

S 1360

A bill to amend the limitation on liability for passenger rail accidents or incidents under section 28103 of title 49, United States Code, and for other purposes.

Congress: 114 (2015–2017, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: May 18, 2015

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (May 18, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/senate-bill/1360>

Sponsor

Name: Sen. Nelson, Bill [D-FL]

Party: Democratic • **State:** FL • **Chamber:** Senate

Cosponsors (4 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Boxer, Barbara [D-CA]	D · CA		May 18, 2015
Sen. Feinstein, Dianne [D-CA]	D · CA		May 18, 2015
Sen. Blumenthal, Richard [D-CT]	D · CT		May 19, 2015
Sen. Casey, Robert P., Jr. [D-PA]	D · PA		Aug 4, 2015

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	May 18, 2015

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

This bill revises the limitation on passenger rail transportation liability to increase from \$200 million to \$500 million, adjusted annually for inflation, the aggregate allowable awards to all rail passengers, against all defendants, for all claims, including any for punitive damages, arising from a single accident or incident.

The Department of Transportation (DOT) must consider, within two years after enactment of this Act, whether to:

- make any needed additional adjustments to the liability cap; and
- establish or adjust mandatory coverage for Amtrak, any high-speed railroad authority or operator, any commuter authority or operator, any rail carrier, or any state (listed entities).

The total minimum liability coverage Amtrak must maintain for claims through insurance and self-insurance shall increase from \$200 million per accident or incident to \$500 million, unless DOT, by regulation, determines that a different minimum level of financial responsibility is necessary or sufficient to satisfy claims.

DOT may make a grant to Amtrak or another listed entity as a reasonable reimbursement, considering ability to meet increased costs and impacts on safety and service, to offset any incremental increase in the cost of insurance resulting from this Act.

Actions Timeline

- **May 18, 2015:** Introduced in Senate
- **May 18, 2015:** Read twice and referred to the Committee on Commerce, Science, and Transportation.