

LEGISLATIVE UPDATE

NOVEMBER 2021

JAY HANSEN

EXECUTIVE VICE PRESIDENT - ADVOCACY



CONTENTS

- NAPA Government Affairs
- Infrastructure Investment & Jobs Act (IIJA)
 - Political
 - Policy
 - Implementation
- Build Back Better
- Asphalt Market Outlook
- Questions

NAPA'S LEGISLATIVE OBJECTIVES

- Guided by Strategic Plan
 1. Grow Funding for Federal Highway and Airport Programs
 2. Secure Federal Funds for Asphalt Pavement Research
 3. Oppose Pavement-Type Selection, Pavement Design Mandates
- Government Affairs Team
 - Jay Hansen and Ashley Jackson

LEGISLATIVE PORTFOLIO

- Surface Transportation Reauthorization (FAST Act, IIJA)
- Federal Aviation Administration (FAA) Reauthorization
- Annual Transportation, Housing & Urban Development Appropriation Bill (THUD)
- Other
 - Buy America, Plastic in Asphalt, EPD's, Mandates, Etc.

NAPA POLITICAL OBJECTIVES

- Grow the number of pro-business, highway-friendly members of Congress in both political parties.
- Support elected officials willing to work across the aisle to advance NAPA's priorities.
- Mobilize grassroots and grasstops to advance NAPA's legislative policy objectives.

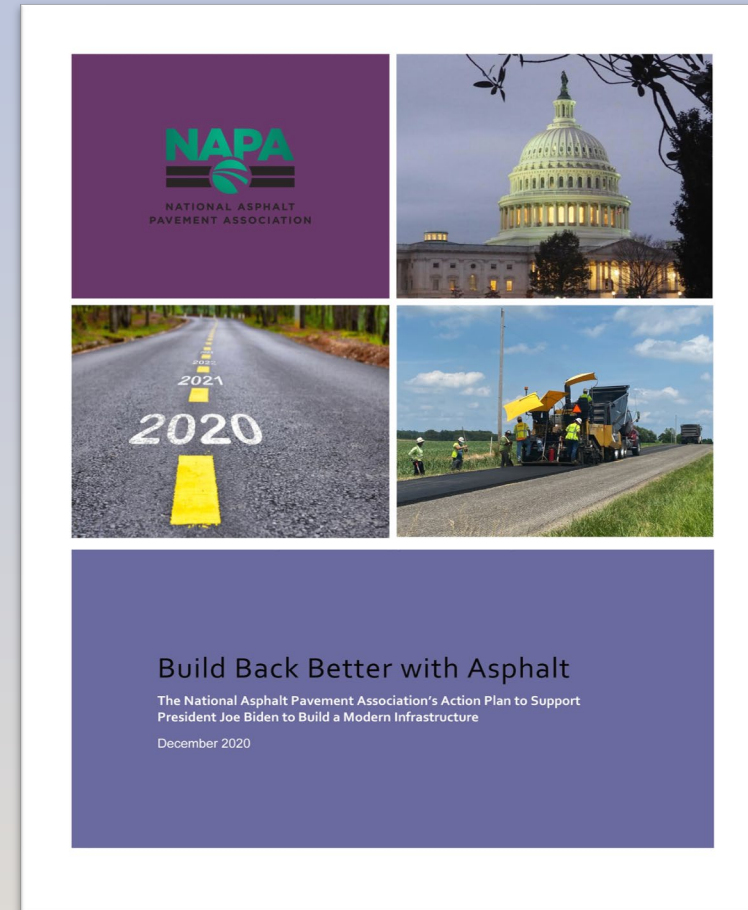


GOVERNMENT AFFAIRS STRUCTURE

- Committees
 - Legislative
 - NAPA PAC
- Coalitions
 - Transportation Construction Coalition
 - American for Transportation Mobility (Business and Labor)
 - American Highway Users Alliance
 - Highway Materials Group
 - TRIP (The Road Information Program)

INFRASTRUCTURE INVESTMENT & JOBS ACT

- NAPA Advocacy For IIJA Started December 2020



U.S. SENATE

- 10 Senators Drafted Unicameral Bill
- Bipartisan
- Drafted Outside of Committees
- Passed 69 - 30
- 19 GOP Senators Supported Legislation

19 GOP SENATORS WHO VOTED YES ON IIJA

- Roy Blunt, MO
- Richard Burr, NC
- Shelley Moore Capito, WV
- Bill Cassidy, LA
- Susan Collins, ME
- Kevin Cramer, ND
- Mike Crapo, ID
- Deb Fischer, NE
- Lindsey Graham, SC
- Chuck Grassley, IA
- John Hoeven, ND
- Mitch McConnell, KY
- Lisa Murkowski, AK
- Rob Portman, OH
- James Risch, ID
- Mitt Romney, UH
- Dan Sullivan, AK
- Thom Tillis, NC
- Roger Wicker, MS

Up for Re-Election in 2022

HOUSE OF REPRESENTATIVES

- Played No Role in Drafting IIJA
- IIJA Held Hostage by Progressives, Wanted Build Back Better Reconciliation Bill Passed First
- Virginia Governor's Race Last Straw
- Passed House 228 - 206
- 13 GOP House Members Supported Legislation

13 GOP HOUSE MEMBERS WHO VOTED YES ON IIJA

- Don Bacon (NE)
- Brian Fitzpatrick (PA)
- Andrew Garbarino (NY)
- Anthony Gonzalez (OH)
- John Katko (NY)
- Adam Kinzinger (IL)
- Nicole Malliotakis (NY)
- David McKinley (WV)
- Tom Reed (NY)
- Chris Smith (NJ)
- Fred Upton (MI)
- Jeff Van Drew (NJ)
- Don Young (AK)

