



NATIONAL ASPHALT
PAVEMENT ASSOCIATION

The Asphalt Pavement Industry Fast Facts

The Association

- The National Asphalt Pavement Association (NAPA) exclusively represents the interests of the asphalt pavement industry, including producers and contractors, on the national level with Congress, government agencies, and other national trade and business organizations.
- The Association, which counts more than 1,200 companies as its members, was founded 65 years ago in 1955.
- NAPA works to advocate, advance, and support the asphalt pavement industry.
- NAPA maintains an active research program designed to address environmental issues and to improve the performance and quality of asphalt pavements and paving techniques used in the construction of roads, streets, highways, parking lots, airports, and environmental and recreational facilities.

Asphalt Pavement

- Asphalt pavement material is a combination of approximately 95 percent aggregate (stone, sand, or gravel) bound together by approximately 5 percent asphalt binder.
- Asphalt pavement material is produced at a manufacturing facility known as an asphalt plant, where the aggregates and asphalt binder are heated, mixed according to precise engineering formulas, and loaded into trucks for transport to the paving site.
- The asphalt pavement industry has a record of using sustainable and environmentally friendly practices in the manufacture and paving of asphalt pavements.

Scope and Scale of the Asphalt Pavement Industry

- The asphalt pavement industry workforce, estimated to be almost 150,000 men and women strong, is part of a larger transportation construction industry that employs 410,000 people including asphalt plant managers, administrators, road crews, researchers, engineers, and support personnel, all of whom play critical roles in building and maintaining the roads Americans rely upon every day.
- The U.S. has about 3,600 asphalt production sites¹ and produced about 420 million tons of asphalt mixture in 2019.
- Of the 2.8 million miles of paved roads in the U.S., about 94 percent are surfaced with asphalt.²
- Approximately 80 percent of the nearly 3,330 runways in the FAA's national airport system are surfaced with asphalt pavement.³

¹ Chapter 11: Mineral Products Industry, AP 42, Fifth Edition, Volume I. (2004). Retrieved September 22, 2020, from <https://www3.epa.gov/ttn/chief/ap42/ch11/index.html>

² U.S. Department of Transportation, Federal Highway Administration. (2018, August 23). *Table HM-12 - Highway Statistics 2017*. <https://www.fhwa.dot.gov/policyinformation/statistics/2017/hm12.cfm>

³ *Federal Aviation Administration (FAA) Airport Master Records (5010) Module in Airport Data and Information Portal*. Retrieved by FAA representative September 15, 2020. <https://adip.faa.gov/agis/public#/airportSearch/advanced>.

The Asphalt Pavement Market

- Publicly funded highway programs make up about 65 percent of the asphalt pavement market, with residential and non-residential construction making up the remaining 35 percent.
- Over five years ago, in 2014, total spending on highway improvements such as new construction, reconstruction, resurfacing, and rehabilitation by all levels of government was \$105 billion. The federal share was 43 percent.⁴
- Approximately \$4 billion per year from Airport Improvement Program grants and passenger facility charges is spent on airfield runways, taxiways, and aprons.⁵
- The U.S. Council of Economic Advisers has calculated that \$1 billion of transportation-infrastructure investment supports 13,000 jobs for a year.⁶
- Beyond the numbers, infrastructure is critical to the health and well-being of the country. The United States' economy could not function without an interconnected and well-maintained infrastructure network of roads, bridges, and airports.

