This Action Plan was created to articulate the Government Affairs Committee (GAC) goals, obtain Committee approval on ACPA government affairs activities, and ensure the ACPA staff is aligning with member priorities and the strategic plan with full transparency.

The intended audience of this plan is ACPA Members and affiliated organizations to assist with industry-wide coordination and note achievements. As 2023 progresses, the GAC will use this plan to measure progress and performance on achieving the GAC’s goals.

One of the three objectives in ACPA’s overall Strategic Plan is to ensure “Policy and decision makers understand the positive impact concrete pavement can have on our environment.”

FURTHER STRATEGIC GOALS INCLUDE:

• Advocate ACPA positions at the Federal level.
• Increase understanding of the role concrete pavement plays in sustainability and resiliency.
• Increase available funding for paving projects and research.
• Increase utilization of ACPA insights by key policymakers.

Combined with GAC’s historic objective to advocate for concrete pavement market growth, the ACPA team will work to support robust and reliable infrastructure funding, promote increased investment in research and technology, elevate awareness of the benefits of cement and concrete without disparagement to competitors, and create opportunities for concrete pavement at the federal and state agencies.

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 pavement, and promoting guidance and practices to ensure good governance and stewardship provisions such as asset management, LCCA, inter-industry competition, and resilience.
To support the Strategic Plan and market growth, ACPA staff intends to prioritize the following:

**Prioritize Funding Opportunities for the CP Tech Center**

**Reauthorization of the Airfield Pavement Technology Program (APTP) in the FAA Reauthorization**

Section 744 of the FAA Reauthorization Act of 2018 (titled Research and Deployment of Certain Airfield Pavement Technologies), authorized a program for FAA to carry out research and development of airfield pavement technologies that extend the life of airfield pavements; and to develop and conduct training, provide for demonstration projects, and promote the latest airfield pavement technologies to aid in the development of safer, more cost effective, and more durable airfield pavements. ACPA worked with NAPA and PCA to secure this program leading up to the 2018 FAA reauthorization. Congress has funded this program (through annual appropriations since 2020) at $6M per year. FAA entered into a cooperative agreement with CPTech Center to carry out the concrete portion of this APTP program. ACPA intends to work with NAPA and PCA to ensure this program is reauthorized as currently written, in the next FAA Reauthorization (due 2023).

**Appropriations Funding for Concrete Pavement Technology**

Since 2020, the House and Senate transportation appropriations bills include funding for the ACPA-conceived $6 million Airfield Pavement Technology Program (APTP). ACPA will ensure this program remains in appropriations measures.

**Grant and Other Funding Opportunities**

ACPA has onboarded a government affairs consulting firm who will assist in identifying opportunities in the IIJA and other moving pieces of legislation to help secure more funding for concrete pavement research and technology deployment.

**Concrete Pavement Technology (AID–PT)**

No federal engagement required in 2023. IIJA 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. (ACPA will partner with other organizations to watch IIJA funding cuts or “oversight” actions in Congress and begin laying groundwork for next AID–PT program.)
Congressional Briefings/ Federal Meetings

- **FHWA CSE Meeting.** In 2023, ACPA intends to host Chapter State Executives for another meeting with FHWA’s Office of Infrastructure.

- **Broadening Outreach with Agencies.** ACPA intends to broaden its outreach with Federal agencies and decision-makers to promote ACPA’s White Paper on Sustainability, alignment with current Administration priorities, and also elevate strong concrete pavement market arguments like life-cycle thinking and inter-industry competition.

- **Participating in NACA.** ACPA intends to continue its participation with the North American Concrete Pavement Alliance (NACA) and continue a strong partnership with the Portland Cement Association, National Ready-Mixed Concrete Association, and Concrete and Masonry-Related Associations (CAMRA).

- **PROTECT Grants.** Continue to work with FHWA to open channels for increased state DOT funding and educating ACPA CSE’s on PROTECT grants and other funding opportunities.

Greenhouse Gas NPRM/Other Regulatory Activities

In effort to curb impacts to our climate and to meet the current administration’s priorities, DoD, GSA, and NASA released a Notice of Proposed Rulemaking (NPRM) which would propose a new Federal Acquisition Regulation (FAR) or rule change that would require all contractors to report their greenhouse gas emissions for federally funded contracts. This comes after another NPRM on the same issue of emissions from FHWA. The proposed FAR rule change would require different expanded requirements to what is current being developed by other state and federal agencies using Environmental Product Declarations (EPD). Under the proposed rule change contractors would be required to submit EPDs (including reporting of their greenhouse gas (GHG) emission) with offers for work. ACPA has worked with agencies for many years promoting sustainability and now on EPD implementation, but the proposed rule is a departure and adds confusion to the course already set. ACPA is concerned implementation of the rule adds a level of responsibility, complexity, and be costly on bidding federal work. If the change is made it could frustrate progress already made and cost the industry millions. ACPA is filing comments and will continue to protect contractors from agency action while also promoting concrete pavement as a sustainable option. ACPA has reached out to a network of stakeholders, including the engineering community, agencies, and broader contractor community to assess the impact and help push back the latest proposal.
Continued Agency and State DOT Engagement

- Continue to identify opportunities for state DOTs and CSEs for funding opportunities from the IIJA. Last year, ACPA helped multiple states connect with federal agencies to 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 and those applying for PROTECT to educate on the resilient nature of concrete.

- 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 long standing LCCA standards.

- Continue advocacy of Life-Cycle Cost Analysis (LCCA) Guidance in FHWA’s Pavement Management Guidance. This includes supporting research areas identified in the Pavement Management Roadmap that support the use of all concrete preservation and rehabilitation treatments performance in LCCA. It also includes awareness campaigns of the performance of the concrete treatments through FHWA portals such as InfoPAVE.

Continued Support for Highway and Airfield Funding and Concrete Pavement Market Development

- Work with partners to continue supporting a robust highway appropriations process.

- Advocate for ACPA member priorities in 2023 FAA Reauthorization Bill and work to secure language for the Airfield Pavement Technology Program. (See above.)

- Advocate for increased Airport Improvement Program (AIP) funding.

- Continue working with the Tri-Services and FAA, particularly on specification updates and the applied research program through the FAA/Industry Cooperative Agreement.

- Look to create greater opportunities in general aviation for concrete pavement.

- Participate in REDAC Airport Subcommittee to refine the extended pavement design life program and continue influencing the sustainability and resiliency initiatives.

- Enhance FAA Pavement Design procedure for general aviation airports with supportive research by leveraging the FAA/Industry Cooperative Agreement program through the CP Tech Center.

- Continue engagement with FAA to help shape FAA Advisory Circulars relevant to improved concrete pavement design and construction.

- Provide support for the ACPA Chapter network with local/regional FAA offices and state aviation departments to promote airport concrete pavement market development in underdeveloped markets (e.g. Mid-Atlantic and Northeast).
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 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.