Up for Re-Election in 2022

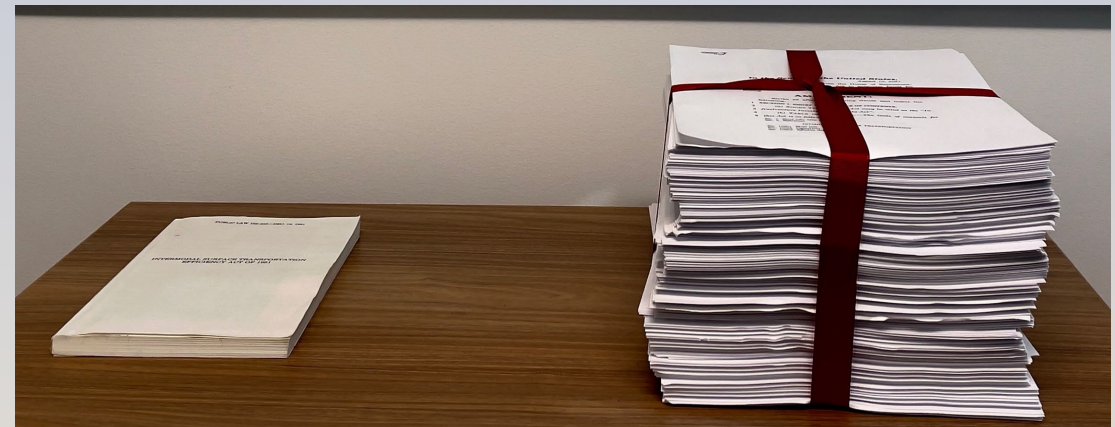
9 MODERATE HOUSE DEMOCRATS WHO PUSHED FOR VOTE ON IIJA

- Carolyn Bourdeaux (GA)
- Ed Case (HI)
- Jim Costa (CA)
- Henry Cuellar (TX)
- Jared Golden (ME)
- Vincente Gonzalez (TX)
- Josh Gottheimer (NJ)
- Kurt Schrader (OR)
- Filemon Vela (TX)


Up for Re-Election in 2022

IIJA FUNDING FOR ASPHALT MARKET

- Provides 5 Years of Federal Funding and Policy Stability from FY 2022 to 2026
- 55% Growth Above Baseline for Highway, Bridge Programs
- \$40b in Highway, Bridge Grants
- \$15b for Airfield Grants
- \$15b for Private Activity Bonds



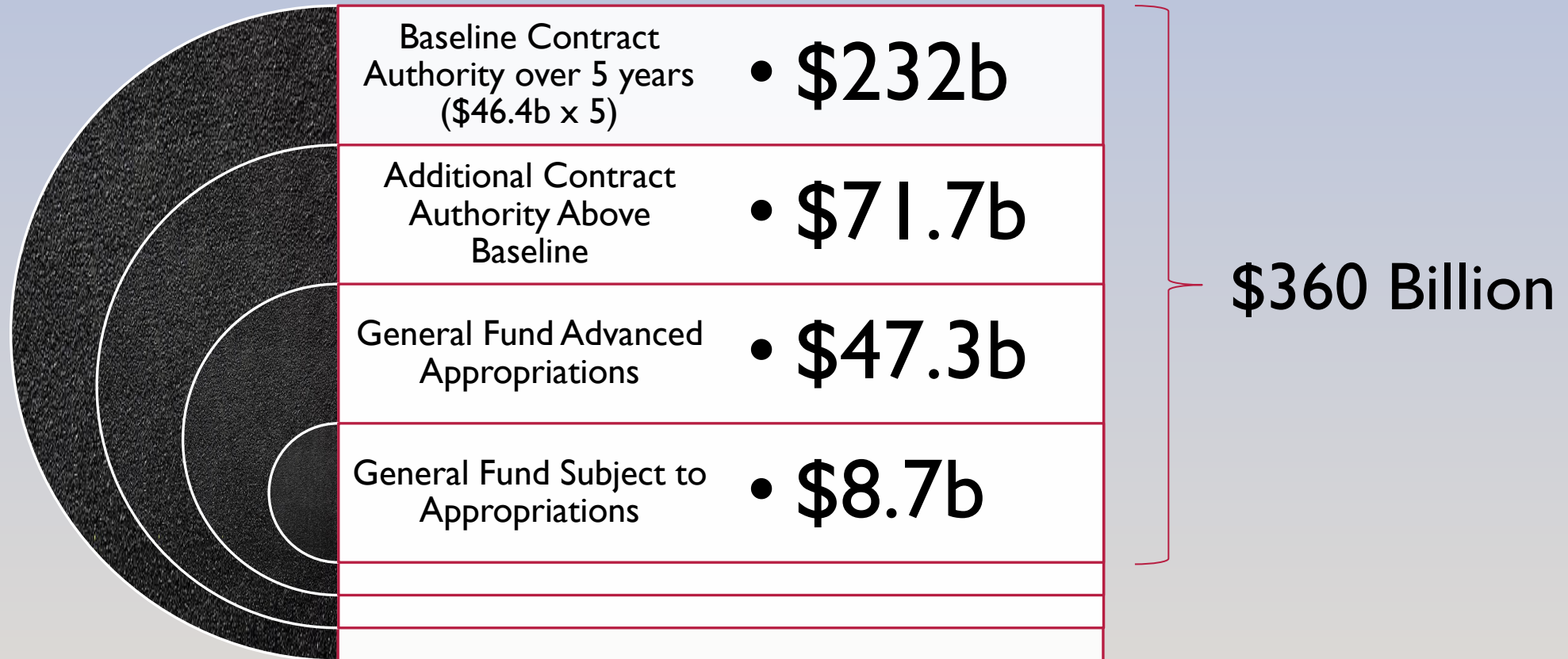
NAPA PRIORITIES INCLUDED IN IIJA

- 5-Year Reauthorization and Grows Highway Funding
 - Buy America Exemption for Aggregates, Binding Agents (Asphalt) and Additives
 - No Pavement-Type Selection Mandates
 - Codifies “One Federal Decision” to Improve Project Delivery
 - Reauthorizes Innovative Asphalt Technology Deployment Program (AIDPT)
 - Incentivizes Safety Contingency Funds for Safer Work Zones
 - No “Green New Deal” Provisions
- 