Environmentally Friendly & Sustainable⁷

- The use of recycled materials, primarily reclaimed asphalt pavement (RAP) and reclaimed asphalt shingles (RAS), in asphalt pavements reduces the amount of raw materials required to produce asphalt mixes and materials going to landfills. In fact, asphalt pavements are recycled into new roadway surfaces at the highest rate, over 90%, of any material.
- In 2019, 97 million tons of RAP and 1 million tons of RAS were collected for re-use, saving nearly 60 million cubic yards of landfill space.
- In 2019, 90 million tons of recycled materials were used in asphalt pavement, saving more than \$3.3 billion compared to the use of virgin materials.
- An additional 5.5 million tons of RAP and RAS were used as aggregate in cold-mix asphalt and other road-building activities.
- The use of warm-mix asphalt allows the producers of asphalt mixtures to lower temperatures at which the material is mixed and placed on the road.
- Overall, warm-mix asphalt provides substantial sustainability benefits similar to or, in some cases, better than conventional hot-mix asphalt. Sustainability benefits include lower energy use, reduced emissions, and potential for increased reclaimed asphalt pavement usage.
- In 2019, total warm-mix asphalt tonnage increased to over 164 million tons, or 38 percent of all asphalt pavement produced in the United States.

⁴ U.S. Department of Transportation, Federal Highway Administration. (2019). *Status of the nation's highways, bridges, and transit – conditions and performance: Report to Congress*. <https://www.fhwa.dot.gov/policy/23cpr/pdfs/23cpr.pdf>

⁵ Congressional Research Service (CRS). (2019). *Financing airport improvements: CRS report prepared for members and committees of Congress*. <https://fas.org/sgp/crs/misc/R43327.pdf>

⁶ U.S. Department of Transportation, Federal Highway Administration. (2020, September 21). *Employment impacts of highway infrastructure investment*. <https://www.fhwa.dot.gov/policy/otps/pubs/impacts/>

⁷ Citation for entire section: Williams, B.A., J.R. Willis, & Shacat, J. (2019). *Annual Asphalt Pavement Industry Survey on Recycled Materials and Warm-Mix Asphalt Usage: 2018, 9th Annual Survey* (IS 138). National Asphalt Pavement Association, Greenbelt, Maryland. DOI: 10.13140/RG.2.2.21946.82888

Funding Priorities
FY 2021 Transportation – Housing and Urban Development Appropriations Bill
Financial Assistance for State Departments of Transportation
Highway Reauthorization Bill as Platform for National Economic Recovery and Growth
November 30, 2020

GOALS

There are three separate issues that Congress must address:

- Adequately fund Federal transportation programs in FY 2021 to continue roadway construction and maintenance projects critical to economic recovery.
- Provide state DOTs immediate financial assistance in order to prevent major disruptions to capital highway construction programs and layoffs of workers.
- Enact a multi-year surface transportation authorization bill with increased investments to revitalize the economy and provide jobs.

AN ESSENTIAL, SAFE INDUSTRY

- The asphalt pavement industry is essential and continues to work during the pandemic, providing jobs, and improving highways and roads.
- Safety of our workers at the job site is paramount.
- Our companies follow the Centers for Disease Control and Prevention (CDC) guidelines and have implemented protocols to keep workers healthy and safe on the job site.

FY 2021 TRANSPORTATION – HOUSING AND URBAN DEVELOPMENT APPROPRIATIONS BILL

- Because full-year FY 2021 appropriations were not enacted before the end of FY 2020, a 72-day continuing resolution (CR) was enacted on September 30, 2020.
- As a result, states received about 20 percent of their obligation limitation for FY 2021.
- Although a CR is intended to prevent a funding gap and government shutdown, operating under a CR has negative consequences for resource management due to the inability to plan long-term.
- Congress must enact another spending measure before the current continuing resolution expires on December 11, 2020, either through an omnibus or another CR.
- NAPA urges Congress to reach an agreement on the appropriation bills during the lame-duck session to avoid carrying the issue over to the next Congress.

STATE DOT ASSISTANCE FOR DEPLETED REVENUES

- Since the beginning of the pandemic in March, state DOTs continue to face severe losses in dedicated user fee revenues including motor fuel taxes.
- The American Association of State Highway and Transportation Officials (AASHTO) is requesting \$37 billion in direct federal funding to state DOTs in the pending COVID-19 relief package.
- This crucial federal backstop will prevent potential job losses both in the state DOT workforce and the private sector and cancellations and delays of vital transportation projects as well as.
- Federal funding can also jump-start much needed economic activity as the United States continues to recover from the effects of the pandemic.
- NAPA supports AASHTO's request and urges the Congress to include the AASHTO request for Federal financial support as part of the next emergency relief aid package.

