

FP2 Inc. Industry Update

Jim Moulthrop, PE
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FP² Inc.

Midwest Pavement Preservation Partnership
Meeting

Kansas City, MO

September 28 , 2015



FP² 2015 Objectives

- **Continue Industry Advocacy**
- **Communication Efforts**
- **Fund and Support Research**



Advocacy Effort

- FP2 has a contract with Williams & Jensen to represent the Pavement Preservation (PP) industry
- FP2 advocated for PP language in MAP 21
- Have had many meetings with Transportation committees as well as key Congressmen and staff as recently as this month



Highway Reauthorization

- **Senate passed a long term reauthorization bill in July**
- **Congress passed a two month extension of Map-21 prior to the July 31 deadline providing time for the House to work on a bill.**
- **Congress now needs to reauthorize Map-21 by October 29**
- **Likely extension until mid-December.**

Highway Reauthorization

- Senate passed Developing Roadway Infrastructure for a Vibrant Economy Act (DRIVE) on July 30th.
- The DRIVE Act provides six years of program authorization, and three years of funding at slightly increased levels.
- DRIVE Act continues many of the existing MAP-21 policies, such as development of performance standards and asset management plans

Highway Reauthorization

- **Maintains eligibility of pavement preservation**
- **Major new programs of interest: Major Projects Program, National Freight Program, and further streamlining of federal permitting and environmental review.**

Highway Reauthorization

- **House T&I Committee is drafting a long term bill**
- **House Committee may introduce and mark up a bill as soon as early October**
- **House Ways & Means Committee must provide funding for House bill**
- **Hold-up in House is funding**

Highway Reauthorization

- House Ways & Means focused on how to finance a new 6-year reauthorization bill which is estimated to cost \$90+ billion over HTF revenues
- Chairman Ryan looking at international tax reform as funding for long term bill
- 6 year DRIVE Act funded for 3 years—this will be unacceptable in House
- If long term reauthorization passes the House, House & Senate bills will be conferenced

Highway Reauthorization

- **Factors at play – Continuing Resolution to fund Government**
- **Possible conservative uprising in House – creates uncertainty**
- **Conflicting reports on HTF solvency**
- **Can Congress pass International tax reform? General fund transfer?**

Highway Reauthorization

- With only 13 legislative days until expiration of current bill, another short term extension is virtually certain
- Highway Reauthorization bill can be passed by a mid-December deadline if funding is identified
- “Long-term” could slip to 3 years
- User Fee – off the table

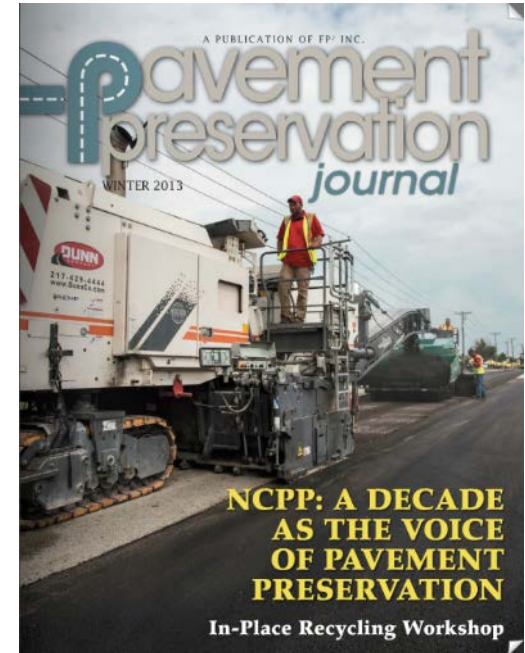
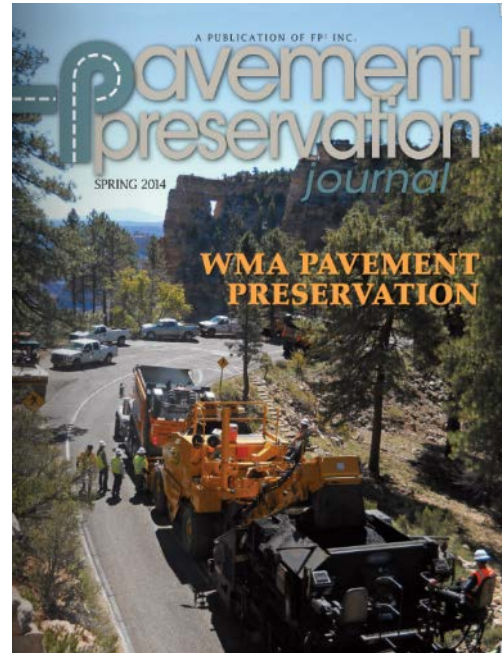
Highway Reauthorization

