

## Pavement Provisions in Omnibus Appropriations Bill for FY2022

### Airport Technology

This measure provides \$6,000,000 for the airfield pavement technology program authorized under section 744 of Public Law 115–254, of which \$3,000,000 is for concrete pavement research and \$3,000,000 is for asphalt pavement research.

### Resilient Infrastructure

The agreement directs the Department of Transportation to increase its technical assistance and training to assist state DOTs, local governments, and Tribal governments in developing reliable indicators of vulnerability and actionable mitigation measures across all phases of transportation planning, asset management, project planning and development, and operations with the goal of increasing resiliency and reducing lifecycle costs. The Department is directed to prioritize research and demonstrations of new and established technologies that have the potential to increase the resilience of our infrastructure systems and to share such innovations with appropriate state and federal partners.

### Resilient Infrastructure Systems Research

The agreement directs FHWA to emphasize new and established technologies that could make infrastructure systems more resilient, urges the FHWA to promote resiliency in its Every Day Counts campaign to help states install new and proven technologies. In addition, the agreement requires the FHWA to report to the House and Senate Appropriations Committees on the extent to which states, and territories are currently using or plan to use innovative technologies to build resiliency into their highway and bridge infrastructure, as well as any barriers to such use.

### Low-Carbon Materials

The agreement encourages the FHWA to continue efforts to develop low-carbon materials that reduce greenhouse gas emissions while maintaining the structural integrity of infrastructure.

### Greenhouse Gas Emissions

This measure directs the Government Accountability Office (GAO), within 270 days, to assess and report on the extent to which Federal agencies, states, and MPOs currently collect and use performance data on transportation-related GHG emissions, how performance data on transportation-related GHG emissions is used to inform investment decisions in transportation, and opportunities for the FHWA to better leverage this information.

### Concrete Research

Within 180 days of enactment, the Secretary is required to report to the House and Senate Appropriations Committees outlining FHWA's action plan to evaluate stainless slag materials as a substitute for cement in concrete, structural fill, controlled low strength material and related transportation infrastructure.

### Truck Underride Safety

The agreement requires NHTSA to implement GAO recommendations (GAO-19-264) on truck underride safety, complete a rulemaking to strengthen rear guards to meet Insurance Institute for Highway Safety requirements, and report quarterly to the House and Senate Appropriations Committees on its progress. The agreement also

urges NHTSA to share information with police departments to improve underride crash data quality and completeness.

#### Moveable Barriers

The agreement directs the FHWA to collaborate with state DOTs to assess the viability of utilizing or deploying innovative technologies, such as moveable barriers, to enhance safety, eliminate crossover fatalities, relieve traffic congestion, reduce fuel consumption, enhance air quality, and reduce road building costs.