



November 18, 2025

The Honorable Bruce Westerman  
Chairman  
Committee on Natural Resources  
1324 Longworth House Office Building  
Washington, DC 20515

The Honorable Jared Golden  
House of Representatives  
1107 Longworth House Office Building  
Washington, DC 20515

Dear Chairman Westerman and Representative Golden,

On behalf of the Maryland Transportation Builders and Materials Association (MTBMA) and the contractors, suppliers, and industry partners who build and maintain Maryland's transportation network, I am writing to express our support for the Standardizing Permitting and Expediting Economic Development (SPEED) Act.

Our members deliver the work that keeps Maryland moving. Roads, bridges, transit facilities, tunnels, ports, and water infrastructure all depend on timely access to materials and predictable project schedules. When project sponsors face unclear or prolonged federal reviews, the delays ripple through every stage of construction. This not only affects public agencies and major contractors but also small and mid-sized firms that do not have large compliance teams. For many of our members, an unpredictable process can determine whether they are able to bid, participate, or complete a job on time.

The SPEED Act takes important steps to improve that process. It provides clearer expectations for agencies carrying out reviews under the National Environmental Policy Act. It reduces duplication when state or federal requirements already meet NEPA standards. It helps limit reviews to the issues that are truly within an agency's authority. These changes strengthen accountability, reduce unnecessary delays, and give project sponsors and taxpayers a more reliable path from planning to construction.

Maryland has significant infrastructure needs. Major bridge replacements, transit investments, port improvements, and large maintenance programs all depend on timely

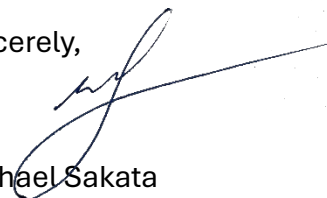
and efficient environmental reviews. When reviews drag on for years, costs escalate, schedules slip, and communities wait longer for the improvements they were promised. These challenges are amplified for projects with complex right of way, environmental, or community impacts. The SPEED Act offers a balanced framework that supports environmental stewardship while allowing agencies and project sponsors to move forward with greater confidence.

We also support the provisions that recognize federal funding alone should not automatically trigger a full NEPA review when the federal government has no direct permitting or approval authority. This clarity is important for state and local projects that rely on formula funds or competitive grants but already meet strong environmental requirements through other oversight processes.

Maryland is preparing for major long-term investments in transportation. A more consistent and predictable review process will help our state deliver these projects on schedule and within budget. It will also help ensure that contractors of all sizes can compete fairly and participate fully in the work ahead.

Thank you for advancing this effort and for your continued leadership on permitting reform. MTBMA encourages the Committee on Natural Resources and the House of Representatives to move the SPEED Act forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Sakata', is written over a faint, light blue circular background.

Michael Sakata  
President and CEO

Maryland Transportation Builders and Materials Association