

117TH CONGRESS
1ST SESSION

H. R. 1270

To prohibit private passenger automobile insurers from using certain income proxies to determine insurance rates and eligibility.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 23, 2021

Mrs. WATSON COLEMAN (for herself, Ms. TLAIB, Mr. TAKANO, Mr. THOMPSON of Mississippi, Mrs. HAYES, Mr. JONES, Ms. OCASIO-CORTEZ, Mr. GARCÍA of Illinois, Ms. LEE of California, Ms. NORTON, Mr. BISHOP of Georgia, and Mr. HASTINGS) introduced the following bill; which was referred to the Committee on Financial Services, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To prohibit private passenger automobile insurers from using certain income proxies to determine insurance rates and eligibility.

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.**

4 This Act may be cited as the “Prohibit Auto Insur-
5 ance Discrimination Act” or the “PAID Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) Private passenger automobile insurance
2 companies are institutions which help spread risk of
3 loss over a collective group of policyholders.

4 (2) Private passenger automobile insurance is
5 mandated in all States but New Hampshire. Legal
6 penalties for operating a vehicle without liability in-
7 surance in these States range from fines, to license
8 suspensions or revocations, to imprisonment.

9 (3) The private passenger automobile insurance
10 industry uses different variables to predict the over-
11 all costs and risks of drivers. The analysis and use
12 of these variables ultimately help the automobile in-
13 surer set premium rates charged to consumers which
14 the automobile insurer determines to be actuarially
15 supported.

16 (4) A pure loss ratio, a measurement of profit-
17 ability in insurance, is defined as losses divided by
18 premiums. Statistical correlations between certain
19 variables and pure loss ratios should be interpreted
20 to mean that the selected variable relates to profit-
21 ability, but not necessarily to the risk that an indi-
22 vidual will get into an automobile accident.

23 (5) A growing trend in the private passenger
24 automobile insurance industry is to use income prox-
25 ies for underwriting and rating. The use of income

1 proxies such as a driver's education level, occupa-
2 tion, employment status, home ownership status,
3 credit score, consumer report, previous insurer, and
4 prior purchase of insurance by the industry as vari-
5 ables that significantly influence the insurance pre-
6 miums charged to drivers has become commonplace.
7 Use of these income proxies in this fashion results
8 in higher rates being charged to lower income driv-
9 ers while lower rates are being charged to the more
10 affluent driver.

11 (6) The American public is largely unaware
12 that a person's education level, occupation, employ-
13 ment status, home ownership status, credit score,
14 consumer report, zip code, census tract, previous in-
15 surer, and prior purchase of insurance may be sig-
16 nificant factors used to determine eligibility for pre-
17 ferred auto insurance rates regardless of the per-
18 son's driving history. As a result of the individual's
19 ineligibility for preferred rates, the driver's policy
20 and rate will be only offered from an affiliate com-
21 pany that has higher rates.

22 **SEC. 3. REQUIREMENTS FOR PRIVATE PASSENGER AUTO-**
23 **MOBILE INSURERS.**

24 (a) USE OF CERTAIN FACTORS AND INCOME PROX-
25 IES PROHIBITED.—It shall be unlawful for a private pas-

1 senger automobile insurer, or any of its affiliate insurers,
2 to take into consideration any of the factors described in
3 subsection (b) relating to a consumer in determining that
4 consumer's eligibility for automobile insurance or in calcu-
5 lating the rate for that consumer.

6 (b) FACTORS.—The factors referred to in subsection
7 (a) are—

- 8 (1) gender;
- 9 (2) level of education;
- 10 (3) occupation;
- 11 (4) employment status;
- 12 (5) home ownership status;
- 13 (6) zip code or adjacent zip codes;
- 14 (7) census tract;
- 15 (8) marital status;
- 16 (9) credit score or credit-based insurance score;
- 17 (10) consumer report;
- 18 (11) previous insurer; or
- 19 (12) prior purchase of insurance of a consumer
20 from that automobile insurer.

21 (c) PUBLIC AVAILABILITY OF INFORMATION.—All
22 underwriting rules and rate filings for use by any private
23 passenger automobile insurer shall be available for public
24 inspection and may not be considered proprietary trade
25 secret information.

