

119TH CONGRESS
2D SESSION

H. R. 8218

To increase the minimum levels of financial responsibility for transporting property, and to index future increases to changes in inflation relating to medical care.

IN THE HOUSE OF REPRESENTATIVES

APRIL 9, 2026

Mr. GARCÍA of Illinois (for himself, Mr. TRAN, Mr. HUFFMAN, Mr. GARAMENDI, Mr. COHEN, and Mr. JOHNSON of Georgia) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To increase the minimum levels of financial responsibility for transporting property, and to index future increases to changes in inflation relating to medical care.

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 “Fair Compensation
5 for Truck Crash Victims Act”.

6 **SEC. 2. FINDINGS.**

7 The Congress finds the following:

1 (1) In passing the Motor Carrier Act of 1980,
2 Public Law 96–296, Congress intended for the min-
3 imum insurance levels to maintain safety. According
4 to the House Report No. 96–1069, “the action of
5 the Committee in increasing financial responsibility
6 is to encourage the carriers to engage in practices
7 and procedures that will enhance the safety of their
8 equipment so as to afford the best protection to the
9 public.”.

10 (2) The National Transportation Policy Study
11 Commission (which consisted of six Members of the
12 Senate, six Members of the House of Representa-
13 tives, and seven public members appointed by the
14 President) recommended mandatory minimum insur-
15 ance requirements of \$1,000,000, in its 1979 Final
16 Report to the Congress, National Transportation
17 Policies through the Year 2000. The Report stated:
18 “As an example, all certificated motor carriers oper-
19 ating upon the highways should be obligated to carry
20 adequate insurance (or proof of financial responsi-
21 bility equal to such insurance) to protect the public.
22 The insurance should cover public liability, property,
23 damage, cargo and environmental restoration with a
24 \$1 million for single occurrence, or another min-
25 imum amount sufficient to require periodic ‘on site’

1 inspection by the insurance company, with the min-
 2 imum to be updated regularly. Non-certificated
 3 motor carriers should be subject to similar stand-
 4 ards.”.

5 (3) According to the U.S. Bureau of Labor Sta-
 6 tistics, the amount of \$750,000, set in 1980 (the
 7 year of enactment), would have the same purchasing
 8 power as \$5,193,665.62 in 2020, if the amount was
 9 raised to account for medical-cost inflation.

10 (4) That same amount of \$750,000 would have
 11 the same purchasing power as \$5,811,083 in 2025,
 12 if the amount was raised to account for medical-cost
 13 inflation.

14 **SEC. 3. MINIMUM FINANCIAL RESPONSIBILITY FOR TRANS-**
 15 **PORTING PROPERTY.**

16 (a) IN GENERAL.—Section 31139(b) of title 49,
 17 United States Code, is amended—

18 (1) in paragraph (2), by striking “\$750,000”
 19 and inserting “\$5,000,000”; and

20 (2) by adding at the end the following:

21 “(3) ADJUSTMENT.—The Secretary, in consultation
 22 with the Bureau of Labor Statistics, shall adjust the min-
 23 imum level of financial responsibility under paragraph (2)
 24 quinquennially for inflation relating to medical care.”.

1 (b) EFFECTIVE DATE.—The amendments made by
2 subsection (a) shall take effect on the date that is 1 year
3 after the date of enactment of this Act.

