

May 19, 2026

The Honorable Sam Graves  
Chairman  
Transportation & Infrastructure Committee  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Transportation & Infrastructure Committee  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen:

On behalf of the American Trucking Associations (ATA), the nation's largest trade association representing the trucking industry, I write in support of the *BUILD America 250 Act*, the Committee's bipartisan, five-year surface transportation reauthorization legislation.

ATA commends the Committee for advancing a long-term, bipartisan proposal that makes historic investments in the nation's transportation infrastructure while strengthening freight mobility, improving highway safety, and supporting the supply chain that powers the American economy.

Trucking moves over 70% of the nation's freight and serves every community in America. For the 3.6 million professional truck drivers who keep our economy moving, roads and bridges are their shop floor. A modern, efficient, and safe transportation network is essential not only to the trucking industry, but also to every American consumer and business that relies on the uninterrupted movement of goods.

Throughout the 119<sup>th</sup> Congress, ATA has worked constructively with the Committee and its members on both sides of the aisle to help lay the groundwork for a comprehensive surface transportation bill that reflects the real-world needs of the trucking industry. Through testimony before the Committee and direct engagement with lawmakers and staff, ATA has consistently elevated the priorities of motor carriers, professional drivers, and the broader freight economy. We are pleased to see many of those priorities reflected in the Committee's base text.

In particular, ATA strongly supports the following provisions:

- Historic investment in roads and bridges, including \$580 billion to modernize and revitalize America's infrastructure and strengthen freight movement nationwide;
- Dedicated investment of \$750 million over five years to expand truck parking capacity, helping address the nationwide shortage of safe parking for commercial drivers and improving compliance with federal hours-of-service requirements;
- Inclusion of the bipartisan *Trucker Bathroom Access Act*, ensuring drivers are treated with the dignity and respect they deserve while servicing shipping and receiving facilities;
- Extension of the Safe Driver Apprenticeship Program, creating a pathway for qualified 18-to-20-year-old CDL holders to safely enter the interstate trucking workforce through rigorous training and oversight;
- Inclusion of the *Bridges Not Bumpers Act* to help reduce bridge strikes through the development of best practices and coordination among stakeholders;

- Creation of a national framework for autonomous commercial motor vehicles that prioritizes safety through performance-based federal standards;
- Provisions strengthening oversight of unsafe and fraudulent actors, including review of the FMCSA New Entrant Safety Assurance Program and improved accountability for CDL training providers;
- Inclusion of the *Motor Carrier Safety Screening Modernization Act*, improving motor carriers' access to driver safety performance history;
- Establishment of a Cargo Theft Advisory Committee to continue combating organized cargo theft and supply chain fraud; and
- Inclusion of the bipartisan *VARIANCE Act* to provide a reasonable axle-weight enforcement tolerance for dry bulk carriers, accounting for normal load shifts during operation.

ATA also appreciates the Committee's efforts to strengthen the long-term solvency of the Highway Trust Fund by ensuring all users of the transportation system contribute fairly to the maintenance and improvement of our nation's infrastructure.

Importantly, this legislation reflects the longstanding tradition of crafting a bipartisan surface transportation bill. Durable infrastructure policy is best achieved through bipartisan collaboration. ATA commends the Committee for putting politics aside and working across party lines to advance a comprehensive proposal ahead of the September 30<sup>th</sup> authorization deadline.

ATA looks forward to our continued partnership with the Committee as the bill advances through markup and consideration by the full House.

We thank Chairman Graves; Ranking Member Larsen; Highways and Transit Subcommittee Chairman Rouzer; and Subcommittee Ranking Member Eleanor Holmes Norton for the leadership displayed throughout this process and for your ongoing commitment to improving America's transportation network and supply chain competitiveness.

Sincerely,



Chris Spear  
President & CEO  
American Trucking Associations