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May 19, 2026

The Honorable Sam Graves
Chair
Committee on Transportation &
Infrastructure
United States House of Representatives
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation &
Infrastructure
United States House of Representatives
Washington, D.C. 20515

The Honorable David Rouzer
Chair
Subcommittee on Highways & Transit
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways & Transit
U.S. House of Representatives
Washington, D.C. 20515

RE: BUILD America 250 Act

Dear Chairman Graves, Ranking Member Larsen, Chairman Rouzer, and Ranking Member Norton:

On behalf of the Agricultural Retailers Association (ARA), I write to express our strong support for the BUILD America 250 Act. The Committee's leadership in advancing a long-term surface transportation reauthorization reflects a clear understanding of the freight and workforce challenges facing rural America and a steadfast commitment to the infrastructure on which the agricultural supply chain depends.

Agricultural retailers are the critical link between manufacturers and farmers and livestock producers, delivering fertilizer, crop protection products, seed, fuel, and agronomic expertise to farms and ranches across the country within narrow seasonal windows measured in days, not weeks. The reliability of that delivery depends on a modern, flexible transportation system—safe roads and bridges, a sufficient pipeline of qualified commercial drivers, and federal rules that reflect the realities of agricultural freight. The BUILD America 250 Act addresses each of these needs in meaningful ways.

ARA is particularly supportive of the bill's workforce and licensing provisions. Allowing online renewal of farm-related restricted commercial driver's licenses removes a significant administrative barrier and keeps qualified seasonal drivers behind the wheel during the planting and harvest windows when retailers need them most. Broader reforms to CDL testing and driver training expand the pipeline of qualified commercial drivers at a time when persistent shortages are a binding constraint on time-sensitive agricultural deliveries, and targeted hours-of-service flexibility—aligned with the compressed application windows that govern crop input delivery—

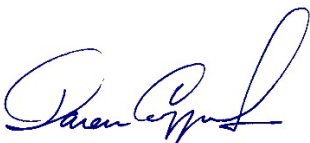
will improve both compliance and on-time performance. For these workforce reforms to deliver lasting value, however, the seasonal agricultural CDL program must rest on a durable legal foundation—one that companion provisions of the bill, discussed below, are essential to establishing.

The bill also brings overdue clarity to the rules governing how agricultural freight moves, and ARA places particular emphasis on the implements of husbandry provisions. For decades, inconsistent state-by-state interpretations of which vehicles and equipment qualify as implements of husbandry have created significant compliance risk for retailers, exposing seasonal drivers to inconsistent enforcement, and undermining the regulatory certainty that the seasonal agricultural CDL program is designed to provide. Federal clarification of the treatment of implements of husbandry will resolve that ambiguity and, in doing so, secure the long-term durability of the seasonal agricultural CDL program itself—a program that loses much of its practical value if the underlying classification of the equipment it covers remains contested at the state level. Relatedly, a 10 percent axle weight variance for dry bulk commodities accommodates the natural load shifting that occurs in transit, improving efficiency and reducing roadside enforcement issues without increasing gross vehicle weight or compromising safety.

ARA also strongly supports the bill's investment in rural infrastructure and the long-term solvency of the Highway Trust Fund. Targeted investment in rural roads, bridges, and freight corridors is essential to the first- and last-mile connections between retail facilities and the farm gate—links that no other mode of transportation can replace. A solvent, predictable Highway Trust Fund gives states and freight-dependent industries the planning horizon needed to maintain the roads, bridges, and corridors that move U.S. agriculture.

Taken together, these provisions represent a meaningful step toward a transportation system that works with—rather than against—the realities of the agricultural transportation supply chain needs. ARA supports the BUILD America 250 Act and stands ready to work alongside the Committee and your staff to secure its passage. We commend your leadership and dedication to building the modern, resilient transportation network American agriculture depends on.

Sincerely,



W. Daren Coppock
President & CEO
Agricultural Retailers Association