



Owner-Operator Independent Drivers Association

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May 19, 2026

The Honorable Sam Graves
Chairman
Committee on Transportation & Infrastructure

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure

The Honorable David Rouzer
Chairman
Subcommittee on Highways & Transit

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways & Transit

Re: Truckers Support the BUILD America 250 Act

Dear Chairmen Graves and Rouzer, and Ranking Members Larsen and Norton,

The Owner-Operator Independent Drivers Association (OOIDA), the largest national organization representing small-business truckers and professional drivers, strongly supports the BUILD America 250 Act as proposed. America's truckers back this legislation because it includes several OOIDA priorities that will improve their safety and the success of their operations.

First, OOIDA thanks the Committee for including substantial investment in expanding truck parking capacity (Section 1127) across the country. We also applaud you for ensuring truckers access to restrooms at facilities where they pickup and deliver freight (Section 5102). The prohibition of predatory lease-to-own schemes (Section 5101) is also a major victory for drivers, who are targeted by these scams with the empty promise of becoming owner-operators.

In recent years, fraud has become much more prevalent in trucking. Several provisions in the bill will help combat this growing trend. OOIDA strongly supports increasing barriers of entry for brokers (Section 5006) and motor carriers (Sections 5209 and 5210), as well as the commonsense reforms included in Subtitle D (Sections 5301 to 5305).

Additionally, OOIDA thanks the Committee for incentivizing behind-the-wheel training of new drivers (Section 5004), advancing overdue reforms to strengthen the effectiveness of the National Consumer Complaint Database (Section 5007), implementing a fairer and more accountable DataQ process (Section 5203), studying the impact of cabotage (Section 5008), ensuring all highway users are contributing to the Highway Trust Fund in an equitable manner (Section 1129), and improving the certification of Electronic Logging Devices (Section 5202).

While we consider the bill to be the most pro-trucker surface transportation reauthorization proposal in recent history, there are provisions that concern us. Providing autonomous vehicle manufacturers the ability to self-certify their technology for deployment on public roads is very troubling (Sections 5402) and the Committee's inclusion of the controversial Beyond Compliance initiative is problematic, though

we do appreciate the addition of driver training and experience as factors to be considered in the program (Section 5211).

We also appreciate that the Committee did not include several contentious policies that our members vigorously oppose, including unnecessary increases to minimum liability insurance, the mandated use of Unique Electronic Identifiers or 'trackers on truckers', and unsafe increases to national truck size and weight limits, which decrease highway safety and jeopardize the viability of small trucking businesses. We discourage Committee members from supporting these policies if they are offered as amendments during markup. Inclusion of these anti-trucker provisions would unfortunately threaten our support for the overall bill.

OOIDA strongly supports the BUILD America 250 Act as proposed. The Committee has done a remarkable job prioritizing the complex needs of the nation's truckers and listening to those who make their living behind-the-wheel.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Spencer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Todd Spencer
President & CEO
Owner-Operator Independent Drivers Association, Inc.