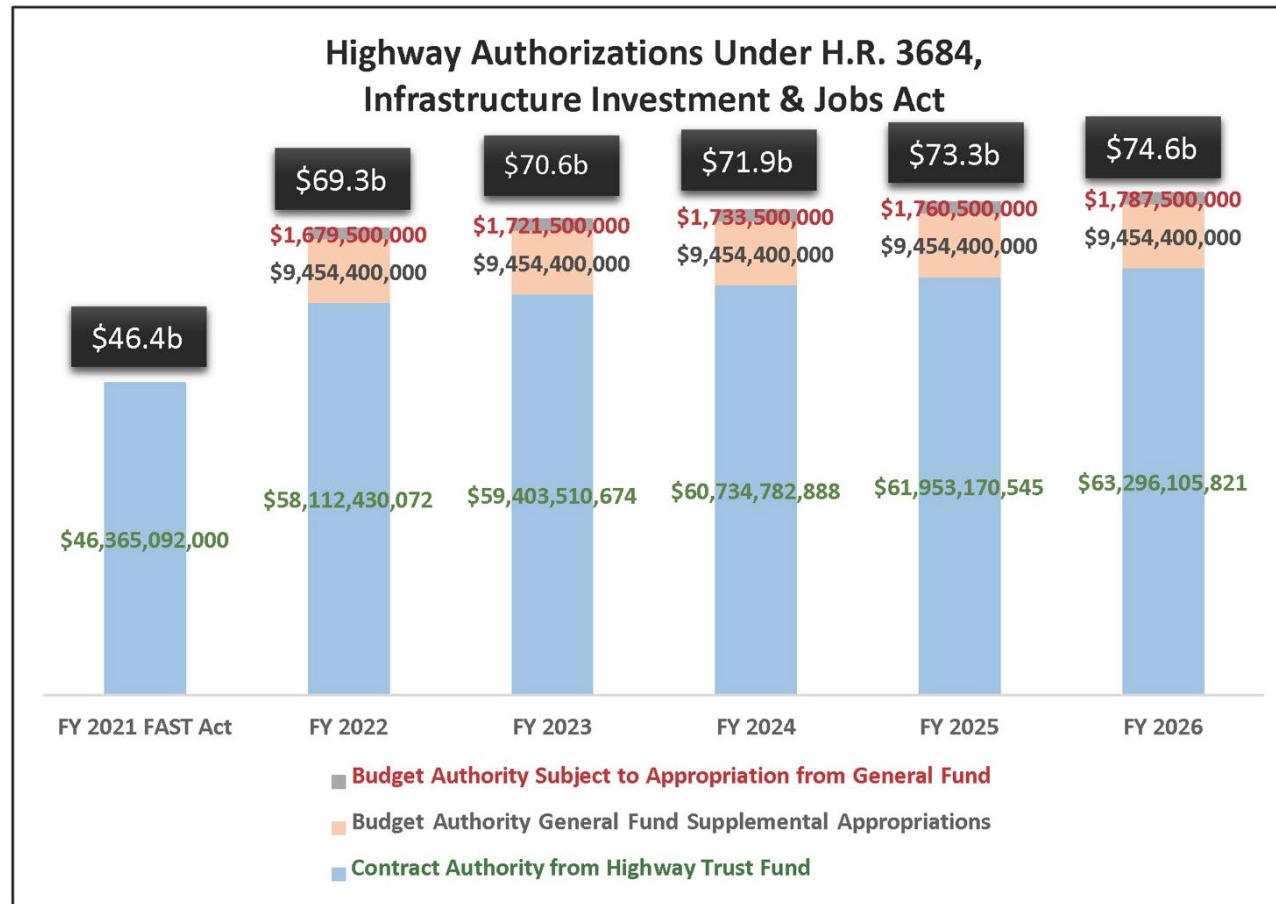
IIJA – HOW BIG

- \$550 Billion Above-Baseline Over 5 Years
- \$1.2 Trillion when Baseline Spending Added
 - 46% - Highways and bridges (\$387B)
 - 1.5% - Transit (\$96B)
 - 8% - Rail (\$66B)
 - 8% - Broadband (\$64B)
 - 6.5% - Energy grid, tech, supply chains (\$54B)
 - 6% - Drinking and wastewater (\$48B)
 - 4% - Western water, wildfire management, dam safety (\$31B)
 - 3% - Ports and waterways (\$27B)
 - 3% - Aviation (\$25B)
 - 2% - Economic development, public buildings, agency operations (\$18B)
 - 2% - Mine/well cleanup, environmental remediation (\$18B)

IIJA – HOW BIG FOR HIGHWAYS



HIGHWAY FUNDING AUTHORIZATIONS OVER 5 YEARS



HOW BIG FOR WISCONSIN'S HIGHWAY PROGRAM

- Determine IIJA Baseline
 - Last year of highway funding times 5 years

\$823,704,210 (2021 WI Apportionment)
 x 5 (IIJA Years 2022 – 2026)

\$4,118,521,050 IIJA Baseline

- IIJA Baseline for WI is \$4,118,521,050

TABLE G1 Used to Determine Baseline Federal Aid Highway Funding for Each State.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

