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Raleigh, North Carolina 27616

June 10, 2017

Elaine Chao, Secretary of Transportation
Department of Transportation
1200 New Jersey Ave., S.E.
Washington, DC 20590

Secretary Chao,

It should be noted that, if you, as the Secretary of Transportation, merely raised the minimum level to adjust for inflation, the **\$750,000 set in 1980**, using the latest U.S. Government CPI data (<http://tinyurl.com/nbjyja>), would be equivalent to **\$2,225,643.20 in 2017**. Additionally, the Value of Statistical Life set by the Department of Transportation is currently listed as \$9.6 million as of August 8, 2016. <http://tinyurl.com/y8glp9oo>

It must therefore be asked, “Has the FMCSA done due diligence to obtain the required information to do the study mandated by Congress?” In fact, could they have gone a step further, as we have been told by a former DOT administrator, and issued a subpoena to the insurance industry to obtain this information? Could FMCSA even have requested Congress to hold a formal hearing – as we have requested numerous times -- to obtain information from the insurance industry?

It has been over 30 years since the current level was set. FMCSA has had adequate time to act and report on this priority rulemaking. It now seems prudent to appeal to your conscience and compassion to act decisively:

1. Therefore, we make this petition with heartfelt conviction and call upon you, as the Secretary of Transportation, to do what no other Secretary since 1980 has done and act upon your authority to set a new minimum level of financial responsibility for the motor carrier industry and immediately raise it from \$750,000 to \$2,225,000.
2. Following that decisive action, we are requesting FMCSA to then:
 - Ask Congress to hold a public hearing to obtain the necessary information from the insurance industry; OR
 - Subpoena the insurance industry to provide the required information.
 - Following those actions, we are petitioning FMCSA to immediately proceed with NPRM rulemaking – setting it as a top priority – in order to determine future actions which should be taken to raise the minimum levels according to other calculations besides adjustment for inflation, both now and in the future.

If you do nothing to address this problem, then we, as a nation, will continue to expose the traveling public to greater risk of truck crash tragedies. Who should we hold responsible for the resulting deaths? And who will bear the economic burden of this negligence?

Jerry and Marianne Karth