



December 6, 2024

The Honorable Thomas Carper
Chairman
Committee on Environment & Public Works
United States Senate
Washington, D.C. 20510

The Honorable Shelley Moore Capito
Ranking Member
Committee on Environment & Public Works
United States Senate
Washington, D.C. 20510

The Honorable Sam Graves
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Carper, Ranking Member Capito, Chairman Graves, and Ranking Member Larsen:

The National Grain and Feed Association (NGFA) writes in support of the bipartisan agreement you have crafted on the Thomas R. Carper Water Resources Development Act (WRDA) of 2024.

The NGFA, established in 1896, consists of grain, feed, processing, exporting and other grain-related companies that operate facilities handling U.S. grains and oilseeds. Its membership includes grain elevators; feed and feed ingredient manufacturers; biofuels companies; grain and oilseed processors and millers; exporters; livestock and poultry integrators; and associated firms that provide goods and services to the nation's grain, feed and processing industry. The NGFA also has 27 affiliated State and Regional Associations located throughout the United States.

American agriculture's competitive advantage depends upon the quality, accessibility, and cost-effectiveness of a comprehensive transportation system including inland waterways and ports, rail service, highways, roads, and bridges. As policymakers, we commend your leadership in crafting this legislation, on a bipartisan basis. Undertaking the WRDA process every two years allows for the examination of policies and projects that enhance and promote the reliability and utilization of this critical mode of transportation.

NGFA supports the increase in the cost share for inland waterway projects from 65 percent to 75 percent from general Treasury funds and the remaining 25 percent from the Inland Waterways Trust Fund. This policy will bolster investments for U.S. inland waterways, expedite the modernization of locks and dams, and enhance the ability of NGFA members to serve domestic and global customers.

Importantly, NGFA is pleased there is no policy or funding to remove dams on the Lower Snake River.

WRDA can positively impact agricultural trade and the economy because barges move almost half of all export grain. From the Pacific Northwest to the Mississippi River and the Gulf Coast, the importance of inland waterways and ports to American agriculture is definitive.

The NGFA thanks you for your efforts and strongly supports final congressional approval of the Water Resources Development Act of 2024.



Respectfully,

Michael J. Seyfert
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