

Section-by-Section of S.1067 -- Concrete and Asphalt Innovation Act (Coons-Tillis)

Section 1

Short Title: This Act may be cited as the “Concrete and Asphalt Innovation Act of 2025”.

Definitions

- Alternative Fuels
- Baseline Embodied Greenhouse Gas Emissions
- Commercially Available
- Department (of Energy)
- Eligible Entity
- Embodied Greenhouse Gas Emissions
- Engineering Performance Standard
- Environmental Product Declaration
- Low-emissions cement, concrete, asphalt binder, or asphalt mixture
- National Laboratory
- Portland Cement
- Relevant Centers
- Secretary (of Energy)
- Task Force

Section 2

Low-Emissions Cement, Concrete, Asphalt Binder, and Asphalt Mixture

Production Research Program – Secretary of Energy to establish R&D program for production of low-emissions cement focused on a list of promising technologies, alternative materials, and alternative fuels; support demonstrations of 1 or more technologies with industry partners; authorization of \$200M in appropriations; Secretary of Energy will establish baseline CO2 emissions and consult with industry and Manufacturing USA institutes.

Section 3

Low-Emissions Concrete and Low-Emissions Asphalt Manufacturing USA

Institutes – Secretary of Commerce, with NIST, will establish advanced testing capabilities for clean concrete, provide central data, quantify GHG emissions, provide states with testing technical support and grants to coordinate with Manufacturing USA institutes. Funded by amounts otherwise available to the Secretary of Commerce.

Section 4

Federal Highway Administration – Encourage States to improve specifications to facilitate purchase of clean concrete. FHA will reimburse incremental costs of clean concrete, provide incentives for purchase of clean concrete, provide technical assistance to update specs and benchmark GHG. Incentive amount is up to 2% of cost of clean concrete with an authorization of appropriations of \$15M for FY 25-27. To be eligible, State must have standards and measurement capacity in place. FHA will also publish a directory of materials eligible for reimbursement.

Section 5

Advance Purchase Commitment Program - Allow States to purchase or guarantee direct purchase of clean concrete. In order to qualify, a material must have superior durability or strength with same emissions, or have superior environmental performance;

Section 6

Surface Transportation Block Grant (STBG) funds can be used to acquire materials that qualify.

Section 7 **Interagency Task Force for Concrete and Asphalt Innovation** – DOE in coordination with other agencies (DOT, GSA, DOD, NIST) will establish a task force for concrete innovation to consider improving material performance and reducing emissions. Secretary of Energy will consult with industry (ready-mix, precast, Portland cement, aggregate, asphalt binder, asphalt mixture, emerging tech, distributors), users, and experts. Task force will provide recommendations to Secretary of Energy on standards, rules, and incentives. Report to Congress.

COMPARISON TO HOUSE COMPANIONS (IMPACT ACT and IMPACT 2.0 ACT)

Senate Bill (CAIA)		House Bills		Section Cross Reference	
<u>Section</u>	<u>Cmte</u>	<u>Bill</u>	<u>Cmte</u>	<u>CAIA vs. IMPACT</u>	<u>Note</u>
Section 1	ENR	IMPACT	SST	1 = 1	This Act may be cited as the Innovative Mitigation Partnerships for Asphalt and Concrete Technologies Act or the “IMPACT Act”.
Section 2	ENR	IMPACT	SST	2 = Sec 2/ 40523 IIJA (a)	Entire House bill is amended into IIJA "at end"
Section 3	ENR	IMPACT	SST	3 = Sec 2/ 40523 IIJA (b)	Several differences from Senate text and the \$200M auth of approps does not appear in House text
Section 4	ENR	N/A	N/A	N/A	Sec 4 not present in House bill
Section 5	ENR	IMPACT 2.0	T&I	5 = Sec 2	Minimal differences
Section 6	ENR	IMPACT 2.0	T&I	6 = Sec 3	Minimal differences
Section 7	ENR	N/A	N/A	N/A	Sec 7 not present in House bill