N450853 - TABLE 1

FY 2021 FEDERAL AID HIGHWAY PROGRAM APPOINTMENTS UNDER THE CONTINUING APPROPRIATIONS ACT, 2021 AND OTHER EXTENSIONS ACT (Order by past apportionment not unless before apportionment, before re-sequencing)

| State | National Highway Performance Program | Surface Transportation Block Grant Program | Highway Safety Improvement Program* | Railway-Highway Crossings Program | Congestion Mitigation & Air Quality Improvement | Metropolitan Planning | National Highway Freight Program | Apportionment Total |
|---------------------|--------------------------------------|--|-------------------------------------|-----------------------------------|---|-----------------------|----------------------------------|---------------------|
| Alabama | 480,057,720 | 241,898,019 | 48,505,941 | 4,023,455 | 12,157,020 | 3,295,649 | 28,608,817 | 835,548,611 |
| Alaska | 309,502,162 | 154,883,205 | 32,448,742 | 1,223,000 | 29,264,116 | 2,493,379 | 18,898,712 | 548,814,484 |
| Arizona | 491,099,474 | 221,573,215 | 43,388,488 | 7,989,474 | 52,289,905 | 6,372,087 | 27,489,113 | 809,671,674 |
| Arkansas | 530,929,921 | 165,143,008 | 32,214,975 | 4,008,358 | 13,221,533 | 1,841,569 | 19,537,808 | 766,787,174 |
| California | 2,463,197,056 | 1,081,584,861 | 209,244,689 | 18,722,721 | 494,587,500 | 5,627,977 | 17,064,892 | 4,011,988,894 |
| Colorado | 323,033,412 | 162,099,245 | 31,666,117 | 1,683,549 | 45,588,320 | 5,713,580 | 20,274,286 | 592,076,609 |
| Connecticut | 297,160,237 | 149,227,500 | 31,155,546 | 1,383,371 | 47,144,394 | 4,946,718 | 18,841,449 | 549,841,415 |
| Delaware | 162,138,867 | 31,201,212 | 9,922,066 | 1,223,000 | 12,457,468 | 1,909,892 | 6,337,088 | 183,833,661 |
| Dist. of Col. | 98,882,254 | 48,547,545 | 9,377,892 | 1,223,000 | 10,765,093 | 1,002,414 | 4,973,842 | 174,673,112 |
| Florida | 1,223,829,875 | 609,792,566 | 124,123,138 | 9,728,817 | 14,406,389 | 23,125,582 | 70,993,854 | 2,074,138,841 |
| Georgia | 797,711,524 | 399,167,800 | 78,486,589 | 8,819,877 | 72,469,856 | 8,327,758 | 48,592,911 | 1,413,514,855 |
| Hawaii | 103,028,089 | 51,403,023 | 10,039,756 | 1,223,000 | 11,038,866 | 1,874,267 | 6,337,502 | 185,566,622 |
| Idaho | 178,291,768 | 89,151,519 | 17,548,027 | 1,943,798 | 13,633,161 | 1,735,417 | 10,767,964 | 313,131,624 |
| Illinois | 848,488,789 | 423,990,977 | 81,408,173 | 11,409,633 | 117,323,638 | 18,389,180 | 51,182,862 | 1,566,624,229 |
| Indiana | 591,059,647 | 295,664,705 | 56,759,078 | 1,930,864 | 50,209,180 | 5,610,137 | 35,878,403 | 1,043,111,254 |
| Iowa | 314,176,208 | 156,775,767 | 28,093,582 | 2,075,761 | 12,044,871 | 1,120,973 | 18,324,534 | 538,611,395 |
| Kansas | 286,721,428 | 120,146,456 | 19,799,309 | 6,848,773 | 10,611,128 | 2,487,785 | 14,234,115 | 441,699,475 |
| Kentucky | 425,888,545 | 212,488,177 | 42,067,780 | 3,923,693 | 15,908,887 | 2,713,287 | 29,060,747 | 727,468,818 |
| Louisiana | 426,860,707 | 221,009,384 | 44,971,141 | 4,438,793 | 12,197,963 | 4,608,668 | 29,410,564 | 748,188,271 |
| Maine | 113,165,493 | 56,662,489 | 11,103,581 | 1,283,486 | 10,973,211 | 1,974,566 | 6,919,162 | 202,480,128 |
| Maryland | 334,091,663 | 177,878,263 | 36,233,166 | 2,493,476 | 57,221,282 | 7,437,715 | 22,489,269 | 657,861,866 |
| Massachusetts | 350,349,881 | 176,117,270 | 35,638,148 | 2,098,862 | 43,584,422 | 9,634,067 | 22,633,762 | 664,877,312 |
| Michigan | 493,196,541 | 218,464,165 | 41,274,610 | 6,246,666 | 78,866,963 | 11,099,582 | 39,476,767 | 1,124,841,274 |
