



June 3, 2026

The Honorable Shelley Moore Capito  
Chairwoman  
Environment & Public Works Committee  
170 Russell Senate Office Building  
Washington DC 20510

The Honorable Sheldon Whitehouse  
Ranking Member  
Environment & Public Works Committee  
530 Hart Senate Office Building  
Washington DC 20510

Dear Chairwoman Capito and Ranking Member Whitehouse,

The National Asphalt Pavement Association (NAPA) welcomes today's hearing examining the Federal Highway Administration's (FHWA) proposed Fiscal Year 2027 budget featuring Administrator Sean McMaster. As Congress evaluates FHWA's funding priorities and prepares for the next surface transportation reauthorization, this hearing provides an important opportunity to examine how federal policies can best support a safe, efficient, and reliable transportation network.

NAPA is the sole national trade association representing more than 1,100 companies involved in the production and application of over 400 million tons of asphalt pavement annually. Our members operate asphalt plants in virtually every congressional district, supporting hundreds of thousands of jobs while building and maintaining the roadways and airfields that keep America moving. Approximately 94% of the nation's paved roads and more than 80% of its airfields are surfaced with asphalt.

This discussion comes at a particularly important moment. With the current surface transportation reauthorization set to expire September 30, Congress and the Administration are simultaneously evaluating near-term funding priorities and the long-term policies that will shape America's transportation system for years to come. FHWA Administrator McMaster's leadership will be critical towards implementing effective transportation policies, advancing key infrastructure priorities, and ensuring precious federal resources are invested efficiently.

As you consider FHWA's budget and broader surface transportation priorities, NAPA wishes to reiterate the issues most important to the asphalt pavement industry, including advancing work zone safety, expanding reclaimed asphalt pavement utilization, improving project delivery through permitting reform, maintaining critical construction material supply chain flexibilities, supporting vital pavement research programs, and addressing PFAS concerns.

Many of the priorities outlined below are included in the House's bipartisan BUILD America 250 Act, legislation NAPA publicly [endorsed](#). We encourage the Senate to build upon that bipartisan effort and advance a long-term surface transportation reauthorization that strengthens our nation's infrastructure, improves safety, and supports efficient project delivery.

**Prioritize Work Zone Safety:** Work zone intrusions threaten both roadway workers and the traveling public. More than 110,000 work zone crashes resulted in approximately 850 fatalities and 41,000 injuries [in 2024 alone](#). NAPA was encouraged to see many of its work zone safety priorities included in the House's BUILD America 250 Act, including expanded eligibility for Highway Safety Improvement Program funding, new grant opportunities for work zone safety education and teen driver awareness, and the creation of a federal interagency working group focused on roadway worker protection. While these provisions

represent meaningful progress, more work remains. NAPA looks forward to working with Congress and the Administration on [policies](#) that improve work zone safety, protect roadway workers, and reduce preventable crashes.

**Encourage RAP Deployment:** Asphalt pavement is the most recycled product in the United States, largely due to the widespread use of [reclaimed asphalt pavement](#) (RAP). In 2024, asphalt producers incorporated more than [100 million tons of RAP](#) into new pavement mixtures, generating an estimated \$4.7 billion in cost savings while reducing material consumption and landfill waste. RAP delivers the same performance as virgin materials, yet average utilization rates remain relatively flat nationwide. NAPA [encourages](#) FHWA and Congress to continue advancing policies that support greater RAP deployment, helping stretch taxpayer dollars while maintaining high-quality, durable infrastructure.

**Streamline Project Delivery:** Efficient project delivery is essential to maintaining and modernizing the nation's transportation network. While recent reforms have improved coordination among federal agencies, additional steps can be taken to reduce duplicative reviews, provide regulatory certainty, and accelerate project timelines without compromising environmental stewardship. Bipartisan proposals such as the [SPEED Act](#) and [CERTAIN Act](#), along with related provisions included in the BUILD America 250 Act, demonstrate meaningful opportunities to improve the federal permitting process. NAPA supports continued efforts to streamline project delivery and ensure infrastructure investments can be delivered more efficiently and cost-effectively.

**Protect the Construction Material Supply Chain:** The bipartisan construction materials exemption from [Buy America](#) provisions remains critical to the asphalt industry and broader transportation construction sector. While 100% of asphalt is produced domestically, certain regions—including the Northeast, Gulf Coast, Upper Midwest, and Pacific Northwest—rely on imported aggregates and asphalt binder due to limited local reserves and refining capacity. Preserving these targeted exemptions helps protect critical supply chains, avoid unnecessary cost increases, and ensure transportation projects can be delivered efficiently and affordably. NAPA encourages Congress and the Administration to maintain these important flexibilities as they consider future transportation policies.

**Support Critical Highway Pavement Research:** The [Accelerated Implementation and Deployment of Pavement Technologies](#) (AID-PT) program plays an important role in advancing pavement innovation, deployment, and best practices. NAPA strongly supports continued investment in AID-PT and encourages consideration of increased funding levels, which have remained unchanged since the program's creation more than a decade ago. We were pleased to see the program reauthorized in the BUILD America 250 Act and encourage the Senate to similarly support this vital research initiative in its surface transportation legislation.

**Address PFAS Concerns and Passive Receivers:** As federal agencies continue addressing the impacts of per- and polyfluoroalkyl substances (PFAS), policymakers should ensure regulations do not create unintended consequences for asphalt producers and contractors. While the asphalt pavement industry does not manufacture, use, or intentionally add PFAS to its products, airfield pavements may become contaminated through exposure to certain firefighting foams. Ongoing university-led – and DOT-backed – research is exploring whether PFAS-exposed pavements can be safely recycled into new asphalt [mixes](#) while remaining inert. NAPA supports liability protections for asphalt contractors and producers as we continue to responsibly deploy recycled materials and looks forward to working with Congress and FHWA on practical, science-based solutions.

Thank you for your consideration of these critical issues, and their prioritization in the surface transportation reauthorization package. Please consider NAPA an industry resource on these policies, and we are happy to share additional market insights, local impacts and additional data for your consideration.

We look forward to working with you on future legislation to grow and support our national surface transportation network.

Best,

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

Nile Elam  
Vice President, Government Affairs  
National Asphalt Pavement Association

CC: Members of the EPW Committee