



NATIONAL STONE, SAND  
& GRAVEL ASSOCIATION

July 30, 2025

The Honorable Bruce Westerman  
Chairman  
Committee on Natural Resources  
1324 Longworth House Office Building  
Washington, D.C. 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 National Stone, Sand & Gravel Association (NSSGA) and our member companies that supply essential construction materials for the infrastructure, energy and agriculture sectors, I am writing to express our strong support for the Standardizing Permitting and Expediting Economic Development (SPEED) Act. This legislation clarifies the analysis required under the National Environmental Policy Act (NEPA), enabling agencies to better balance environmental protection with economic development.

NSSGA proudly represents more than 530 members, including aggregates producers, as well as manufacturers of equipment and services that support the construction industry. Our members form the foundation of the U.S. infrastructure sector, accounting for over 90 percent of the nation's annual crushed stone production and 70 percent of sand and gravel. These materials are essential for constructing homes, buildings, roads, ports, dams and public works projects. The industry's economic impact extends far beyond the job site. For every direct job in the aggregates industry, an additional 5.95 jobs are supported in other sectors. Similarly, each dollar of earnings in our industry generates \$4.95 in additional earnings throughout the broader economy.

For decades, NSSGA has championed permitting reform that ensures timely access to aggregates, recognizing that virtually no infrastructure project can begin without these materials. Our industry has long faced delays not due to opposition to environmental protections, but because of inconsistent interpretations, duplicative processes and legal uncertainty under NEPA. The SPEED Act reflects the pragmatic reforms our members have called for, including those that maintain strong environmental standards while removing bureaucratic gridlock. These changes are critical to modernizing America's infrastructure, increasing housing supply and



ensuring the timely development of energy and transportation projects that benefit every community.

NEPA reviews often take much longer than the two years set by federal guidance. Vague requirements and overlapping responsibilities among agencies contribute to these delays, making it challenging for project sponsors to plan, budget and advance projects with certainty. As a result, public works are delayed, private investments stall, and access to essential construction materials is limited. These inefficiencies affect producers and every public agency and contractor working to build roads, bridges and water systems on schedule and within budget. Smaller contractors, especially those without access to legal teams or permitting consultants, are frequently left behind.

The SPEED Act clarifies that NEPA is a procedural statute that ensures that federal agencies consider environmental impacts without mandating specific outcomes. The bill includes language granting equivalency to other federal and state statutes that meet NEPA requirements, helping to prevent duplicative reviews at multiple government levels. By limiting comments from cooperating agencies to issues within their jurisdiction, the SPEED Act helps ensure that only relevant input is considered, therefore reducing unnecessary delays, discouraging interference and creating a more predictable review process. Additionally, the bill puts project proponents in the driver's seat to grant extensions when agencies need more time for environmental reviews.

Allowing federal agencies to rely on existing categorical exclusions provided to other agencies will significantly reduce the time and costs that project proponents currently face, often due to the location of the land. We strongly support giving all federal agencies access to all statutorily authorized categorical exclusions under NEPA. Notably, the SPEED Act also sets a new standard for judicial review of NEPA-related claims: courts may only overturn an agency's action if they find the agency abused its discretion under NEPA and that the abuse would have changed the outcome.

One of the more critical sections of the bill is the exclusion of federal funding alone as a trigger for NEPA. Under current NEPA implementation, the receipt of federal funding, whether in the form of discretionary grants, subsidies or formula funding, is often treated by agencies as sufficient to trigger a full environmental review. This occurs even when the federal agency exercises no permitting, siting or operational authority over the project. The SPEED Act reinforces the principle that NEPA applies only when the federal government has an actual decision-making role, through permitting, regulatory control or approval power, not just when it supplies funds. This may be the most pivotal section of the bill, as Congress begins considering the next surface reauthorization funding. NSSGA strongly endorses the notion that federal funding is meant for projects, not just for environmental review and litigation surrounding those projects.



Finally, the SPEED Act would codify the Supreme Court's recent decision in *Seven County Infrastructure Coalition v. Eagle County, Colorado*, which confirms that agencies should focus solely on the proposed action rather than hypothetical upstream or downstream effects of a project.

NSSGA strongly endorses the SPEED Act and urges the Committee on Natural Resources and the full House of Representatives to swiftly pass this critical legislation. Thank you for your leadership in advancing common-sense permitting reform.

Sincerely,

A handwritten signature in black ink, appearing to read "Michele Stanley". The signature is fluid and cursive, with the first name "Michele" written in a larger, more prominent script than the last name "Stanley".

Michele Stanley  
Interim CEO  
National Stone, Sand & Gravel Association

