



NATIONAL ASPHALT
PAVEMENT ASSOCIATION

Great American Outdoors Act *Selected Provisions Impacting Asphalt Pavement Market*

Background

The Bureau of Land Management (BLM), Forest Service (FS), Fish and Wildlife Service (FWS), and National Park Service (NPS) maintain thousands of diverse assets, including roads parking lots and trails. Each agency has a backlog of [deferred maintenance](#) (DM), [defined as](#) maintenance not performed as needed and put off for a future time. For FY2018, [NPS's backlog](#) was reported at \$11.9 billion, [FS's](#) at \$5.2 billion, [FWS's](#) at \$1.3 billion, and [BLM's](#) at \$1.0 billion. Additionally, the Department of the Interior (DOI) reported DM of \$1.8 billion for Indian Affairs, including the Bureau of Indian Education (BIE). For all the agencies except BIE, a sizeable portion of DM is in transportation assets.

Great American Outdoors Act

[The Great American Outdoors Act—H.R. 1957](#), as passed by the Congress—would establish a new fund with mandatory spending authority to address deferred maintenance needs of the five federal agencies listed above (NPS, FS, FWS, BLM, and BIE). This will create new market opportunities for the asphalt pavement industry.

Selected Provisions

Section 2 of H.R. 1957 establishes the National Parks and Public Land Legacy Restoration Fund to support deferred maintenance projects on federal lands.

The new fund would receive annual deposits for FY2021-FY2025 of 50% of all federal energy revenues (from oil, gas, coal, or renewable energy) credited as miscellaneous receipts to the Treasury, up to a cap of \$1.9 billion annually. Of the amounts deposited each year in the fund (up to \$1.9 billion annually, as described above), NPS would receive a 70% share, FS 15%, FWS 5%, BLM 5%, and BIE 5% for its schools. The agencies would use the funding for “priority deferred maintenance projects.” At least 65% of each agency’s funds would be for “non-transportation projects.” In general, the President would submit lists of priority projects to Congress in its annual budget submission to the Congress.

The Government Accountability Office must report on the effect of the fund in reducing the backlog of priority deferred maintenance projects for the specified agencies.

NAPA Support for the Legislation

NAPA led the highway construction industry’s support for the legislation as it moved through the [Senate](#) and the [House of Representatives](#). The Pew Charitable Trusts thanked NAPA for helping to get the legislation over the finish line. “We truly would not have seen the result today but for years of your support, advocacy, and help to make it possible,” said Andrew Werthmann with the Pew Charitable Trusts in an email to NAPA.

More information

Contact [Ashley Jackson](#) or [Jay Hansen](#) for more information.