1 (d) REASONABLE PROCEDURES TO ASSURE COMPLI-
2 ANCE.—No person shall be held liable for any violation
3 of this Act if the person shows by a preponderance of the
4 evidence that at the time of the alleged violation the per-
5 son maintained reasonable procedures to assure compli-
6 ance with the provisions of this Act.

7 (e) RULES OF CONSTRUCTION.—

8 (1) FACTORS AND METHODS INFLUENCING
9 PREMIUMS.—For the purposes of this Act, a viola-
10 tion of subsection (a) shall be considered to have oc-
11 curred whenever the consideration of any of the fac-
12 tors described in subsection (b) prevents the con-
13 sumer from obtaining insurance at the lowest rate
14 available to the consumer from a private passenger
15 automobile insurer or any of its affiliates. Actions
16 considered a violation of such subsection include the
17 usage or consideration of any such factor resulting
18 in—

19 (A) the determination of a consumer's eli-
20 gibility for automobile insurance or the calcula-
21 tion of the rate for that consumer;

22 (B) an action which prevents a consumer
23 from receiving certain rebates or discounts;

1 (C) an action which prevents a consumer
 2 from obtaining insurance from an automobile
 3 insurer or any of its affiliate companies;

4 (D) a denial, cancellation, non-renewal, or
 5 change in policy or coverage terms; or

6 (E) any other impact on a consumer's pre-
 7 mium for insurance.

8 (2) AUTHORITY OF FEDERAL AND STATE AGEN-
 9 CIES.—Nothing in this Act is intended to affect the
 10 authority of any Federal or State agency to enforce
 11 a prohibition against unfair or deceptive acts or
 12 practices, including the making of false or mis-
 13 leading statements in connection with a credit or in-
 14 surance transaction that is not initiated by the con-
 15 sumer.

16 **SEC. 4. ENFORCEMENT.**

17 (a) ENFORCEMENT BY FEDERAL TRADE COMMIS-
 18 SION.—

19 (1) UNFAIR OR DECEPTIVE ACTS OR PRAC-
 20 TICES.—A violation of this Act shall be treated as
 21 an unfair and deceptive act or practice proscribed
 22 under section 5 of the Federal Trade Commission
 23 Act (15 U.S.C. 57a(a)(1)(B)).

24 (2) POWERS OF COMMISSION.—The Federal
 25 Trade Commission shall enforce this Act in the same

1 manner, by the same means, and with the same ju-
2 risdiction, powers, and duties as though all applica-
3 ble terms and provisions of the Federal Trade Com-
4 mission Act (15 U.S.C. 41 et seq.) were incor-
5 porated into and made a part of this Act. Any per-
6 son who violates this Act shall be subject to the pen-
7 alties and entitled to the privileges and immunities
8 provided in the Federal Trade Commission Act.

9 (3) AMOUNT OF PENALTY.—Notwithstanding
10 the penalties set forth in section 5 of such Act, a
11 person who violates this Act shall be liable for a civil
12 penalty of not less than \$2,500 per violation.

13 (4) REGULATIONS.—The Federal Trade Com-
14 mission shall prescribe, in accordance with section
15 553 of title 5, United States Code, such regulations
16 as are necessary to carry out the purposes of this
17 Act, including regulations as may be necessary or
18 appropriate to administer and carry out the pur-
19 poses and objectives of this Act, and to prevent eva-
20 sions thereof or to facilitate compliance therewith.

21 (b) ACTIONS BY CONSUMERS.—

22 (1) WILLFUL VIOLATIONS.—Any private pas-
23 senger automobile insurer who willfully violates this
24 Act with respect to any consumer is liable to that
25 consumer in an amount equal to the sum of—

1 (A) any actual damages sustained by the
2 consumer as a result of the failure;

3 (B) such amount of punitive damages as
4 the court may allow; and

5 (C) in the case of any successful action to
6 enforce any liability under this paragraph, the
7 costs of the action together with reasonable at-
8 torneys' fees as determined by the court.