- Discussion of repatriation/Corp. Tax Reform funding long term bill (possible, not probable)
- Possible three year bill
- Passing a long term highway bill has Congress' attention
- Funding is the stumbling block

Advocacy Effort

- Continue to work with FHWA to define definitions of PP techniques under the Justice Department's 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 partnering with MN Road for the 2015/2016 PG study & FP² is a full funding partner
- Completed treatments on US 280 near Auburn for 2015 PP study
- MN DOT locating low & high traffic volume roadways for 2016 work



FP2 2015 NCAT Contributors



2015 Preservation Group ("PG15")



NCAT Sections
+
Alabama Offsite Sections
Lee Road 159 (Low Volume)
+
US-280 (High Volume)

MnROAD Cells
(Past and Future)
+
Minnesota Offsite Sections
(High and Low Volume)



2015 Track Research Sponsors



US 280

- 
1. Fog Seal
 2. Rejuvenating Fog Seal
 3. Crack Sealing
 4. Single Layer Chip Seal
 5. Single Layer Chip Seal with Crack Sealing
 6. Triple Layer Chip Seal
 7. Double Layer Chip Seal
 8. Cape Seal (Micro Surface over Single Chip Seal)
 9. Single Layer High Polymer Micro Surface
 10. Single Layer Highly Flexible Micro Surface
 11. Single Layer Micro Surface
 12. Single Layer Micro Surface with Tack
 13. Single Layer Micro Surface with Crack Sealing
 14. Double Layer Micro Surfacing
 15. FiberMat Cape Seal
 16. FiberMat Chip Seal
 17. Scrub Cape Seal
 18. Scrub Seal
 19. Scrub Cape on a Foamed CIR Base



US 280

- 
20. 4.75 NMAS Thin "Screenings" High ABR Mix on Foamed CIR
 21. 4.75 NMAS Thin "Screenings" High ABR Mix on Emulsion CIR
 22. 4.75 NMAS Thin "Screenings" High ABR Mix on Foamed CCPR
 23. 4.75 NMAS Thin "Screenings" High ABR Mix on Emulsion CCPR
 24. 4.75 NMAS Thin "Screenings" High ABR Mix on HIR
 25. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over FiberMat Chip Seal)
 26. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over Scrub Seal)
 27. HMA Cape Seal (4.75 NMAS Thin "Screenings" High ABR Mix over Chip Seal)
 28. 4.75 NMAS Thin "Screenings" High ABR Mix
 29. 4.75 NMAS Thin "Screenings" High ABR Mix on Crack Sealed Surface
 30. 4.75 NMAS Thin "Screenings" High ABR WMA on Crack Sealed Surface
 31. 4.75 NMAS Thin "Screenings" High ABR Mix Placed with a Spray Paver
 32. 4.75 NMAS Thin "Screenings" High ABR Mix with UltraFuse tack
 33. 4.75 NMAS Thin "Screenings" Virgin Mix
 34. OGFC on Crack Sealed Surface
 35. OGFC Overlay
 36. OGFC Overlay with UltraFuse Tack
 37. OGFC Overlay Placed with a Spray Paver
 38. OGFC Inlay after Micro-Milling

Crack Sealing



Verifying Aggregate Application Rate



Project Team



FP2 Contributors

Corporate Sponsors



Sponsoring Associations



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