| Minnesota | 403,849,630 | 202,042,756 | 37,608,658 | 6,591,431 | 34,341,908 | 4,909,889 | 24,515,628 | 713,826,900 |
| Mississippi | 389,226,838 | 154,226,073 | 30,093,573 | 2,730,200 | 11,925,729 | 1,822,600 | 18,247,488 | 529,036,483 |
| Missouri | 603,613,262 | 301,009,004 | 59,974,041 | 6,629,756 | 21,179,050 | 5,713,222 | 33,664,802 | 1,004,862,614 |
| Montana | 238,473,329 | 120,136,007 | 26,233,630 | 2,024,997 | 15,864,706 | 1,927,601 | 13,466,500 | 409,142,220 |
| Nebraska | 181,961,701 | 90,971,499 | 18,033,908 | 3,882,499 | 10,908,497 | 1,766,500 | 10,880,872 | 314,222,978 |
| Nevada | 214,473,371 | 107,720,182 | 22,187,790 | 1,282,767 | 34,768,056 | 3,518,581 | 13,623,767 | 397,414,884 |
| New Hampshire | 106,560,701 | 50,383,586 | 8,781,160 | 1,223,000 | 11,028,724 | 1,618,645 | 6,155,687 | 189,675,653 |
| New Jersey | 572,612,889 | 290,618,492 | 59,192,541 | 4,014,247 | 119,928,002 | 13,443,614 | 37,130,681 | 1,093,039,566 |
| New Mexico | 224,441,129 | 114,178,564 | 23,612,625 | 1,896,379 | 12,642,479 | 1,725,211 | 11,864,609 | 402,545,566 |
| New York | 962,821,656 | 484,386,426 | 98,635,985 | 6,718,938 | 195,221,136 | 26,767,484 | 69,464,446 | 1,817,557,115 |
| North Carolina | 647,187,127 | 323,694,828 | 63,299,423 | 2,224,798 | 2,641,289 | 6,234,758 | 30,207,434 | 1,241,743,979 |
| North Dakota | 154,984,170 | 77,488,670 | 15,012,975 | 3,950,141 | 12,121,068 | 1,799,620 | 21,363,214 | 271,763,084 |
| Ohio | 868,670,992 | 405,412,017 | 79,037,963 | 9,043,146 | 102,604,258 | 12,616,538 | 50,311,245 | 1,607,995,649 |
| Oklahoma | 469,360,470 | 231,186,509 | 48,833,275 | 7,749,499 | 12,572,998 | 2,714,419 | 23,914,664 | 694,289,661 |
| Oregon | 313,079,363 | 156,489,066 | 31,000,607 | 3,266,010 | 20,674,414 | 3,879,938 | 18,787,211 | 547,176,629 |
| Pennsylvania | 499,266,044 | 250,618,313 | 102,203,665 | 7,143,499 | 111,827,514 | 13,903,863 | 61,629,613 | 1,286,166,813 |
| Rhode Island | 133,488,238 | 67,781,959 | 11,603,783 | 1,223,000 | 11,113,219 | 1,990,474 | 8,209,803 | 239,143,457 |
| South Carolina | 420,360,419 | 214,189,485 | 42,219,172 | 4,773,101 | 11,819,616 | 3,516,167 | 24,244,013 | 719,695,761 |
| South Dakota | 173,928,872 | 87,964,515 | 16,652,781 | 2,469,468 | 13,071,389 | 1,894,108 | 10,616,503 | 308,725,623 |
| Tennessee | 321,289,469 | 203,039,803 | 22,293,862 | 2,312,089 | 3,911,429 | 3,320,433 | 14,812,533 | 722,793,609 |
| Texas | 2,420,268,939 | 1,210,665,173 | 244,970,812 | 20,821,416 | 198,265,172 | 29,441,429 | 146,645,223 | 4,270,380,607 |
| Utah | 217,403,014 | 108,670,309 | 21,896,407 | 1,898,379 | 13,768,083 | 3,473,927 | 13,024,252 | 380,133,823 |
| Vermont | 123,010,429 | 62,111,118 | 12,317,054 | 1,223,000 | 12,661,783 | 2,246,903 | 690,979 | 221,381,269 |
| Virginia | 626,811,887 | 313,727,874 | 63,742,477 | 4,859,316 | 38,523,328 | 8,101,490 | 38,242,188 | 1,114,641,460 |
| Washington | 413,813,107 | 206,101,214 | 41,014,028 | 4,493,554 | 39,764,768 | 7,888,755 | 28,389,127 | 742,181,013 |
| West Virginia | 274,490,010 | 136,096,456 | 28,073,835 | 2,188,860 | 13,263,204 | 1,624,547 | 16,481,844 | 478,421,276 |
| Wisconsin | 473,110,568 | 236,043,014 | 45,462,588 | 6,510,481 | 20,162,588 | 4,906,671 | 28,115,100 | 823,242,219 |
| Wyoming | 160,323,594 | 80,141,576 | 16,322,416 | 1,223,000 | 11,184,518 | 1,494,573 | 9,639,679 | 280,451,386 |
| Apportionment Total | 24,220,437,431 | 12,138,745,216 | 2,407,842,811 | 283,000,000 | 2,493,588,533 | 337,874,625 | 1,487,105,100 | 63,546,794,311 |

