



2025 OFFICERS Nov. 12, 2025

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California Asphalt Pavement Association

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The Honorable Bruce Westernman
Chairman, House Natural Resources Committee
202 Cannon House Office Building
Washington, DC 20515

The Honorable Jared Huffman
Ranking Member, House Natural Resources Committee
2330 Rayburn House Office Building
Washington, DC 20515

MEMBERS

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Asphalt Contractors Association of Florida
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Hawaii Asphalt Paving Industry
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Asphalt Pavement Association of Indiana
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New York Construction Materials Association
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Oklahoma Asphalt Pavement Association
Asphalt Pavement Association of Oregon
Pennsylvania Asphalt Pavement Association
South Carolina Asphalt Pavement Association
Tennessee Road Builders Association
Texas Asphalt Pavement Association
Utah Asphalt Pavement Association
Virginia Asphalt Association
Washington Asphalt Pavement Association
Asphalt Pavement Assoc. of West Virginia

RE: The SPEED Act – H.R. 4776 (SUPPORT)

Dear Chairman Westerman & Ranking Member Huffman:

On behalf of the State Asphalt Pavement Associations, Inc. (SAPA), a federation of 40 organizations representing asphalt producers, contractors and allied-services firms that build and maintain the asphalt pavement infrastructure vital to our economy, I write to express our support for H.R. 4776 – the Standardizing Permitting and Expediting Economic Development (SPEED) Act. As one of the largest users of federal, state and local transportation funding, and with projects frequently requiring federal permits or funding triggers under National Environmental Policy Act of 1969 (“NEPA”), our members are keenly aware of how permitting and review delays can inflate costs, disrupt schedules, raise risks and undermine the timely delivery of safe, reliable and cost-effective pavement infrastructure improvements across our nation.

We believe the current version of the SPEED Act is a constructive, common-sense reform that supports our shared goals of maintaining and expanding our nation’s surface-transportation infrastructure while preserving environmental safeguards. What follows is a summary of some of the benefits of the legislation from our perspective, followed by some observations and suggestions to ensure the measure works as intended for the asphalt pavement industry and the public.

First, reducing unnecessary delay and cost escalation is a central focus of this legislation, which is sorely needed. Our members regularly participate in federally funded highway, bridge and pavement programs where NEPA reviews or duplicative environmental reviews can add months or years of delay. The SPEED Act clarifies that NEPA is a purely procedural statute rather than one that mandates particular substantive outcomes. By narrowing the scope of review to effects that share a “reasonably close causal relationship ... proximately caused by” the project, the bill helps focus review on what matters – which means less uncertainty, lower cost, less risk—and therefore quicker project delivery. Everyone will benefit.

MAILING ADDRESS
212 Crossroads Blvd. #219
Saratoga Springs, UT 84045

(801) 231-0709

WEBSITE
www.sapa-inc.org

E-MAIL
info@sapa-inc.org

In addition, any pavement and transportation projects are subject to multiple layers of review—federal, state, tribal, local. The SPEED Act allows federal agencies to adopt existing state or tribal environmental reviews when those meet NEPA standards. This is particularly important for our industry because many pavement projects are funded via state DOTs or with state/local oversight; being able to rely on those reviews rather than restarting a federal NEPA process streamlines project execution.

Moreover, when pavement contractors and producers bid and plan for a project, delays in permitting or review translate into cost increases (equipment idle time, inflation of asphalt binder or aggregate costs, mobilization/demobilization expense). The SPEED Act's provisions for timely and unified federal reviews—including deadlines, limitation on reopening reviews, and clearer scope for judicial review—help reduce that uncertainty. With more predictable timelines, our members can better plan schedules, manage risk and deliver value for taxpayers.

Asphalt pavement, the world's most recycled material, is the backbone of our roadways, surfacing about 94 % of paved surfaces in our nation. Speeding up the ability to repair, rehabilitate or expand highways, roads, airports and other paved infrastructure helps promote economic growth, improves mobility, reduces congestion and supports local jobs in asphalt production, hauling, paving operations, maintenance and associated industries. By reforming permitting delays, the SPEED Act advances those outcomes.

While we strongly support H.R. 4776, we respectfully offer the following suggestions to help ensure the legislation fully delivers for pavement infrastructure and the public:

- **Ensure clarity around transportation-specific project application**
Many pavement/transportation projects involve federal funding (FHWA, FTA, FAA) and thus trigger NEPA reviews. It may be beneficial to include language, or clarify existing language, that designates transportation infrastructure projects (roads, highways, airport pavements, ports) as eligible for the streamlined procedures when appropriate, particularly when a state DOT or equivalent has already conducted a review. This will reduce ambiguity for state asphalt and DOT stakeholders.
- **Focus on implementation and guidance for agencies**
The Act includes many procedural changes—e.g., altering the definition of “major federal action,” limiting new scientific research, expanding categorical exclusions, extending the period for programmatic documents from five to ten years. To ensure these reforms translate into real improvements on the ground, agencies (such as the Council on Environmental Quality, FHWA, FAA) must issue clear guidance, training, and technical assistance about how the streamlined process will work, especially for state/local partners and industry.
- **Monitor for unintended consequences**
Given the scale of pavement investment and the public safety importance of roadway infrastructure, it is wise to include metrics or reporting requirements

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on permit/review timelines, cost savings, project delivery outcomes, and environmental results after implementation of the reforms. That will allow Congress, states and industry to evaluate effectiveness and make adjustments if needed.

In summary, SAPA believes that the SPEED Act presents a meaningful opportunity to modernize permitting and environmental review for infrastructure—including the roads, highways and pavement on which our communities depend—without sacrificing environmental stewardship. By clarifying the procedural nature of NEPA, reducing duplication, enhancing predictability and accelerating project delivery, the legislation aligns with our shared goals of protecting and enhancing a safe, efficient, and cost-effective pavement infrastructure. We commend you for your leadership and attention to this important legislation.

The State Asphalt Pavement Associations, Inc. (SAPA), is a non-profit trade association comprised of 40 state asphalt pavement associations that support the advancement, education and promotion of asphalt pavements. Please feel free to contact us at (801) 231-0709 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell W. Snyder", with a long horizontal flourish extending to the right.

RUSSELL W. SNYDER, CAE
Executive Director
California Asphalt Pavement Association
& 2025 SAPA Chairman