FP² 2015 Objectives

• Continue Industry Advocacy
• Communication Efforts
• Fund and Support Research
Advocacy Effort

• FP2 has a contract with Williams and Jenson to represent the Pavement Preservation (PP) industry
• FP2 was instrumental in getting PP language in MAP 21
• Have had many meetings with Transportation committees as well as key Congressmen and staff as late as July 9
Highway Reauthorization

• Congress passed a two month extension of Map-21 prior to the May 31 deadline.
• Congress now needs to reauthorize Map-21 by July 31
• Congressional Committees of Jurisdiction committed to passing a long term (LT) highway bill. Administration also supports LT bill.
• What is long term? - goal is 6 years at funding levels comparable to Map-21
Highway Reauthorization

- Hearings are being held and bill mark-ups scheduled – Senate EPW released a reauthorization bill in late June and has held a mark-up
- Senate Commerce drafted their portion of a bill and marked-up 7/15 (rail, freight,& safety)
- Senate Banking committee has not taken any action as yet (mass transit)
- House T&I Committee is drafting a LT bill but will not release a bill until funding is finalized.
Highway Reauthorization

• Importantly the $$$$ Committees, Senate Finance and House Ways & Means, are engaged and focused on how to finance a new 6-year reauthorization bill which is estimated to cost $90 plus billion over HTF revenues.

• Map-21. Six-year bill in two-year timeframe- Agencies still implementing policies; direction likely to remain consistent and for most part Congress likely to let Agencies implement policies.
Highway Reauthorization, cont.

• Good news – A Transportation reauthorization bill is getting a lot of policy makers attention and Committees are hard at work to pass a long term bill.

• But, with just 9 days remaining until the July 31st expiration of MAP-21, there is a lot of momentum but it is unclear if Congress will find the resources to fund a LT bill at this juncture
Highway Reauthorization, cont.

• There will be something-30 days? 5 months? 2 years? or 6 years?
• Congress is aggressively looking for $$$$$.
• Ideally “long-term” is 6 years, could slide to 4 or 2.
• User Fee – increasingly unlikely
Highway Reauthorization, cont.

• Discussion of repatriation/Corp. Tax Reform funding LT Highway bill (possible, not probable)
• General fund transfer (increasing more probable)
• Passing a long term highway bill has Congress’ attention.
Advocacy Effort

• Continue to work with FHWA to define definitions of PP techniques under the Justice Departments memo regarding ADA definition versus the definition adopted by the PP ETG and FHWA

• We continue to look for specific data where this is problematic
Communication Efforts

- FP2 Inc. Website – fp2.org
NCAT/MN ROAD Research Partnership

To facilitate high value pavement research that addresses national needs using full-scale pavement testing facilities in both warm and cold climates on flexible, rigid, and composite pavement structures.
2012 Preservation Summary

• Crack sealing improves cracking performance
• Differences between route/fill and blow/band
• Scrub seals exhibit both crack & chip seal benefit
• Chip Seal slowed oxidation rate as compared to Control
• Treatments reduce subgrade moisture
• Life extending benefit curves developing nicely 😊
• Extend data collection on Track & Lee Rd 159
NCAT Preservation Group Study

• NCAT soliciting more partners for the 2015 Preservation Group experiment
• Has located a four lane US highway near Auburn for 2015 PP study
• MN DOT locating a low & high traffic volume roadways
• NCAT partnering with MN Road for the 2015/2016 & FP2 will be a full partner
2015 Track Research Sponsors

FHWA
FP²
Collaborative Aggregates

Minnesota Department of Transportation

National Center for Asphalt Technology at Auburn University
FP2 Contributors

Corporate Sponsors

Sponsoring Associations
Contact Information

James S. Moulthrop, P.E. (PA, AZ)
Executive Director

FP², Inc.
8100 West Court
Austin, TX 78759

(512) 970-8865
(866) 862-4587
jimmoulthrop@gmail.com