* Amount is net of the \$1,500,000 inclusions for safety-related programs.

APPROVED EFFECTIVE: March 4, 2021

Stephen Polach

ACTING FEDERAL HIGHWAY ADMINISTRATOR

HOW BIG FOR WISCONSIN'S HIGHWAY PROGRAM

- Determine Percentage Increase

\$5,187,482,870 (2022 - 2026 WI Apportionments)

\$305,883,446 (General Fund Supplemental Appropriations)

= \$5,493,366,316 Total WI Apportionments Under IJJA

\$5,493,366,316 - \$4,118,521,050 = \$1,374,845,266

$1,374,845,266 \div 4,118,521,050 = .3338$

$.3338 \times 100 = 33\%$ increase in apportioned highway funding to WI

Table 2, Used to determine percent increase in Highway Funding

TABLE 2. TOTAL FY 2022 - FY 2026 ESTIMATED APPORTIONMENTS, PUERTO RICO HIGHWAY PROGRAM, AND OTHER PROGRAMS DISTRIBUTED BY FORMULA UNDER THE SENATE AMENDMENT TO THE NATURE OF A SUBSTITUTE AS INTRODUCED TO H.R. 2084 (INFRASTRUCTURE INVESTMENT AND JOBS ACT)

| State | Federal-aid Highway Apportioned Program A/1 | Puerto Rico Highway Program | General Fund Supplemental Appropriations | | | | | Total |
|--------------------------|---|-----------------------------|--|----------------------|--------------------------------------|---|--|-------|
| | | | Bridge Replacement, Rehabilitation, Preservation, and Construction Program A/2 | Rice Program A/3 | National Vehicle Formula Program A/4 | Construction of Ferry Boats and Ferry Terminal Facilities Program A/5 | Appalachian Development Highway System A/6 | |
| Alabama | 5,280,581,235 | - | 225,000,000 | 79,388,285 | 775,300 | (TBS) | 5,535,664,910 | |
| Alaska | 3,456,928,771 | - | 225,000,000 | 52,415,294 | 1,725,105 | (TBS) | 3,683,469,165 | |
| American Samoa | - | - | - | - | - | (TBS) | 1,725,105 | |
| Arizona | 5,644,283,481 | - | 225,000,000 | 76,483,676 | - | (TBS) | 5,945,767,157 | |
| Arkansas | 3,569,804,800 | - | 218,698,625 | 54,127,847 | 303,650 | (TBS) | 3,842,532,922 | |
| California | 25,304,432,195 | - | 4,345,358,265 | 383,873,792 | 24,583,745 | (TBS) | 29,958,027,997 | |
| Colorado | 3,728,716,371 | - | 225,000,000 | 56,536,754 | - | (TBS) | 4,010,253,125 | |
| Connecticut | 3,462,714,562 | - | 581,229,115 | 92,503,813 | 458,815 | (TBS) | 4,095,906,335 | |
| Delaware | 1,168,239,359 | - | 225,000,000 | 17,682,951 | 488,980 | (TBS) | 1,403,411,290 | |
| Dist. of Col. | 1,183,065,987 | - | 225,000,000 | 46,878,459 | - | (TBS) | 1,454,729,385 | |
| Florida | 13,082,380,205 | - | 244,895,455 | 188,057,481 | 2,895,285 | (TBS) | 13,500,238,426 | |
| Georgia | 8,901,880,338 | - | 225,000,000 | 134,875,283 | 4,538,810 | (TBS) | 9,269,494,431 | |
| Hawaii | 1,188,088,214 | - | 388,025,730 | 17,880,964 | 524,435 | (TBS) | 1,573,149,323 | |
| Idaho | 1,971,824,882 | - | 225,000,000 | 20,899,106 | - | (TBS) | 2,226,823,988 | |
| Illinois | 9,802,080,344 | - | 1,372,444,455 | 148,621,450 | 6,893,045 | (TBS) | 11,330,961,314 | |
| Indiana | 6,569,252,851 | - | 489,557,719 | 99,765,138 | - | (TBS) | 7,158,575,708 | |
| Iowa | 3,388,270,559 | - | 431,646,890 | 51,274,309 | - | (TBS) | 3,871,291,818 | |
| Kansas | 2,895,217,395 | - | 285,000,000 | 39,593,201 | - | (TBS) | 3,199,810,596 | |
| Kentucky | 4,580,778,695 | - | 438,188,650 | 89,455,682 | 1,899,395 | (TBS) | 5,099,422,362 | |
| Louisiana | 4,838,781,977 | - | 1,021,892,355 | 73,897,135 | 11,394,865 | (TBS) | 5,834,442,872 | |
| Maine | 1,273,651,814 | - | 225,000,000 | 19,206,432 | 4,807,710 | (TBS) | 1,512,555,956 | |
| Maryland | 4,143,083,176 | - | 409,442,520 | 62,818,676 | 67,515 | (TBS) | 4,615,447,877 | |
| Massachusetts | 4,167,265,987 | - | 615,548,080 | 63,488,697 | 9,897,500 | (TBS) | 4,856,611,164 | |
| Michigan | 7,258,873,225 | - | 562,958,650 | 110,851,712 | 8,747,515 | (TBS) | 7,830,641,142 | |
| Minnesota | 4,425,607,884 | - | 362,148,815 | 89,189,618 | 6,688,765 | (TBS) | 4,823,600,512 | |
| Mississippi | 3,334,401,129 | - | 225,000,000 | 51,857,565 | 253,325 | (TBS) | 3,611,311,019 | |
| Missouri | 6,526,743,892 | - | 484,183,365 | 86,881,186 | 270,630 | (TBS) | 7,110,139,073 | |
| Montana | 2,828,744,548 | - | 225,000,000 | 42,889,462 | 16,660 | (TBS) | 3,096,641,167 | |
| Nebraska | 1,992,746,878 | - | 225,000,000 | 30,714,632 | - | (TBS) | 2,247,961,510 | |
| Nevada | 2,503,487,466 | - | 225,000,000 | 37,958,457 | - | (TBS) | 2,766,425,923 | |
| New Hampshire | 1,139,367,781 | - | 225,000,000 | 17,275,681 | - | (TBS) | 1,381,378,322 | |
| New Jersey | 6,885,716,599 | - | 1,146,780,115 | 104,373,268 | 24,407,410 | (TBS) | 8,159,260,192 | |
| New Mexico | 2,531,740,841 | - | 225,000,000 | 38,397,895 | - | (TBS) | 2,795,148,736 | |
| New York | 11,872,550,054 | - | 1,881,875,655 | 175,489,514 | 19,538,035 | (TBS) | 13,854,813,168 | |
| North Carolina | 7,160,435,363 | - | 466,689,090 | 109,024,198 | 6,784,985 | (TBS) | 7,734,949,524 | |
| North Dakota | 1,711,648,783 | - | 225,000,000 | 25,952,684 | - | (TBS) | 1,962,601,467 | |
| Ohio | 9,241,887,610 | - | 483,237,530 | 140,120,116 | 778,200 | (TBS) | 9,855,433,456 | |
| Oklahoma | 4,372,483,210 | - | 266,837,455 | 86,296,672 | 100,365 | (TBS) | 4,705,688,032 | |
| Oregon | 3,445,863,812 | - | 289,232,195 | 42,248,198 | 2,401,260 | (TBS) | 3,737,545,465 | |
| Pennsylvania | 11,311,822,975 | - | 1,635,343,335 | 171,514,120 | - | (TBS) | 13,118,700,430 | |
| Puerto Rico | - | 800,985,000 | 225,000,000 | 13,881,453 | 2,033,600 | (TBS) | 1,041,744,723 | |
| Rhode Island | 1,507,774,086 | - | 291,920,455 | 22,881,459 | 1,291,360 | (TBS) | 1,771,816,360 | |
| South Carolina | 4,616,586,653 | - | 274,233,180 | 69,898,769 | 452,905 | (TBS) | 4,961,281,487 | |
| South Dakota | 1,844,217,262 | - | 225,000,000 | 29,479,068 | - | (TBS) | 2,109,716,408 | |
| Tennessee | 5,825,524,158 | - | 362,031,120 | 88,334,069 | 563,430 | (TBS) | 6,216,953,657 | |
| Texas | 26,983,823,563 | - | 531,187,465 | 407,774,759 | 15,588,860 | (TBS) | 27,859,354,637 | |
| Utah | 2,383,888,287 | - | 225,000,000 | 36,289,024 | 89,880 | (TBS) | 2,644,307,211 | |
| Vermont | 1,369,238,881 | - | 225,000,000 | 21,215,761 | - | (TBS) | 1,615,454,742 | |
| Virginia | 7,015,781,245 | - | 686,781,205 | 106,276,132 | 9,886,985 | (TBS) | 7,812,625,567 | |
| Washington | 4,673,755,990 | - | 694,875,170 | 70,885,271 | 83,818,125 | (TBS) | 5,443,314,532 | |
| West Virginia | 3,012,282,790 | - | 506,474,200 | 45,883,164 | 11,895 | (TBS) | 3,569,692,029 | |
| Wisconsin | 5,187,482,870 | - | 225,000,000 | 76,064,701 | 2,287,345 | (TBS) | 5,493,366,316 | |
| Wyoming | 1,786,213,054 | - | 225,000,000 | 26,786,026 | - | (TBS) | 2,011,993,080 | |
| Apportioned Total | 273,132,500,000 | 800,985,000 | 28,527,500,000 | 4,155,000,000 | 336,870,000 | | 336,028,885,000 | |