9 (2) NEGLIGENCE VIOLATIONS.—Any private pas-
10 senger automobile insurer who is negligent in failing
11 to comply with any requirement imposed under this
12 Act with respect to any consumer is liable to that
13 consumer in an amount equal to the sum of—

14 (A) any actual damages sustained by the
15 consumer as a result of the failure; and

16 (B) in the case of any successful action to
17 enforce any liability under this paragraph, the
18 costs of the action together with reasonable at-
19 torneys' fees as determined by the court.

20 (3) ATTORNEYS' FEES.—Upon a finding by the
21 court that an unsuccessful pleading, motion, or other
22 paper filed in connection with an action under this
23 subsection was filed in bad faith or for purposes of
24 harassment, the court shall award to the prevailing
25 party attorney's fees reasonable in relation to the

1 work expended in responding to the pleading, mo-
2 tion, or other paper.

3 (4) JURISDICTION OF COURTS; LIMITATION OF
4 ACTIONS.—An action to enforce any liability created
5 under this subsection may be brought in any appro-
6 priate United States district court, without regard to
7 the amount in controversy, or in any other court of
8 competent jurisdiction, not later than the earlier
9 of—

10 (A) 2 years after the date of discovery by
11 the plaintiff of the violation that is the basis for
12 such liability; or

13 (B) 5 years after the date on which the
14 violation that is the basis for such liability oc-
15 curs.

16 (c) ACTIONS BY STATES.—

17 (1) IN GENERAL.—In any case in which the at-
18 torney general of a State, or an official or agency of
19 a State, has reason to believe that an interest of the
20 residents of such State has been or is threatened or
21 adversely affected by an act or practice in violation
22 of this Act, the State, as *parens patriae*, may bring
23 a civil action on behalf of the residents of the State
24 in an appropriate State court or an appropriate dis-
25 trict court of the United States to—

1 (A) enjoin such act or practice;

2 (B) enforce compliance with this Act;

3 (C) obtain damages, restitution, or other
4 compensation on behalf of residents of the
5 State; or

6 (D) obtain such other legal and equitable
7 relief as the court may consider to be appro-
8 priate.

9 (2) NOTICE.—Before filing an action under this
10 subsection, the attorney general, official, or agency
11 of the State involved shall provide to the Federal
12 Trade Commission a written notice of such action
13 and a copy of the complaint for such action. If the
14 attorney general, official, or agency determines that
15 it is not feasible to provide the notice described in
16 this paragraph before the filing of the action, the at-
17 torney general, official, or agency shall provide writ-
18 ten notice of the action and a copy of the complaint
19 to the Federal Trade Commission immediately upon
20 the filing of the action.

21 (3) AUTHORITY OF FEDERAL TRADE COMMIS-
22 SION.—On receiving notice under paragraph (2) of
23 an action under this subsection, the Federal Trade
24 Commission shall have the right—

25 (A) to intervene in the action;

1 (B) upon so intervening, to be heard on all
2 matters arising therein; and

3 (C) to file petitions for appeal.

4 (4) RULE OF CONSTRUCTION.—For purposes of
5 bringing a civil action under this subsection, nothing
6 in this Act shall be construed to prevent an attorney
7 general, official, or agency of a State from exercising
8 the powers conferred on the attorney general, offi-
9 cial, or agency by the laws of such State to conduct
10 investigations, administer oaths and affirmations, or
11 compel the attendance of witnesses or the production
12 of documentary and other evidence.

13 **SEC. 5. RELATION TO STATE LAW.**

14 This Act does not annul, alter, affect, or exempt any
15 person subject to the provisions of this Act from complying
16 with the laws of any State with respect to the collection,
17 distribution, or use of any information on consumers, the
18 prevention or mitigation of identity theft, or the regulation
19 of the business of insurance, except to the extent that
20 those laws are inconsistent with any provision of this Act,
21 and then only to the extent of the inconsistency.

