



May 19, 2026

The Honorable Sam Graves
Chair, Transportation & Infrastructure
Committee
1135 Longworth House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member, Transportation & Infrastructure
Committee
2165 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the National Asphalt Pavement Association (NAPA), we strongly support your surface transportation reauthorization package, the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act). The BUILD America 250 Act, a five-year, \$580 billion infrastructure package, will ensure asphalt producers and contractors receive the certainty, federal financial support, effective work zone safety policies, and sensible permitting reforms to maintain and advance our national roadway network the remainder of this decade.

NAPA is the lone national trade association representing over 1,100 companies involved in asphalt pavement production and paving. Our industry produces over 400 million tons of asphalt pavement annually, supporting close to 350,000 jobs nationwide. Asphalt pavements comprise roughly 94% of the entire paved roadway market, with around 3,500 permanent and portable plants in virtually every Congressional district across the country. These asphalt mix plants provide the critical pavement materials needed to build and maintain the nation's millions of roadway miles.

We thank you for your leadership in introducing a bipartisan surface transportation reauthorization package that maintains historic investments in modernizing our roads and highways, along with prioritizing formula funds and empowering state departments of transportation (state DOTs) to direct the projects that are most important to their local needs. Our members are the largest vendors of pavement materials to state DOTs across the country, and these funds ensure timely and efficient delivery of countless projects, from routine maintenance to the most ambitious roadway improvements.

Further, we appreciate your attention to work zone safety policies, which directly benefit the countless men and women in our industry who work hard every day at roadway work sites nationwide. We welcome policies such as the interagency working group convening federal partners and industry stakeholders like asphalt producers and pavers, eligibility for grant programs that support work zone safety training in driver education, and further deployment of effective work zone safety technologies.

In addition, we thank you for including the first user fee injection into the Highway Trust Fund (HTF) in over three decades, with right-sized user fees for all electric vehicles (EVs) and plug-in hybrid vehicles. For too long, our roadway user network has experienced a deliberate imbalance while EV and hybrid vehicles paid nothing into the HTF. These vehicles weigh significantly more than those with traditional combustion engine drivetrains, causing road pavements to degrade faster and require more maintenance. Ensuring we promote equity across all drivetrains for road usage is critical, especially at a time when EV and hybrid vehicles have grown in popularity.

We welcome the bill's focus on delivering efficient projects by including pragmatic permit reforms that speed up delivery. Every surface transportation reauthorization package touts permit reform, but our industry still sees federal dollars consumed due to duplicative or arbitrary permitting reviews and delays, leaving fewer resources to address critical roadway projects. This bill will mitigate these issues by expanding categorical exclusions across the U.S. Department of Transportation (USDOT) and doubling the cost threshold for major projects to \$1 billion to remove burdensome requirements. Coupled with permitting reforms passed in the House including your Committee's PERMIT Act, these initiatives will stretch federal dollars further while ensuring thorough environmental review and timely roadway projects are achieved in unison.

There are more industry policy priorities we can praise within the BUILD America 250 Act. For example, reauthorizing the vital Accelerated Implementation and Deployment of Pavement Technologies (AID-PT) program within the USDOT is vital for researching and advancing modern mix designs in the marketplace. And protecting the standing construction material exemption from unnecessary Buy America requirements on raw material inputs helps our industry maintain efficient supply chains within the construction material sector while stewarding taxpayer dollars. We appreciate each of you for your leadership, your invaluable staff, and countless colleagues on the Committee who have already voiced their support for the markup and passage of this surface transportation reauthorization as quickly as possible.

The House Transportation & Infrastructure Committee is a beacon of bipartisanship – efforts that are on full display in this major legislative process. Thank you for the introduction of BUILD America 250 Act, which NAPA endorses. We are eager to lead the chorus of support from our industry members and others across the construction industry. NAPA stands ready as an industry resource as your Committee heads into markup this week, and ultimately to floor passage, as we garner more bipartisan support from the House chamber. Please reach out if you need anything from the asphalt pavement industry.

Sincerely,



Jay Lemon
NAPA Chair of the Board



Audrey Copeland, Ph.D., P.E.
NAPA President & CEO



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NAPA Vice President of Government Affairs