1/ Reflects \$1,500,000 tax-deduction for safety-related programs for each fiscal year and amounts are before post-apportionment set-asides, before penalties, before re-estimation.
 2/ Excludes 3 percent set aside each fiscal year to carry out section 202(d) of title 23, United States Code.
 3/ Excludes 0.5 percent set aside each fiscal year for administration.
 4/ Excludes \$300,000,000 set aside for transfer to the Joint Office of Energy and Transportation.
 5/ Excludes 10 percent set aside each fiscal year for grants to States or localities that require additional assistance to strategically deploy electric vehicle charging infrastructure.
 6/ Excludes 1.5 percent set aside each fiscal year for administration.
 7/ The funds are distributed by formula, as defined in 147(d) of title 23, United States Code.
 8/ Data used to determine the distribution amounts is collected through the biennial National Census of Ferry Operators (NCFOP). The FY 2020 distribution was based on the data contained in the 2018 NCFOP.
 9/ Distributions are not revised to reflect application of the guaranteed minimum distribution amount, per 147(f) of title 23, United States Code. The guaranteed minimum amount under 23 U.S.C. 147(f) is based on the total amount received by the program under 23 U.S.C. 147 for a fiscal year.
 10/ The Appalachian Regional Commission determines the final calculations and distribution amounts by State.
 AASHTO ANALYSIS OF INFRASTRUCTURE INVESTMENT AND JOBS ACT (IJJA) 15 | Page

HIGHWAY FUNDING FOR WI UNDER IIJA

- Under IIJA Wisconsin will receive a 34% increase in highway apportionments (formula) funding.
- Assume a roughly 20% state match
- Plus, competitive grants awarded by US DOT!



Major Competitive
DOT/FHWA Grants *to be
awarded to States and Local
Govt's*

| | |
|---------------|----------------|
| Mega Projects | \$5b |
| RAISE (TIGER) | \$7.5b |
| Safe Streets | \$5b |
| Culverts | \$1b |
| Bridge | \$12.5b |
| INFRA | \$8b |
| Rural | \$2b |
| PROTECT | \$1.4b |
| TOTAL | \$40.4b |

IMPLEMENTATION – DISCRETIONARY GRANTS

- \$40.4 Billion in Grants to be Awarded by US DOT for “Eligible Projects”
- Grant Criteria Will Address Biden Administration Priorities
- Example: Reducing Carbon Emissions
 - *“The extent to which the project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions or both.”*

IMPLEMENTATION – AIDPT PROGRAM

- FHWA Program To Deploy Proven Asphalt Pavement Technologies
- IIJA Provides \$30 million and added the following goals:
 - impacts on vehicle efficiency;
 - the energy efficiency of the production of paving materials and the ability of paving materials to enhance the environment and promote sustainability; and
 - integration of renewable energy in pavement designs.

