



Talking Points for Pavement Preservation

Advice for Conducting a Visit with your Elected House and Senators

- **Introductions.** Introduce yourself and provide a little information about your company (what it does, size, connection to district or state if there is one), role in pavement preservation, and if you can point to a city, municipality or project in the district or state, that is always well received.

- **FP².** Explain what FP² is and who association represents. FP² represents all sides of industry including: Asphalt Recycling & Reclaiming Association, National Asphalt Pavement Association, International Slurry Surfacing Association, Asphalt Emulsion Manufacturers Association, and International Grooving & Grinding Association, and many others.

While both the asphalt and concrete industries support new construction and full depth reclamation, they also know there is an increased need for pavement preservation as infrastructure needs grow faster than dollars that are available. Note the premise behind pavement preservation is utilizing funds wisely on a network scale through systemic planning to improve the overall network.

- **Pavement Preservation.** Explain what pavement preservation is, why it is important in terms of increasing the useful life of roads at a significant lifecycle cost savings, and the environmental benefits. Experience shows that spending a dollar on pavement preservation can eliminate or delay spending \$6 to \$10 on future rehabilitation or reconstruction costs.

By extending the life of pavement and deferring the need for costly rehabilitation and reconstruction projects, preservation and is more environmentally sound. Processes use less material, less hauling and include recycling

... Pavement preservation increases the resiliency of roads and stretches federal, state and local highway dollars

... decreases annual costs over the life of the road while maintaining road in better condition for drivers; and

... creates less disruption for motorists, which also reduces on-road emissions.

• **Time permitting, mention** some important things FP² does ...

... underwrites regional pavement preservation partnerships uniting state and local road agencies

... underwrites practical research and development such as the national Pavement Preservation Experiment at NCAT/MnRoad research facilities, which is providing quantitative research supporting pavement preservation while reducing duplication of state efforts

... publishes *Pavement Preservation Journal*, the only industry magazine devoted exclusively to pavement preservation, and

... supports the Pavement Preservation Expert Task Group, the National Center for Pavement Preservation and its National Pavement Preservation Conference.

• **Infrastructure and Investment Jobs Act** (IIJA) of 2021 surface transportation reauthorization:

• Infrastructure and Investment and Jobs Act (IIJA) provided \$350 billion over five years, representing a 55 percent increase over baseline spending for surface transportation.

• This provided much needed funding for our roads and bridges which have a \$740 billion backlog in repairs.

• This additional funding will enable agencies to enhance their pavement preservation work. Implementation is just beginning. There has been a lot of agency uncertainty

• **Build America, Buy America Act** (BABAA). One important provision of the IIJA in which there has been uncertainty is the Build America, Buy America Act. FP² has prepared a summary which can be downloaded which ...

... details as to how the lack of clarity from agencies is causing delay

... details as to fact that we believe pavement preservation treatments are compliant with the law, and

... describes contractual problems that can arise if a state or local road agency does not interpret BABAA that way.

- The **Carbon Reduction** program provision is not clear about including road construction as an eligibility. While FHWA just clarified this. We would still like to see a statutory clarification.
- Time permitting, the **Highway Trust Fund shortfall** which has faced growing insolvency since 2008. It's a growing problem that has not been solved, while state and federal gas tax holiday proposals will accelerate the growing trust fund shortfall.

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