

FP2 Inc. Industry Update

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AASHTO Subcommittee on Maintenance
Pavement Technical Working Group Meeting
July 20 , 2015
Des Moines, IA, CO



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

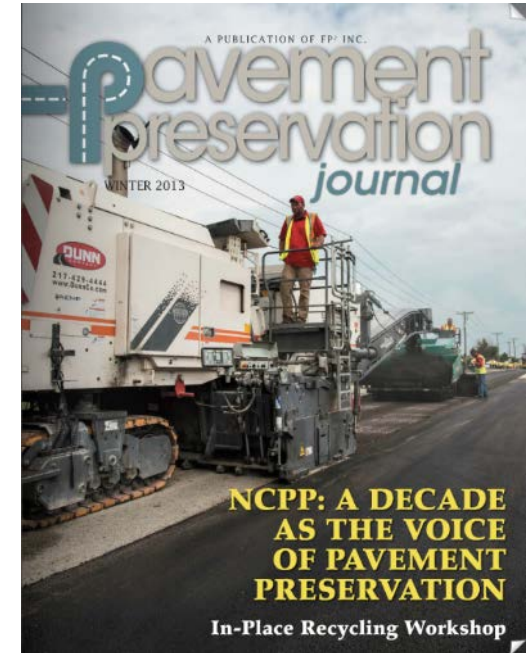
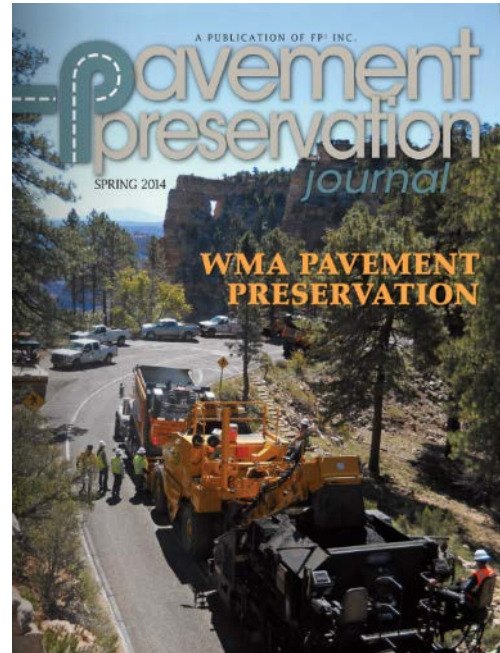
Highway Reauthorization, cont.

- 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

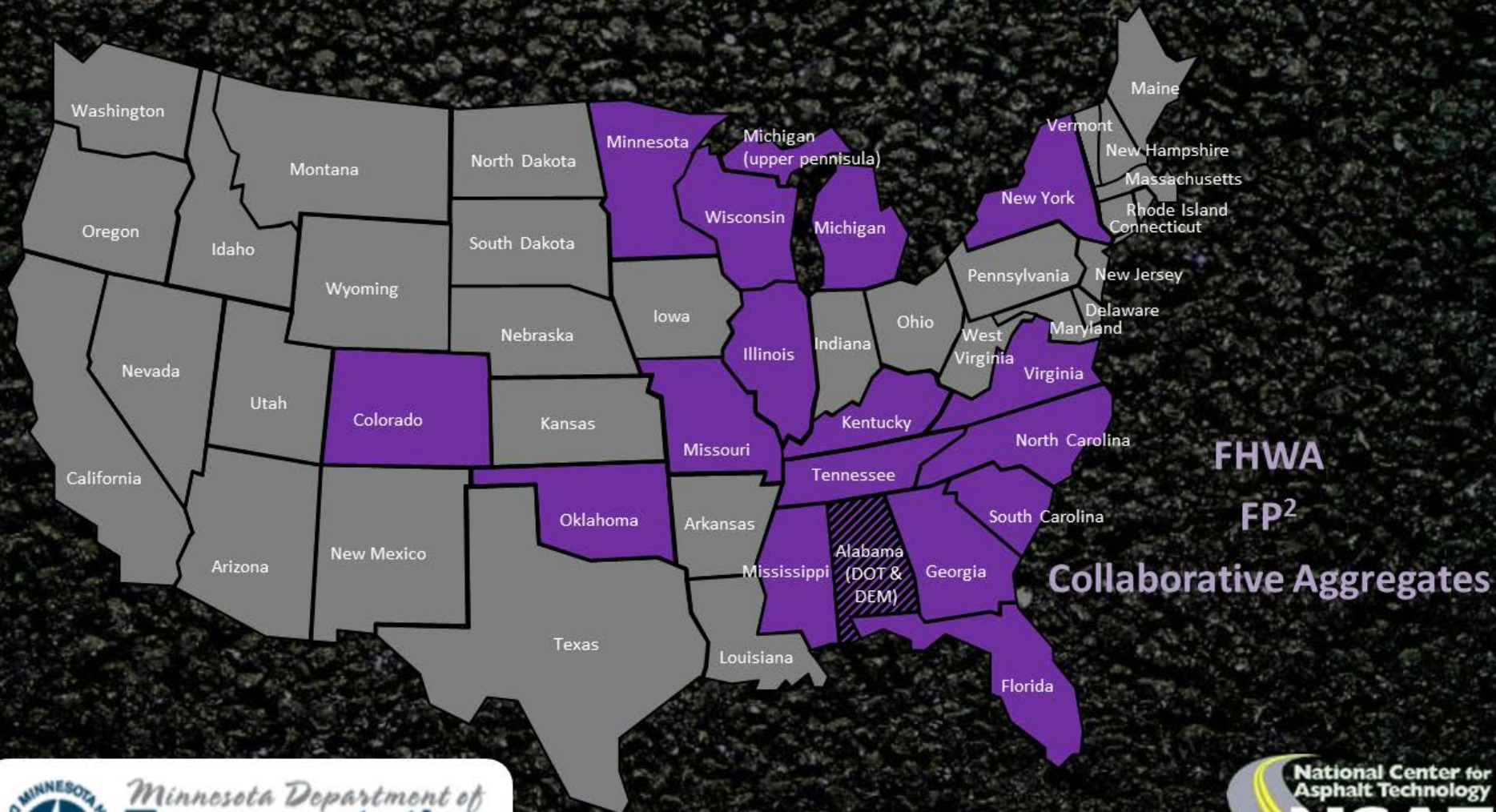
- Crack sealing improves cracking performance
- Differences between route/fill and blow/band
- Scrub seals exhibit both crack & chip seal benefit
- Chip Seal slowed oxidation rate as compared to Control
- Treatments reduce subgrade moisture
- Life extending benefit curves developing nicely 😊
- Extend 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



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