



2019 Legislative Report

FY 2020 Highway Spending Resolved

The end of the year brings a flurry of activity from Congress. As a December 20 deadline for action on annual spending bills approached, House and Senate leadership and the Trump administration struck a deal on FY 2020 spending that would give increases to domestic and defense priorities. With just days left before the deadline and the start of the holiday recess, lawmakers passed two large “mini-bus” spending bills that will invest a combined \$1.3 trillion in the federal government for FY 2020.

Overall, the news is good for infrastructure funding, research, and other programs of interest to NAPA and its members. Here are some highlights of the two-bill package:

- There is \$46.4 billion in Federal-aid Highway Funding from the Highway Trust Fund and an additional \$2.2 billion in highway funding from the general fund. Since 2017 Congress has added \$12 billion more for highways over-and-above FAST Act levels.
- The Airport Improvement Program (AIP) will see \$3.35 billion in federal funding from the Airport and Airway Trust Fund and an additional \$400 million in airport grants from the general fund. Since 2017 Congress has provided nearly \$2 billion in additional investments from the general fund for grants to fund airfield pavement projects.
- For airfield pavement research and technology programs, the bill provides \$6 million equally divided between asphalt and concrete pavements.
- The “Defense Community Infrastructure Program” was funded for the first time at \$50 million which will provide critical funding for off-base, mission-supported infrastructure projects such as roads.

National Defense Authorization Act Establishes New Road Program

Congress has authorized a new program to extend the service life of roads and runways under the jurisdiction of the Department of Defense. Specifically, the new law authorizes a pilot program to design, build, and test technologies in order to extend the service life of roads and runways and requires a report on the program to the congressional defense committees.

No Pavement Design or Pavement-Type Selection Mandates

Despite efforts to the contrary, NAPA was successful in preventing any legislative mandates regarding materials, pavement designs, or pavement-type selection procedures in the FY 2020 Transportation-HUD Appropriation bill or in S. 2302, Americans Transportation Infrastructure Act (ATAI)

Senate's 5-year FAST Act Reauthorization Bill is Good For Asphalt Pavement Industry

The pavement-related provisions in AITAI approved by the Senate Environment and Public Works Committee will result in significant new investments in the repair and maintenance of highways, roads and bridges in the U.S. AITAI would grow federal highway investments by 27% and provide five years of predictable funding. Favorable provisions include:

- \$12 million per year for the Accelerated Implementation and Deployment of Pavement Technologies (AIDPT) Program equally divided between asphalt and concrete.
- A new workforce development grant program bringing together state departments of transportation and industry designed to meet current and future workforce needs.

NAPA Advocacy Saved \$7.6 billion in Highway Funding to the States

In November, due to the advocacy of NAPA and other stakeholders, the repeal of the \$7.6 billion rescission in the FAST Act highway contract authority was included in the "Further Continuing Appropriations Act, 2020." These cuts to every states' highway program would have taken place next July if Congress had not acted.

NAPA Provided Testimony on Pavement-Type Selection Bills

NAPA testified in Missouri, Maryland and Massachusetts on state legislation that would dictate how state highway agencies should conduct pavement type selection and design. These bills were successfully defeated by the industry.



Massachusetts State Asphalt Pavement Association Executive Jim Reger and NAPA's Richard Willis testify.

TCC Legislative Fly-In brought NAPA Members to Washington, DC

More than 400 people advocated for transportation infrastructure funding at the Transportation Construction Coalition (TCC) Fly-In in May. The two-day event kicked off at the footsteps of the U.S. Capitol with a press conference, where NAPA Chairman John Harper and other industry leaders, along with Reps. Earl Blumenauer (D-Ore.) and Rodney Davis (R-Ill.), spoke about the urgent need for a sustainable means to pay for neglected roads and other vital infrastructure. The TCC Legislative Session included guest speakers FHWA Administrator Nicole Nason; Sen. Tom Carper (D-Del.), and House Speaker Nancy Pelosi (D-Calif.) The next day, NAPA members headed to Capitol Hill to meet with congressional representatives to push for a permanent fix to the Highway Trust Fund (HTF).

NAPA's Jackson Named a Leading Lobbyist

Ashley Jackson, NAPA Senior Director of Government Affairs, has been honored by Association Trends as a 2020 Leading Lobbyist. The Association Trends Salute to Excellence honors "the brightest stars of the association community and their commitment to excellence." For 2020, four lobbyists were recognized as outstanding association executives who help to accomplish advocacy and grassroots initiatives.