

November 19, 2025

The Honorable Bruce Westerman
Chairman, House Natural Resources
202 Cannon House Office Building
Washington DC 20510

The Honorable Jared Huffman
Ranking Member, House Natural Resources
2330 Rayburn House Office Building
Washington DC 20510

Dear Chairman Westerman and Ranking Member Huffman,

On behalf of the National Asphalt Pavement Association (NAPA), we strongly support *H.R. 4776, the Standardizing Permitting and Expediting Economic Development (SPEED) Act*. NAPA is the lone national trade association representing more than 1,000 companies involved in asphalt pavement production and paving applications across the country. Our members produce over 400 million tons of asphalt pavement each year, support nearly 350,000 jobs nationwide, and account for more than \$30 billion in capital investment. Asphalt comprises roughly 94% of the highway-pavement market and 80% of the airfield-pavement market, making it the most flexible, resilient, and sustainable pavement material available. NAPA members operate approximately 3,500 asphalt mix plants in virtually every Congressional district—coast to coast and border to border—providing the essential materials needed to build and maintain nearly 4 million miles of roadway across the United States.

As you know, permitting and environmental-review delays impose an enormous cost burden on infrastructure delivery. For the asphalt industry — one of the core suppliers to federally funded transportation projects — these delays translate directly into cost increases, schedule uncertainty, and constrained capacity to meet community and agency needs. Beyond higher costs, permitting delays slow project timelines, disrupt planned maintenance cycles, and postpone the delivery of safe, reliable, and efficient infrastructure.

With limited resources at every level of government, it is essential that bureaucratic red tape is not allowed to 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. In recent years, even modest delays in the project development process have resulted in substantial cost increases — forcing projects to be re-scoped, postponed, or reduced in scope — ultimately diminishing the impact of the infrastructure investments Congress intends to make.

We look forward to working with Congress to advance the *SPEED* Act and to support the development of a safe, reliable, and resilient pavement system that moves the American people and strengthens our economy. As we aim to pass the next surface transportation reauthorization act, we know the *SPEED* Act will be integral to its success. Thank you for your consideration, and please consider the asphalt pavement industry a resource – we stand ready to collaborate with you on permitting streamlining and project delivery efficiencies.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nile Elam', with a long horizontal flourish extending to the right.

Nile Elam
Vice President of Government Affairs
National Asphalt Pavement Association