



# National Grain and Feed Association

TRANSFORMING AMERICA'S HARVEST™

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ngfa.org

May 19, 2026

The Honorable Sam Graves  
Chair  
Transportation & Infrastructure Committee  
United States House of Representatives  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Transportation & Infrastructure Committee  
United States House of Representatives  
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen:

The National Grain and Feed Association (NGFA) supports the BUILD America 250 Act as introduced. The bill contains several items NGFA supports, such as the dry bulk axle weight variance, a more equitable method for funding the highway trust fund that would include registration fees for electric and hybrid vehicles, and targeted rail safety measures.

Through the amendment process, we strongly urge the adoption of a pilot program to allow states to voluntarily increase commercial truck weight limits on federal interstates from the standard 80,000 pounds to 91,000 pounds. The limit of 91,000 pounds would be accompanied by an extra axle to better distribute the weight and allow for faster breaking. The adoption of this amendment could increase transportation efficiency by up to 22%, saving significant amounts of fuel and cost.

As amendments are considered for rail, we remind the committee that NGFA members depend on a safe, reliable, and economically sustainable freight rail system to move essential agricultural commodities to domestic and global markets. We support targeted rail safety measures that are grounded in data and demonstrably improve safety outcomes, such as funding for first-responder training, and data-driven improvements to track maintenance programs. At the same time, we caution against provisions that could disrupt supply chains, increase congestion, or impose requirements disconnected from operational realities and safety data. The value of agricultural products is less than many other products moved by rail and any actions to increase the costs of rail freight that force rail carriers to further increase rail rates for its customers could more significantly impact agricultural shippers, receivers, producers and consumers.

NGFA remains committed to working constructively with Congress and all stakeholders to advance policies that strengthen rail safety while ensuring the continued efficiency and resilience of the agricultural supply chain.

Sincerely,

**Michael J. Seyfert**  
President and Chief Executive Officer  
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