



Government Affairs Update

1st Quarter 2022

Overview

The American Concrete Pavement Association (ACPA) and its members support policies that promote increased investment in transportation infrastructure, particularly highways, roadways, and airports. With a large and growing emphasis on sustainability, ACPA is engaging in

legislative and administrative efforts to tout the advantages concrete pavement has in addressing our transportation system's current and future needs. The information below provides a look at the first quarter of 2022 and serves as a platform from which ACPA will continue to advocate for concrete pavements and the companies who help make them.

117th Congress

Bipartisan Infrastructure Law (BIL)

Signed into law on November 15th, 2021, also known as the Infrastructure Investment and Jobs Act (IIJA), this law reauthorizes the highway program through 2026 and provides a historic increase in infrastructure funding.

Highlights:

- ~**24% growth in core Highway program** formula funding for 2022, with 2.2% yearly increases through 2026.
- Approximate **doubling of Airfield investments** over 2021 levels. \$25 billion over five years.
- ACPA-conceived \$12 million per year Accelerated Implementation and Deployment of Pavement Technologies (AID-PT) authorized and funded.



Consolidated Appropriations Act of 2022

After five and a half months under continuing resolutions (CRs), 2022 appropriations were signed into law on March 15th, 2022. This measure enacted new spending levels and allowed for new programmatic starts under the BIL.

Highlights:

- Enactment of the appropriations bill **unlocked the full force of the BIL**, releasing the remaining ~20% of formulaic funding held up under the CRs.
- Includes **full funding** (\$6 million) for the ACPA-conceived Airfield Pavement Technology Program (AFTP) for FY 22. Since 2019, \$9.5 million for concrete pavement research has been directed through the CP Tech Center via a cooperative agreement with the FAA for concrete pavement airfield research under this program.



Ongoing Administrative Policy Engagement

ACPA works directly with agency officials to promote good governance and stewardship of federal highway and airport programs. With a disciplined focus on lifecycle cost analysis (LCCA), inter-industry competition, sustainability, asset management, and resilience, ACPA regularly engages policy-makers to help remove barriers to fair and equitable agency decision-making and to enhance concrete pavement's market position.

Federal Highway Administration

ACPA has engaged with FHWA in structured and unstructured formats to promote the concrete pavement industry's top priorities, including on lifecycle assessment, healthy competition, overlay deployment, and numerous technical issues. ACPA is submitting comments in response to FHWA's request for information on the implementation of the Bipartisan Infrastructure Law, which will focus on maximizing the impact of the massive funding increase by promoting intellectually honest and empirically sound pavement choices at the state and local levels. ACPA interfaces regularly with FHWA's team lead for Pavement Materials within the Office of Infrastructure and FHWA's Pavement Design and Performance Program Manager for the Sustainable Pavements Program. ACPA also directly participated in the Sustainable Pavements Technical Working Group, ensuring concrete pavement interests are appropriately considered and reflected in FHWA sustainability efforts.

Federal Aviation Administration

ACPA is working with the FAA Office of Airport Planning and Programming (APP) to include the Office of Management and Budget (OMB) recommended discount rates in the next update of the Airport Improvement Program (AIP) Handbook, following a successful adoption of the rate by the Airport Standards and Safety (AAS). ACPA's position on the Research, Engineering and Development Advisory Committee (REDAC) allows for direct input into FAA research oversight of various projects, including the extended pavement design life initiative at the FAA Test Center. ACPA continues to participate in the REDAC Airport Subcommittee meetings to monitor and make logical recommendations for FAA Test Center Concrete Pavement Research.



Military Tri-Services Group

ACPA met with representatives of the Army Corps of Engineers, the Naval Facilities Engineering Systems Command, and the Air Force Civil Engineer Center to discuss specification updates for concrete pavement construction specifications. Tri-Services seems likely to incorporate many of ACPA's recommendations to the new specifications and will provide ACPA with a review copy of the planned specification update this spring. ACPA also provided a recurring guest lecture at the Air Force Institute of Technology's Civil Engineering School, which ensures that the next generation of decision-makers have the best information about concrete pavements as they move through their careers. This ongoing relationship complements the engagement with senior Tri-Services personnel.

Federal Emergency Management Agency

ACPA met with the FEMA Assistant Administrator of the Grant Programs Directorate and discussed the importance of building resilient communities and how concrete pavement can further that goal. ACPA emphasized the inundation-failure-resistant properties of concrete pavement and the role such features play in a rapidly changing climate. ACPA will continue to promote the disaster-resilient nature of concrete pavement to FEMA and other stakeholders in the disaster and emergency preparedness realm.

Public Engagement and Products

ACPA coordinated with allied organizations to amplify the reach of our government affairs efforts and our members' voices. This quarter, ACPA joined coalition efforts on three separate public letters; the letters called for completing FY22 Appropriations, opposing the proposed federal gas tax holiday, and making pavement eligible for a carbon reduction incentive program. Two of the three letters have thus far been successful in achieving the expressed goals.

ACPA equipped our members and Chapters with information and tools to understand the government affairs landscape. The ACPA-produced [*The Infrastructure Investment and Jobs Act: What's in it for the Concrete Pavement Industry?*](#) serves as a guide to the pavement-related programs in the BIL, and ACPA staff created state-by-state breakdowns of the funds received for each category.

For more information about the issues listed above, feel free to contact **Leif Wathne** at lwathne@acpa.org or ACPA CEO **Laura O'Neill Kaumo** at loneill@acpa.org

