



Comparison of FY 2018 House and Senate Appropriations Bills

On July 17, 2017, the House Transportation, Housing and Urban Development (THUD) subcommittee approved its version of the FY 2018 THUD appropriations bill by voice vote. The following week the Senate Appropriations Committee voted — and approved — S. 1655, the FY 2018 THUD bill. Both bills appropriate \$45 billion in highway spending. There are differences in both packages that may impact the asphalt pavement industry. What follows is a side-by-side comparison of both bills.

	FY 2017	FY 2018 : House	FY 2018: Senate
Highway Spending	\$43.266 Billion	\$45 Billion	\$45 Billion
Emergency Non-Exempt Funding	\$739 Million	\$739 Million	\$739 Million
Rescissions of Highway Contract Authority	\$857 Million	\$800 Million	\$0
TIGER Grants	\$500 Million	\$0	\$550 Million
Airport Improvement Program	\$3.35 Billion	\$3.35 Billion	\$3.6 Billion
Passenger Facility Charge	\$4.50	\$4.50	\$8.50
Critical Commerce Corridors (CCC)	The FAST Act authorizes funding for formula based Freight Programs and grant programs. Eligible projects include Critical Commerce Corridor (CCC) projects. CCC was not defined in the FAST Act.	Critical Commerce Corridors (CCC) include existing highways where a barrier physically separates lanes dedicated to heavy commercial trucks from lanes dedicated to passenger vehicles. The Committee encourages DOT to strongly consider applications for the creation of CCC when awarding grants to individual states.	Silent.

	FY 2017	FY 2018 : House	FY 2018:
Innovative Engineering and Design Approaches	Increases federal share for projects that uses the mechanistic-empirical pavement design guide (MEPDG) and life-cycle cost analysis (LCCA). Requires the Federal Highway Administration to issue guidance on eligibility requirements to the states.	Silent.	Silent.
Interpretation of Guidance Documents	Recommends the Departments of Transportation (DOT) clearly label in a plain, prominent, and permanent manner that the (agency's guidance documents are not legally binding) and may not be relied upon by the agency as grounds for agency action. This includes a thorough explanation on the guidance document about why the agency believes it is appropriate to issue guidance about a matter instead of proposing a regulation and what specific statutory provisions or regulation(s) the guidance is interpreting.	Silent.	Recommends the Departments of Transportation (DOT) clearly label in a plain, prominent, and permanent manner that the (agency's guidance documents are not legally binding) and may not be relied upon by the agency as grounds for agency action. This includes a thorough explanation on the guidance document about why the agency believes it is appropriate to issue guidance about a matter instead of proposing a regulation and what specific statutory provisions or regulation(s) the guidance is interpreting.
Permeable Pavements	Encourages the Secretary to (accelerate research, demonstration, and deployment of permeable pavements) to achieve flood mitigation, pollutant reduction, storm-water runoff reduction, and conservation. Projects may include roadway shoulder load testing and documenting life-cycle cost efficiency.	Encourages the Secretary to (accelerate research, demonstration, and deployment of permeable pavements) to achieve flood mitigation, pollutant reduction, storm-water runoff reduction, and conservation. Projects may include roadway shoulder load testing and	Encourages the Secretary to (accelerate research, demonstration, and deployment for permeable pavements) to achieve flood mitigation, pollutant reduction, storm-water runoff reduction and conservation. Projects may include roadway shoulder load testing and documenting life-cycle cost efficiency.
Recycled Materials	Section 1428 of the FAST Act requires the Secretary of Transportation to encourage the use of durable, resilient, and sustainable materials and practices including the use of geosynthetic materials and other innovative technologies.	Recycled materials provide a cost-effective alternative and helps the environment. Section 1428 of the Fixing America ' s Surface Transportation Act (FAST Act) requires the Secretary to encourage use of durable and sustainable materials. The Committee encourages FHWA to fulfill these objectives and to consider working collaboratively with the Expert Task Group, the American Association of State Highway and Transportation Officials, and industry stakeholders in (developing revised standards that allow for the maximum use of recycled materials without detrimental impact to life- cycle cost).	Silent.

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Timber Bridge Initiative	Silent.	Silent.	The Committee recognizes that the use of cross laminated timber and other forms of mass timber can provide value in bridge structures. The benefits of timber in bridge construction include reduced weight and cost-effectiveness. When used to reinforce existing structures, timber can upgrade live load capacity. The Committee notes with appreciation that FHWA has worked successfully in partnership with the U.S. Department of Agriculture's Forest Products Laboratory to research the benefits of timber in bridge construction. The Committee urges the Department to renew this work, as well as to use mass timber in demonstration projects, and recommends continued collaboration with other Federal agencies for (deploying timber into the U.S. highway and bridge system) .
Composites/ Technology Innovation deployment program	Silent.	The Committee supports the technology and innovation deployment program's efforts to improve the safety, efficiency, reliability, and performance of our Nation's transportation infrastructure. There is a growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster construction and cost-effective rehabilitation of efficient and safe bridges. The Committee encourages the Department to use these funds for the demonstration and deployment of (advanced composite materials in bridge replacement and rehabilitation) .	The Committee recognizes that composites can improve the performance of bridge structures and prove valuable for other uses, including road signs. Proven benefits of composites include strength, low weight, corrosion resistance, and long-term durability, and these characteristics can lead to improved performance for bridges and other structures. The Committee urges the Department to use composites in demonstration projects and recommends the continued research, development, and regulatory reform needed, if any, to (clear hurdles for deploying composites into our highway and bridge system) . Through use in the Technology and Innovation Deployment Program, FHWA should identify ways other agencies and programs could collaborate with FHWA and contribute to the expanded use of composites.

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Technology Solutions	Silent.	Silent.	The Committee encourages the Department to (review and test nanotechnology solutions) that may provide a benefit to Federal, State and local governments by extending the life and utility of materials such as cement, asphalt and steel.



For more information, contact Ashley Jackson at ajackson@asphaltpavement.org or 301-731-4748.

ASPHALT.
AMERICA RIDES ON US.

5100 FORBES BLVD.
LANHAM, MD 20706

Toll Free 888.468.6499
Phone 301.731.4748
Fax 301.731.4621

AsphaltPavement.org
NAPA@AsphaltPavement.org