22 **SEC. 6. DEFINITIONS.**

23 For the purposes of this Act, the following definitions
24 apply:

1 (1) AFFILIATE.—The term “affiliate” means an
2 entity that, directly or indirectly, through one or
3 more intermediaries, controls, is controlled by, or is
4 under common control with another entity. For pur-
5 poses of this paragraph, the term “control” means
6 the possession, directly or indirectly, of the power to
7 direct or cause the direction of the management and
8 policies of the entity, whether—

9 (A) through the ownership of voting securi-
10 ties;

11 (B) by contract other than a commercial
12 contract for goods or non-management services;

13 (C) by contract for goods or non-manage-
14 ment services where the volume of activity re-
15 sults in a reliance relationship; or

16 (D) by common management.

17 Control shall be presumed to exist if an entity and
18 its affiliates directly or indirectly own, control, hold
19 with the power to vote, or hold proxies representing
20 10 percent or more of the voting interests of an enti-
21 ty.

22 (2) AUTOMOBILE INSURER.—The term “auto-
23 mobile insurer” means an insurer authorized to
24 transact or transacting automobile insurance, motor
25 vehicle insurance, automobile or motor vehicle liabil-

1 ity insurance, or any similar insurance business in
2 the United States.

3 (3) CENSUS TRACT.—The term “census tract”
4 means any small, relatively permanent statistical
5 subdivision of a county, as used by the United
6 States Census Bureau.

7 (4) CONSUMER REPORT.—The term “consumer
8 report” has the meaning given such term in section
9 603 of the Fair Credit Reporting Act (15 U.S.C.
10 1681a), except that such term does not include any
11 communication to the extent such communication re-
12 lates to the driving history or place of residence of
13 a consumer.

14 (5) CREDIT-BASED INSURANCE SCORE.—The
15 term “credit-based insurance score” means a rating
16 based in whole or in part on a consumer’s credit in-
17 formation used in underwriting and rating of con-
18 sumers that takes into account certain elements of
19 an individual’s credit history to predict how likely
20 such individual is to have an insurance loss.

21 (6) CREDIT SCORE.—The term “credit score”
22 has the meaning given such term in section
23 609(f)(2) of the Fair Credit Reporting Act (15
24 U.S.C. 1681g(f)(2)).

1 (7) EMPLOYMENT STATUS.—The term “employ-
2 ment status” means a consumer’s status as a cur-
3 rent full-time employee, part-time employee, em-
4 ployed, unemployed, underemployed, or any other
5 such designation which indicates a consumer’s work
6 status.

7 (8) HOME OWNERSHIP STATUS.—The term
8 “home ownership status” refers to whether a con-
9 sumer currently owns any real property which may
10 be used as a residence.

11 (9) LEVEL OF EDUCATION.—The term “level of
12 education” refers to the highest grade level com-
13 pleted in a secondary school or trade school, a pro-
14 fessional licensure or certification, or the highest un-
15 dergraduate or graduate college degree obtained.
16 Such term does not include the completion of a traf-
17 fic safety course or scholastic achievement while en-
18 rolled in a school, college, or university.

19 (10) OCCUPATION.—The term “occupation”
20 means a consumer’s current lawful employment posi-
21 tion in a career or identifiable trade category.

22 (11) PRIVATE PASSENGER AUTOMOBILE.—The
23 term “private passenger automobile” means a 4-
24 wheel motor vehicle, whether owned or leased to an
25 individual or individuals, and that is of a private

1 passenger or station wagon type, or that is a motor
2 vehicle with a pickup body, a delivery sedan, a pas-
3 senger van, a sports utility vehicle, or a panel truck
4 or a camper type vehicle, and that—

5 (A) is not used as a public or livery con-
6 veyance for passengers;

7 (B) is not rented to others;

8 (C) has a gross vehicle weight of less than
9 15,000 pounds; and

10 (D) is not primarily used in the course of
11 an occupation, profession, or business of a per-
12 son other than farming or ranching.

13 Such term includes a motor vehicle owned by a farm
14 family co-partnership or farm family corporation,
15 which is principally garaged on a farm or ranch and
16 otherwise meets the definition contained in this
17 paragraph.

18 **SEC. 7. EFFECTIVE DATE.**

19 This Act shall take effect 1 year after the date of
20 enactment of this Act.

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