



May 19, 2026

The Honorable Sam Graves
Chairman, Committee on Transportation and Infrastructure
United States House of Representatives
1135 Longworth House Office Building
Washington, DC 20515

Dear Chairman Graves,

On behalf of the Commercial Vehicle Training Association (CVTA)¹, we write to thank you for your leadership in advancing the *BUILD America 250 Act*. We commend you and the T&I Committee for developing legislation that addresses the training and licensing challenges in the commercial motor vehicle industry. Several CVTA priorities are reflected in this legislation, and we are pleased to see them included.

Training Provider Registry Enhancements

CVTA has long advocated for enforcement of the Training Provider Registry, and we are grateful that under this proposed legislation, the formalization of FMCSA's complaint process would include a 90-day removal timeline. CVTA members thank you for this significant step forward for training quality and highway safety. We are equally grateful for the inclusion of statutory authority to FMCSA to close the loophole that has allowed disqualified providers to re-enter the registry under new or related names. Bad actors who have been removed from the TPR have historically re-entered under new names, often exploiting common ownership, management or control relationships with removed entities, thereby continuing to offer substandard training, defrauding prospective students, and placing untrained drivers on the road. Closing that loophole is essential to the integrity of the credential and the safety of the motoring public.

Expanding Testing Options for New CMV Students

We welcome the inclusion of CDL testing reform provisions that address real barriers CVTA members and their students face today. Allowing third-party examiners to administer the CDL knowledge test and permitting any state to offer a skills test to any applicant regardless of domicile directly reduces the testing backlogs that have delayed qualified drivers from entering the workforce. A student who completes high-quality training should not have to wait weeks for a testing appointment simply because of where they live or where they trained. The nation's

¹ Founded in 1997, CVTA is the largest association of professional truck driver training programs in the United States, with 100 school members operating 400 locations in 46 states. CVTA schools collectively train more than 100,000 entry-level drivers each year.

supply chain relies on a pipeline of well-trained, qualified drivers to keep goods moving and the economy functioning. Every unnecessary delay between training completion and licensure is a delay the industry cannot afford.

Safe Driver Apprenticeship Pilot Program

CVTA is grateful for the extension of the Safe Driver Apprenticeship Program through 2031. Providing 18-20 year olds with a pathway into trucking gives the industry a meaningful opportunity to compete for workforce-ready talent and offers those individuals a stable foundation for a sustainable career. The program's mentorship structure ensures that new drivers enter the profession under experienced guidance, producing drivers who are prepared from day one. While the *BUILD America 250 Act* does not include the DRIVE Safe Act, the results generated by SDAP continue to strengthen the case for a permanent statutory apprenticeship framework, and CVTA's efforts to advance that legislation in both chambers continue.

CVTA stands ready to work with you, Ranking Member Larsen, and members of the T&I Committee as this legislation advances, including through any rulemaking processes that follow. We remain committed to ensuring the final product reflects the highest standards for CDL training (just as with other skilled trades) and advances driver and highway safety for the motoring public. Thank you again for your leadership on this legislation.

Sincerely,



Jeff Burkhardt
Chairman
Commercial Vehicle Training Association



Andrew Poliakoff
Executive Director
Commercial Vehicle Training Association