IMPLEMENTATION – CARBON REDUCTION PROGRAM

- \$6.4B “Carbon Reduction Program,” for Projects That Reduce On-Road Emissions
 - Wicker-Stabenow Amendment Added “Paving Activities” as Eligible Project
 - Not voted on
 - On list for IIJA technical corrections bill
 - NAPA to Work with FHWA/AASHTO to broaden eligibility to include “paving activities”

PENDING KEY LEGISLATION

- Build Back Better Reconciliation Bill – Spending/Tax Bill That Can Pass in Senate *With Simple Majority Vote*
 - House passed BBB; pending in Senate
- FY22 Transportation Appropriation Bill – IIJA Funding Levels Must Be Ratified by FY22 Transportation Appropriations Bill
 - Continuing Resolution (CR) Expires Friday
 - Congress to Extend CR through January 2022
 - How will IIJA be treated in CR?

NEXT STEPS IN CONGRESS

For the 2022 Highway Construction Season, Congress Must:

1. Pass a Transportation Appropriations bill to fund U.S. DOT in FY 2022 and ratify IIJA funding levels
2. Raise the debt limit so Federal government can pay its bills
3. Negotiate Build Back Better in Senate

BUILD BACK BETTER (RECONCILIATION) BILL PROVISIONS ON CONSTRUCTION MATERIALS

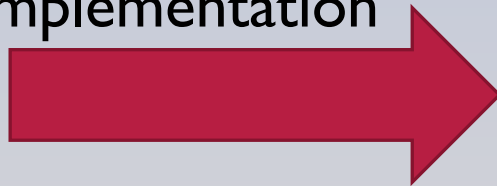
- \$4B to states to FHWA to reduce On-Road GHG Emissions
- \$250M to EPA to Carryout an Environmental Product Declaration Program for Construction Materials
- \$900M to FHWA to Offset Incremental Cost of Using a Low-Embodied Carbon Construction Materials
 - EPA determines qualifying construction material
- \$5M to EPA to standardize corporate climate action commitments to reduce GHG

IIJA IMPACT ON ASPHALT PAVEMENT MARKET

- US DOT to Issue IIJA Guidance to States
- States Need to Plan, Budget, Design, and Propose Projects for Bid
 - Increased demand for asphalt from IIJA expected in Q3 2022
- Competitive Grants Will Take More Time
 - US DOT to hire more people to implement grant programs
 - States need to hire staff to collect data, write grant proposals
- *REMEMBER: IIJA Will Support Years'Worth of Demand for Asphalt!*

RESOURCES

NAPA's IIJA Implementation Landing Page



The screenshot shows the NAPA website's "IIJA IMPLEMENTATION" landing page. The page features a navigation bar with links for "ABOUT NAPA", "EXPERTISE", "PROGRAMS", "MEMBERSHIP", and "NEWS & RESOURCES". The main content area is titled "IIJA IMPLEMENTATION" and includes a sub-section "IIJA Signed into Law". This section contains two paragraphs of text: the first describes the signing of the Infrastructure Investment and Jobs Act (IIJA) by President Joe Biden on November 15, 2021, and the second explains how the bill advances NAPA's priorities. Below the text is a section titled "THE LATEST ON IIJA" which lists 15 bullet points of recent news and resources, such as funding apportionment, fact sheets, executive orders, and press releases.

asphaltpavement.org

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ABOUT NAPA | EXPERTISE | PROGRAMS | MEMBERSHIP | NEWS & RESOURCES

IIJA IMPLEMENTATION

IIJA Signed into Law

On November 15, President Joe Biden signed into public law the bipartisan \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) of 2021, following the Senate's passage of the bill on August 10 and the House's passage on November 5. IIJA ensures that roads, highways, and bridges continue to carry people and commerce safely and smoothly for years to come. Increased investment of \$110 billion for roads and bridges is included in the bill, bringing the total dedicated spending to \$360 billion over five years.


The bill successfully advances several of NAPA's priorities, as stated in its December 2020 "Build Back Better with Asphalt" package to the incoming Biden administration. The bill also provides an exemption from Buy America, ensuring that U.S.-based pavement material producers can access high-quality asphalt binders and aggregates, safeguarding state-funded projects without supply chain disruptions or unnecessary additional costs to taxpayers.

NAPA thanks members, State Asphalt Pavement Associations, legislators, coalitions, and other partners for supporting this bill. Now, we turn to understanding and implementation over the coming months. This page will be regularly updated as that process ensues.

THE LATEST ON IIJA

- How to [calculate estimated Federal-Aid highway funding apportionment](#) for your state under IIJA – prepared by NAPA – November 2021
- [State-by-State fact sheets highlighting benefits of IIJA](#) – November 2021
- President Biden's [executive order](#) establishing a priorities and task force for infrastructure implementation – November 2021
- [NAPA statement](#) on enactment into public law – November 2021
- [APA press release](#) highlighting the asphalt pavement industry's priorities – November 2021
- [NAPA summary of IIJA](#) – updated November 2021
- [IIJA: Fact vs. fallacy](#) – prepared by the U.S. Chamber of Commerce – November 2021
- [IIJA bill text \(enrolled bill\)](#) – November 2021
- House of Representatives [roll call vote](#) on IIJA – November 2021
- [Funding tables](#) for IIJA – prepared by AASHTO – September 2021
- Senate [roll call vote](#) on IIJA - August 2021
- [Tangible state benefits of IIJA](#) – prepared by AASHTO August 2021
- [Authorized programs](#) in IIJA – August 2021
- [State-by-State highway apportionment \(formula\) estimates](#) – August 2021
- [Congressional summary](#) of IIJA – August 2021
- [NAPA policy recommendations](#) – December 2020

THANK YOU

- NAPA's Grassroots Critically Important
 - Asphalt Plant in Every Congressional District Helps!
 - Individual Companies Played a Key Role at Critical Times
 - State Asphalt Pavement Association's Advocacy Efforts Effective
 - Thank You, Thank You, Thank You!
- 



2022 NAPA ANNUAL MEETING

SCOTTSDALE

January 23-26
The Phoenician
AsphaltPavement.org/Annual