partisan approach to surface transportation reauthorization. Their recently-passed highway bill, H.R. 3684, the INVEST in America Act, regrettably included an increase from the current minimum of \$750,000 to \$2,000,000. When a Republican amendment was offered during committee markup to strip this provision, it was defeated with unanimous opposition from Democrats. Working on behalf of trial lawyers - the primary proponents of the increase - House Democrats then prevented an amendment to strip the provision from even being debated on the House floor.

As Congress moves forward with reauthorizing highway programs, we would like to make it clear that this policy has no place in a bipartisan highway bill or infrastructure package, and your conference should aggressively lead

the fight against it. Given the unfortunate partisan nature of this issue, we are asking you to hold the line to provide the best opportunity possible to defeat this proposal.

Rejecting calls for higher insurance requirements will help protect American jobs and businesses, including countless small, family-owned businesses, from an unnecessary and excessive policy designed to further line the pockets of trial lawyers at the expense of truckers, farmers, ranchers, towers, construction firms, manufacturers and any other industries reliant upon trucking. We strongly encourage you to prevent any such provision from being included in the next surface transportation reauthorization bill or an infrastructure package.

Thank you for your consideration.

Sincerely,

Agricultural Retailers Association  
American Beekeeping Federation  
American Concrete Pavement Association  
American Concrete Pipe Association  
American Concrete Pumping Association  
American Dairy Coalition  
American Farm Bureau Federation  
American Forest and Paper Association  
American Pipeline Contractors Association  
American Sheep Industry Association  
Associated Equipment Distributors  
Colorado Motor Carriers Association  
Concrete Foundations Association  
Concrete Reinforcing Steel Institute  
Consumer Brands Association  
Customized Logistics and Delivery Association  
Distribution Contractors Association  
Energy Marketers of America  
Georgia Motor Trucking Association  
Hawaii Transportation Association  
Kansas Motor Carriers Association  
Livestock Marketing Association  
Maine Motor Transport Association  
Mid-West Truckers Association  
Minnesota Trucking Association  
Missouri Trucking Association  
Motor Carriers of Montana  
Motor Transport Association of Connecticut  
National Aquaculture Association  
National Asphalt Pavement Association  
National Association of Small Trucking Companies  
National Cattlemen's Beef Association  
National Federation of Independent Business (NFIB)  
National Grain and Feed Association  
National Precast Concrete Association  
National Ready Mixed Concrete Association  
National Stone Sand and Gravel Association  
National Utility Contractors Association

Nevada Trucking Association  
New Hampshire Motor Transport Association  
New Jersey Motor Truck Association  
New Mexico Trucking Association  
North American Millers' Association  
North American Punjabi Trucking Association  
North American Renderers Association  
Owner-Operator Independent Drivers Association  
Pet Food Institute  
Port Drivers Association  
Power and Communication Contractors Association  
Precast/Prestressed Concrete Institute  
Rhode Island Trucking Association, Inc.  
South Carolina Trucking Association  
South Dakota Trucking Association  
Southwest Movers Association  
Tennessee Trucking Association  
Texas Trucking Association  
Tilt-Up Concrete Association  
Towing and Recovery Association of America, Inc  
Truck Renting and Leasing Association  
United Dairymen of Arizona  
United Fresh Produce Association  
United States Cattlemen's Association  
Vermont Truck & Bus Association  
Western States Trucking Association  
Wyoming Trucking Association

cc: Members of the Senate Republican Conference