July 20, 2021

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

The Honorable John Barrasso Senate Republican Conference Chairman 405 Hart Senate Office Building Washington, DC 20510 The Honorable John Thune Senate Minority Whip S-208, The Capitol 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