

AMERICAN COMPOSITES MANUFACTURERS ASSOCIATION

POLICY ON COMPOSITES AND TRANSPORTATION INFRASTRUCTURE

Our nation's highway system, particularly bridge structures and roads are in crisis. Corrosion in highway bridges and increased traffic loads and congestion have made 25% of the nation's bridges either structurally deficient or functionally obsolete. Substantial funds are needed to fix and repair these structures, but more importantly, innovative FRP composites materials and products have the ability to build safe, cost effective, and longer lasting structures today.

Composites are inherently stronger, lighter, corrosion-resistant and more durable than conventional construction materials. The composites industry has a very long history of achieving successful, cost-effective solutions in a variety of demanding environments. Composites have been tested and proven in state DOT managed programs. Composites offer the best solution for mitigating corrosion. Composite systems are sustainable, easier to install and maintain, and have a lower carbon footprint than competing construction materials. Composites can extend the service life of structures while also offering lower life cycle costs than bridges constructed of concrete and steel.

Our industry is largely domestic and made up mostly of smaller companies. We are not asking for earmarks, grants or other kinds of special treatment. We want Congress to set high standards for the performance and longevity of highways and bridges.

This is why the ACMA is committed to promoting the use of composites by:

- Supporting life-cycle costing for construction of transportation structures,
- Encouraging States to use AASHTO or State Highway Department approved designs and material systems that provide extended life over conventional design and material solutions,
- Encouraging States to use long-life designs and materials in 10 % (minimum) of their projects,
- Encouraging States to use value engineering analysis,
- Continue supporting the Innovative Bridge Research and Deployment Program and the Highways for Life Program for development of new, long-life cost effective, innovative highway bridge applications, without earmarks stipulated for composites,
- Supporting candidate projects on the Federal-aid system should be those with total project costs of \$10 million or bridge projects with total project costs of \$5 million,
- Ensuring information and technology resulting from research conducted with composites products is made available to all State DOT and local transportation departments.

The members of ACMA believe that our nation's infrastructure will be better served by composites that:

- Cost far less in the near and distant future
- Increase safety in transportation
- Increase productivity by reducing traffic congestion that occurs when bridges are being repaired or rebuilt.
- Provide cost effective sustainable repairs to deteriorating bridges and highway structures

ACMA will pursue this policy with the legislative and executive branches at the federal and state level.