



Government Affairs Steering Committee

2022 Action Plan

This 2022 Action Plan was created to articulate the GAC's Goals, obtain Committee approval on ACPA Government Affairs activities and ensure the ACPA staff is aligning with member priorities with full transparency. The intended audience of this Plan is ACPA Members, to keep them fully informed of progress and achievements. As 2022 progresses, the GAC will use this Plan to measure progress and performance on achieving the GAC's Goals.

GOALS:

The overarching goal of ACPA's government affairs program is to advocate for concrete pavement market growth. ACPA works to accomplish this growth by supporting robust and reliable infrastructure funding, promoting increased investment in research and technology, elevating awareness of the benefits of cement and concrete without disparagement to competitors, and by creating opportunities for concrete pavement at the federal and state agencies.

Growing overall funding involves securing increased investment in transportation infrastructure, specifically for highways and airfields - primarily through the Highway and FAA Authorization bills. ACPA pursues growth through purposeful and effective engagement with a variety of transportation and construction coalitions, direct engagement with lawmakers, and utilizing ACPA PAC to support legislative champions and partner with allied industry PACs.

Creating opportunities for concrete pavement growth involves tactical engagement on legislative, regulatory, and administrative policy, including but not limited to: designating funding in relevant legislation (authorizations and appropriations), introducing and influencing legislative language and federal policies, educating lawmakers, staff and administrative officials on the benefits of concrete paving, and promoting guidance and practices to ensure good governance and stewardship provisions such as asset management, LCCA, competition, and resilience.

The Action Plan below is informed by the current state of legislation.

HIGHWAYS:

- Designated Funding for Concrete Pavement Technology (AID-PT):
 - No federal engagement required in 2022. IJA included the ACPA-conceived \$12 million/year Accelerated Implementation and Deployment of Pavement Technologies (or AID-PT) program which funds the vast majority of concrete

pavement research and technology deployment efforts conducted by and funded through FHWA and the CP Tech Center. Funded through 2026.

- Long Life Pavement Program:
 - Pursue legislation within the House Science Committee related to 50-year life legislation. Structure the legislation to direct USDOT R&D to start researching how we extend the life of pavements in federal contracts with a goal of at least 50 years. Include increased DOT research money in this ask.
 - Engage with FHWA to illustrate the benefit of long-life pavements via AID-PT annual reports.
 - Develop outreach plan to promote lower the life-cycle CO₂ in pavements.
- Sustainability and Low-Carbon Provisions:
 - If enacted, ensure low-carbon materials language in the Build Back Better legislation does not favor asphalt over concrete paving by engaging with FHWA and EPA to ensure focus is widened to include life-cycle carbon and not just embodied carbon. Engage via meetings with leadership, Technical Feedback Groups and rulemakings.
- Resilience Provisions:
 - Leverage appropriations process to ensure concrete paving isn't disadvantaged and that resiliency and durability are discussion items in implementing IIJA's new programs.
 - Engage with FHWA and/or FEMA on implementation of resilience provisions (including evacuation route language) in existing law as well as in IIJA, including BRIC (\$1 billion for 2022), and PROTECT grants (\$8.7 billion over 5 years). Both of these grant programs are awarded to States and Localities. ACPA, through our state chapters, will work closely with communities that are eligible for BRIC funding (the criteria is established through number of declared natural disasters over a certain time period) and those applying for PROTECT to educate on the resilient nature of concrete.
- Inter-Industry Competition:
 - Leverage Biden Administration's Executive Order on Competition (July 9, 2021) via meetings with DOT and FHWA staff to argue that it should extend to the \$50 billion federal aid highway program. Use ongoing messaging and MIT's research to support effort.
 - Continue to message the benefits of inter-industry competition to FHWA and state agencies leveraging MIT's research.
- Pavement Design Policy:
 - Engage in soon-to-be-published rulemaking on FHWA Pavement Design Policy, expected in the first quarter of 2022. ACPA will draft comments and will circulate among membership.
- Life-Cycle Cost Analysis (LCCA) Guidance:

- Engage with FHWA infrastructure staff on federal LCCA guidance. This FHWA effort is tied closely with the Pavement Design Policy effort. ACPA will actively engage by serving on FHWA's Technical Feedback Group for a commitment to better enforce adherence to the long standing LCCA standards.

AIRFIELDS:

- Advocate for ACPA member priorities in 2023 FAA Reauthorization (current 5-year FAA authorization expires in September 2023).
 - Advocate for increased funding for the Airport Improvement Program (AIP) and increase or eliminate the Passenger Facility Charge (PFC) cap. This will be conducted in concert with others in ACI-NA and TCC.
 - Look for opportunities to testify in FAA reauthorization hearings and submit questions to members to highlight the importance of R&D and airfield pavements, especially as air traffic increases in the next two years. Specifically pointing out that we are able to construct and reconstruct runway with shorter closure times and with pavement that lasts longer and has a lower lifetime CO₂ footprint.
 - Look for opportunities to position concrete pavement resilience in the FAA bill. This opportunity would extend to General Aviation airports as well, as they are also funded through the AIP program.
 - Work with NAPA to determine if the current funding level of \$6 million is still appropriate or if more research could be conducted with more money.
 - Examine whether new market opportunities exist for increased concrete pavement usage in general aviation.
- Appropriations Funding for Concrete Pavement Technology (APTP):
 - Both House and Senate passed transportation appropriations bills include funding for the ACPA-conceived \$6 million Airfield Pavement Technology Program. ACPA will ensure this program remains in the appropriations measure as the House and Senate THUD Bills are incorporated into an omnibus bill.
 - Lay groundwork for 2023 appropriations funding for the APTP program.
- Resilience in NDAA:
 - Position concrete pavement resilience in National Defense Authorization Act (NDAA) for disaster prone defense facilities (applies to both roads and airfields).
- Improve Military Tri-Services Specifications:
 - Engage with Corps of Engineers on specification improvements.
- LCCA Discount Rate:
 - Work with the FAA Office of Airport Planning and Programming (APP) to include the OMB recommended discount rates in the next update of the Airport Improvement Program (AIP) Handbook.
- Extending Pavement Design Life:

- Participate in REDAC committee to impact extended pavement design life project.
- Enhanced FAA Pavement Design:
 - Engage with FAA to help shape FAA Advisory Circulars relevant to improved concrete pavement design.

ACPA PAC:

To successfully execute this action plan requires regular engagement with Members of Congress and support of their campaigns. To do this effectively will require growing the ACPA PAC with a goal of increasing contributions to the PAC by 20% in 2022 and 30% in 2023.

TRACKING PROGRESS:

The ACPA Government Affairs team will regularly report progress to ACPA members through quarterly government affairs reports, regular Committee meetings, and at Mid-year and Annual Meetings.