



BACKGROUND

On an annual basis, 110 million metric tons of cement are consumed in the United States, approximately half of which is used in federally funded infrastructure projects. Cement is the primary ingredient in concrete, a resilient building material used to build everything from roads and bridges, water and sewer infrastructure, flood control and prevention infrastructure, military construction, and public buildings. The cement industry is committed to reaching carbon-neutrality by 2050 across the cement and concrete value chain.

In the last several years, Congress has expanded the federal government's research, development, and deployment of technologies that reduce carbon emissions in manufacturing. As the cement industry strives to reduce its emissions, research on the material would benefit from a shift to performance-based specifications and standards that allow for lower carbon cement mixtures that still meet the needs of the construction project. While third-party organizations like ASTM International define these standards, the federal government's procurement role has a dramatic impact on the construction materials market.

STATUS

Senators Chris Coons (D-DE) and Tom Tillis (R-NC) have introduced the Concrete and Asphalt Innovation Act (CAI Act, S. 3439) to invest in research, development, demonstration, and commercial application of technologies to reduce emissions from cement, concrete, asphalt binder, and asphalt mixture production. The bill would also allow for the Federal Highway Administration (FHWA) to reimburse or provide an incentive to state departments of transportation (DOTs) for the use of low-emissions cement, concrete, asphalt binder, and asphalt mixture. To be eligible, state DOTs must have performance standards. Additionally, the bill allows FHWA to enter into advanced purchase agreements of innovative construction materials to stimulate the marketplace. Similar legislation, the IMPACT Act (H.R. 7685), has been introduced in the House by Rep. Max Miller (R-OH) and Rep. Valerie Foushee (D-NC). The IMPACT Act has all research parts of the CAI Act without the U.S. DOT programs. The IMPACT Act passed the House Science, Space, and Technology Committee in a vote of 38 to 0 on March 22, 2024. The CAI Act is still awaiting Senate committee consideration.

ASKS

- Cosponsor and support the IMPACT Act (H.R. 7685).
- Cosponsor and support the Concrete and Asphalt Innovation Act (CAI Act, S. 3439).

CONTACT INFORMATION

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