

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

RE: Support for BUILD America 250 Act

Dear Chairman Graves and Ranking Member Larsen:

On behalf of GROWMARK and FS Cooperatives, I write to express our support for the *BUILD America 250 Act*. We appreciate the Committee's work and attention to reauthorizing critical freight and transportation priorities, and for recognizing the persistent challenges that our farmers and rural communities are facing.

GROWMARK is an agricultural cooperative serving almost 400,000 customers across North America, providing agronomy, energy, facility engineering and construction, and logistics products and services, as well as grain marketing and risk management services. Headquartered in Bloomington, Illinois, GROWMARK owns the FS trademark, which is used by member cooperatives. More information is available at GROWMARK.com.

As a farmer-owned cooperative system, we depend on America's transportation network- its roads, equipment, and drivers- every single day. Farmers in our country only get one chance each year to plant and harvest their crops. A successful crop production season is an important part of our country's food and national security, and that successful season is reliant on legislation like the *BUILD America 250 Act*.

We recognize that the bill includes multiple priorities that our system has long supported. In particular, the study on implements of husbandry (section 5107). Today, there is still no consistent, state-by-state consistency on whether implements of husbandry qualify as commercial motor vehicles when determining gross vehicle weight. As a result, seasonal farm drivers are often treated as commercial operators and burdened with regulations that cost them valuable time during critical windows. Federal legislation is an essential step in protecting farm-related service industries. By codifying this provision, the bill would allow drivers to focus on essential farming operations as the law was originally intended. Similarly, the bill would allow states to offer online renewal of CDLs for farm-related use, in particular for seasonal drivers.

This is a practical modernization that reduces administrative hurdles and keeps needed drivers on the road.

Additionally, our industry depends heavily on rural roads, which are often poorly paved and lack modern safety features. These roads often make up the first and last miles of an agricultural truck's route, and they frequently become the most expensive of the trip as drivers are forced to navigate other routes. Current funding approaches do not recognize the important role that these routes play, leaving many of them with only enough support for basic maintenance. This challenge is reflected in weight-restricted bridges that force longer deliveries, delays during high traffic seasons, and overall safety concerns.

In relation, increasing the axle-weight variance to 10 percent for carriers of dry bulk goods is an important improvement for our drivers (section 1302). This change allows them to haul full loads without being penalized when loose agricultural materials naturally shift during transit. The result would be fewer trips, reduced labor and fuel costs, and more timely, reliable deliveries

GROWMARK strongly supports the extension of the Safe Driver Apprenticeship Program (section 5104). Administered by FMCSA, this program allows qualified individuals under 21 to participate in supervised interstate commercial driving. This added flexibility would help ease driver shortages during peak seasons, ensuring farmers have timely hauling support and operate without depending on hours-of-service extensions. It also provides a practical, short-interstate training pathway that lets young drivers stay closer to home while gaining valuable experience. While this provision assists in many long-haul operations, we would appreciate inclusion of language allowing 18–20-year-olds to drive in interstate commerce within 150 miles of their base of operation. This allows drivers to remain in close proximity to known roads and opens the pool of drivers to complete these hauls.

This is a long-awaited step towards a modernized transportation system that our farmers rely on to feed and fuel the world. We thank you again for your support of the agriculture industry and look forward to seeing this legislation advance.

A handwritten signature in black ink, reading "Charles J. Spencer". The signature is written in a cursive, flowing style.

Chuck Spencer
Executive Director, Government Relations
GROWMARK, Inc.