



May 19, 2026

The Honorable Sam Graves
Chair
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure
2164 Rayburn House Office Building
Washington, DC 20515

The Honorable David Rouzer
Chair
Subcommittee on Highways & Transit
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways & Transit
2164 Rayburn House Office Building
Washington, DC 20515

The Honorable Daniel Webster
Chair
Subcommittee on Railroads, Pipelines & Hazardous Materials
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Dina Titus
Ranking Member
Subcommittee on Railroads, Pipelines & Hazardous Materials
2164 Rayburn House Office Building
Washington, DC 20515

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

On behalf of The Fertilizer Institute (TFI) and our more than 250 member companies from across the fertilizer supply chain, I write in support of H.R. 8870, the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act), as introduced, to reauthorize federal surface transportation programs and keep fertilizer moving from plants, mines, and terminals to America's farmers.

A safe, efficient, and modern transportation network is essential to moving fertilizer and other agricultural inputs to farms and getting agricultural products to market. The committee's bill makes meaningful investments in roads, bridges, and freight corridors that are critical to rural America and the agricultural economy while taking important steps to modernize the user-pays approach to funding and strengthening the Highway Trust Fund. All road users should pay for road and bridge construction and maintenance, so TFI strongly supports the bill's inclusion of annual fees on electric vehicles and plug-in hybrids.

TFI especially appreciates and enthusiastically supports the bill's historic focus and funding dedicated to improving the roads and bridges connecting agricultural facilities, agricultural regions, and rural communities. Many of these local roads and bridges play a critical role in the fertilizer supply chain. The bill's recognition of first- and last-mile needs, support for addressing challenges like weight-limited bridges, and prioritization of the movement of agricultural products are all important investments in improving agriculture supply chain reliability and reducing transportation bottlenecks across rural America. Many of these priorities were outlined in H.R. 4585, the Agricultural and Rural Road Improvement Program Act, bipartisan legislation introduced by Representative Mike Bost (R-IL) and Representative Josh Riley (D-NY); TFI thanks them for their leadership.

The BUILD America 250 Act makes important progress on bridge, culvert, and safety improvements that are especially critical in rural areas. TFI supports this investment and the provisions updating eligibility for off-system bridges, dedicating substantial funding to improving local and off-system bridges, and supporting culvert replacement, policies that will help address longstanding infrastructure challenges across farm country. The bill also includes meaningful investments in rural road safety and railroad grade crossing improvements, reducing risks for motorists and improving the movement of goods.

We support the inclusion of language from H.R. 2920, the VARIANCE Act, introduced by Representative Rick Crawford (R-AR) and Representative Salud Carbajal (D-CA). These provisions would allow for a 10 percent axle variance for dry bulk goods, accounting for weight shifts of fertilizer and other dry bulk products while maintaining strong safety performance. Further, we appreciate the bill including provisions from Representative Tracey Mann's (R-KS) H.R. 4601, the Seasonal Agriculture CDL Modernization Act. Seasonal CDLs are an important tool for the agriculture sector, and this provision aids their safe and efficient issuance and renewal. We also welcome the bill's extension of the Safe Driver Apprenticeship Program to advance pathways for under-21 drivers to enter the trucking industry. TFI supports efforts to permit modest increases in truck weight limits on the Interstate system should such language be offered during Committee or floor consideration of the bill.

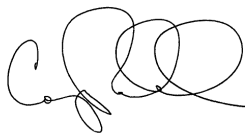
TFI appreciates the work of the Committee to further improve the project delivery process and streamline environmental reviews, reducing time and uncertainty while maintaining strong environmental protections. These efforts will reduce costs and deliver infrastructure improvements faster for the American people. TFI continues to urge Congress to act on broader legislative reforms to the Federal permitting process.

Safety is paramount to TFI and its members throughout the fertilizer supply chain and we appreciate the bill's attention to safe rail and hazardous materials transportation. This includes investments in wayside defect detection and telematics technology, as well as establishing a commonsense approach to the phase-out schedule of certain rail tank cars. The policies in H.R. 8870, as introduced, advance rail safety performance while maintaining an efficient national rail freight network and avoiding unintentional disruptions to agricultural supply chains.

Thank you for your leadership on this legislation and a special thanks for the many hard hours of work and stakeholder engagement shown by the members of your staff. Developing a highway reauthorization bill is a challenging exercise, and we are lucky to have committed professionals on both sides of the aisle so focused on positive outcomes for the American people.

If you have any questions, please reach out to Ryan Bowley on TFI's staff at rbowley@tfi.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Corey Rosenbusch', with a stylized flourish at the end.

Corey Rosenbusch
President and CEO
The Fertilizer Institute