



Reauthorize the Accelerated Implementation and Deployment of Pavement Technologies Program

Background

The Accelerated Implementation and Deployment of Pavement Technologies (AID-PT) program, established under MAP-21, advances the latest innovations, best practices, and technologies for constructing and maintaining high-quality, long-lasting pavements. According to Thomas D. Everett, Federal Highway Administration (FHWA) Associate Administrator for Infrastructure, "This [AID-PT] program is vital to FHWA's mission."¹

The AID-PT program focuses on research and implementation of select pavement technologies that have an immediate potential to benefit our infrastructure and the nation's highway users. The program aims to implement, deploy, demonstrate, showcase, support, and document the application of ready-to-use concrete and asphalt pavement material technologies and practices that will yield performance enhancements to improve mobility on the nation's highways. Since its inception, the AID-PT program has resulted in meaningful and cost-effective strategies that have benefited road owners, the traveling public, and taxpayers as well as both pavement industries.

Request

The member companies of the American Concrete Pavement Association (ACPA) and the National Asphalt Pavement Association (NAPA) support the reauthorization of the AID-PT program. We would also ask that Congress consider a modification that would encourage collaboration with government and academia. Specifically, we are proposing that 23 U.S. Code § 503(c)(3) be amended as follows:

SEC. ___ TECHNOLOGY AND INNOVATION DEPLOYMENT PROGRAM.

Section 503(c)(3) of Title 23, United States Code, is amended—
in subparagraph (C) by striking "2016 through 2020" and inserting "2021 through ___"

SEC. ___ TECHNOLOGY AND INNOVATION DEPLOYMENT PROGRAM.

Section 503(c)(3) of Title 23, United States Code, is amended—
(1) in subparagraph (A) by adding "*To accomplish the goals outlined in subparagraph (B), the Secretary may enter into cooperative agreements with institutions of higher education and non-profit organizations.*"

ACPA and NAPA have co-developed this language with the intent of strengthening the deployment features of the AID-PT program. This language would encourage the FHWA to lead a coordinated effort to advance knowledge and practices in pavement-related issues. In order to ensure that innovations developed in research are deployed in the field, it is very important to continue the exchange of ideas and interactions among Departments of Transportation, industry, academia, and FHWA throughout the life of the AID-PT program. This is only possible when government, industry, and academia collaborate across the entire innovation process.

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¹ [Accelerated Implementation and Deployment of Pavement Technologies 2017–2018 Annual Report](#), Federal Highway Administration, 2018



Enhancing Worker Safety During Roadway Construction

Purpose

This proposal will help protect workers and motorists from injury and death during roadway construction projects through the use of innovative contracting methods that enhance work zone safety. Specifically, state transportation agencies would be able to employ an innovative contracting mechanism to create a safety contingency fund to implement work zone safety enhancements that are not foreseen during the project planning and design stages.

Issue

On average, over the past three years, 135 occupationally related roadway construction work zone fatalities have occurred annually <<https://www.workzonesafety.org/crash-information/work-zone-fatal-crashes-fatalities/#national>>. The majority of these incidents were the result of third-party/distracted-driving intrusions into the work zone. During the same time-frame, an additional 600 fatalities occurred annually within roadway construction or maintenance work zones. While motor vehicle fatalities within a work zone have decreased slightly for the driving public over the last decade, injuries and fatalities of road construction workers have increased slightly during the same time period. Roadway construction work zones are dangerous places to work, and inattentive behavior on the part of drivers makes them even more dangerous.

As the U.S. Federal Highway Administration (FHWA), state departments of transportation (DOTs), and private sector construction contracting firms have sought to improve worker safety through the use of improved temporary traffic control provisions, one impediment remains constant — funding. In a low-bid roadway construction contracting environment, work is often awarded based on the lowest cost proposal that meets minimum agency specifications and requirements. The primary challenge for stakeholders arises when the contractor and agency realize that enhanced safety equipment or practices are needed beyond those originally specified in the bidding process. This can occur if mandatory work zone requirements are deemed unsatisfactory once road construction or maintenance begins, necessitating changes.

Unfortunately, at present, no federal funding mechanism is available to accommodate these types of modifications to an existing contract, and DOTs may be reluctant to

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