



December 8, 2025

The Honorable Mike Johnson  
Speaker  
United States House of Representatives  
Washington, DC 20515

The Honorable Hakeem Jeffries  
Minority Leader  
United States House of Representatives  
Washington, DC 20515

Dear Speaker Johnson, Leader Jeffries, and the members of the United States House of Representatives:

On behalf of the National Stone, Sand & Gravel Association (NSSGA), the American Cement Association (ACA), National Asphalt Pavement Association (NAPA), National Ready Mixed Concrete Association (NRMCA) and our member companies that supply critical construction materials for roads, infrastructure, energy and agriculture, we write to express our strong support for two bipartisan bills being considered on the House floor this week: the SPEED Act and the PERMIT Act. We applaud the House's leadership in advancing common-sense permitting reform that promotes essential domestic infrastructure.

H.R. 4776, the Standardizing Permitting and Expediting Economic Development Act (SPEED Act), by Representative Westerman and H.R. 3898, the Promoting Efficient Review for Modern Infrastructure Today Act (PERMIT Act), by Representative Collins, offer essential reforms that reduce costly and unpredictable permitting delays in the construction materials industry. These bills create certainty and protect operators from regulatory overreach and procedural abuse by establishing clear jurisdictional boundaries and predictable timelines. This certainty is critical to meeting growing national demands from industries that supply the foundational materials for America's roads, bridges, energy systems and other infrastructure.

Moreover, these reforms directly support the United States' broader infrastructure and economic goals. By removing regulatory bottlenecks and ensuring efficient project delivery, these bills help ensure that essential construction materials can flow unimpeded to construction sites nationwide.

#### **H.R. 4776, the SPEED Act**

The construction materials industry has long faced delays not due to opposition to environmental protections, but because of inconsistent interpretations, duplicative processes and legal uncertainty under the National Environmental Policy Act (NEPA). The SPEED Act reflects the pragmatic reforms our members have called for, including those that maintain strong environmental standards while removing bureaucratic gridlock. These changes are critical

to modernizing America's infrastructure, increasing housing supply and ensuring the timely development of energy and transportation projects that benefit every community.

The SPEED Act clarifies that NEPA is a procedural statute that ensures that federal agencies consider environmental impacts without mandating specific outcomes. The bill includes language granting equivalency to other federal and state statutes that meet NEPA requirements, helping to prevent duplicative reviews at multiple government levels. By limiting comments from cooperating agencies to issues within their jurisdictions, the SPEED Act helps ensure that only relevant input is considered, thereby reducing unnecessary delays, discouraging interference and creating a more predictable review process.

One of the more critical sections of the bill is the exclusion of federal funding alone as a trigger for NEPA. Under current NEPA implementation, the receipt of federal funding, whether in the form of discretionary grants, subsidies or formula funding, is often treated by agencies as sufficient to trigger a full environmental review. This occurs even when the federal agency exercises no permitting or operational authority over the project. The SPEED Act reinforces the principle that NEPA applies only when the federal government has an actual decision-making role, through permitting, regulatory control or approval power, not just when it supplies funds.

With limited resources at every level of government, it is essential that bureaucratic red tape not slow or stall critical safety and maintenance projects. As Congress prepares for the next surface transportation reauthorization in 2026, improving permitting efficiency will be central to the success of that legislation. The reauthorization will direct hundreds of billions of dollars in federal highway and transit investments, but the true value of those funds can only be realized if projects move through the development and approval process in a timely and predictable manner. Passing the SPEED Act now would strengthen the next reauthorization by ensuring that federal dollars can be deployed quickly, reducing project uncertainty for state and local transportation agencies and preventing cost escalation from eroding the effectiveness of those investments.

### **H.R. 3898, the PERMIT Act**

The PERMIT Act provides necessary, common-sense reforms that cut down the costly and unpredictable permitting delays faced by the construction materials industry. This legislation will shield operators from excessive regulation and procedural abuse by establishing clear jurisdictional boundaries and predictable timelines, which often cause unnecessary project slowdowns or cancellations.

Moreover, these reforms directly support the United States' broader infrastructure and economic goals. They align with Congress's bipartisan commitment to rebuild and modernize the nation's physical assets, while strengthening domestic supply chains and creating high-quality jobs. By removing regulatory bottlenecks and ensuring efficient project delivery, this bill helps ensure that essential construction materials can flow unimpeded to construction sites nationwide, supporting growth, competitiveness, and sustainability. The industry is excited to

see the immediate streamlining of project approvals and the long-term stability these policies offer.

The PERMIT Act reduces procedural abuse by focusing states' authority under Section 401 to only federally regulated discharges and establishes a 90-day deadline for state certification decisions. This guarantees consistent timelines for permitting processes affecting the construction industries. These critical updates to the Clean Water Act (CWA) further modify federal general permits under Section 404 by lengthening their renewal period from five to ten years and promoting the maintenance and growth of linear projects, such as pipelines, utilities and roads. NSSGA, ACA, NAPA and NRMCA members and customers will experience greater certainty across their sites and projects. If passed, our members will be better prepared to meet the increased demand when the next surface reauthorization bill is enacted.

The PERMIT Act mandates the Army Corps of Engineers to clear its backlog of CWA Section 404 jurisdictional determinations and pending permit applications. Timely determinations help keep project schedules on track and promote job growth. A jurisdictional determination is the only way to obtain a definitive, official answer on whether a parcel contains jurisdictional aquatic resources. Construction professionals across the country report that it can take over a year to receive a jurisdictional determination. Addressing this backlog is essential to remove costly uncertainty for these projects.

NSSGA, ACA, NAPA and NRCMA strongly urge the passage of the SPEED Act and PERMIT Act.

Thank you for your leadership.

Sincerely,  
National Stone, Sand & Gravel Association  
American Cement Association  
National Asphalt and Pavement Association  
National Ready Mixed Concrete Association