HIGHWAY REAUTHORIZATION

- America's economic vitality and ability to compete in the global marketplace depends on an integrated national, intermodal surface transportation network that reliably moves goods and people to maximize global competitiveness, quality of life, and economic prosperity for all citizens.
- To realize this economic prosperity and global competitiveness, our nation must make robust investments in highway infrastructure systems to stimulate sustainable job growth through improved access, mobility, and improvement of traffic safety; improved road and bridge conditions; and reduce travel delays. This requires a robust and sustainable funding mechanism for the Highway Trust Fund (HTF).
- According to the U.S. Department of Transportation Conditions and Performance Report, the nation's highway and bridge backlog is at \$786 billion due to decades of underinvestment.
- To avoid project delays, Congress enacted a one-year extension of the FAST Act and transferred \$13.6 billion in general fund revenues into the Highway Trust Fund which was critical to support the needed investments in highways, roads, and bridges.
- Since 2008, the Highway Trust Fund has been sustained through a series of General Fund transfers amounting to over \$144 billion. In March 2020, the Congressional Budget Office released updated baseline budget projections indicating that continued inaction will result in the HTF (after incorporating the impact of COVID-19) to face a \$192 billion shortfall by 2030. In addition, reserves are depleted in FY 2021; one-year sooner and \$3 billion above pre-COVID-19 projections.
- If Congress does not act, there is the possibility for reductions of roughly 25 percent in federal reimbursements to states on existing obligations, leading to serious cash flow problems for states if the HTF becomes insolvent resulting in project delays.
- NAPA urges Congress to expeditiously address the common goal of enacting a long-term, robust and sustainable funding mechanism that addresses the Highway Trust Fund's dire fiscal situation with solutions that both stabilize and increase critical highway investments to position America's economy for future success and brings the surface transportation infrastructure network up to a state of good repair.

Key facts about the U.S. surface transportation system

April 2020

Investing in our nation's surface transportation system improves safety and generates jobs; Making needed highway improvements fosters economic recovery and growth

- Investments in the surface transportation system will boost the nation's economy in the short-term by creating jobs and in the long-term will enhance economic competitiveness, stimulate sustained job growth, improve access and mobility, improve traffic safety, reduce travel delays and improve road and bridge conditions.
- Roads and highways are the backbone of our economy, allowing U.S. motorists to travel 3.2 trillion miles annually and moving a significant portion of the \$16.8 trillion worth of commodities shipped within the country each year. But, conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of state and federal funding available.
- The design, construction and maintenance of transportation infrastructure in the U.S. supports approximately 4 million full-time jobs across all sectors of the state economy. Approximately 62.9 million full-time jobs in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the nation's transportation network.

Investing in the Nation's surface transportation system Improves road and bridge conditions and reduces the cost to motorists of driving on deficient roads

- A total of 43 percent of major roads in the U.S. are in poor or mediocre condition. Driving on deteriorated roads costs the nation's motorists \$130 billion a year – \$603 per motorist – in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.
- A total of seven percent of U.S. bridges are rated in poor/structurally deficient condition, meaning there is significant deterioration to the major components of the bridge. A total of 43 percent of the nation's bridges are at least 50 years old, an age when many bridges require significant rehabilitation or replacement.
- From 2000 to 2018, vehicle travel on U.S. roads increased by 18 percent. The nation's population increased by 16 percent from 2000 to 2019.
- According to the [Status of the Nation's Highways, Bridges, and Transit, 23rd Edition](#), submitted to Congress by the United States Department of Transportation (USDOT) in 2019, the U.S. faced a \$786 billion backlog in needed repairs and improvements to its roads, highways and bridges. The nation's current \$105 billion investment in roads, highways and bridges should be increased by 29 percent to \$136 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion, and improve traffic safety, according to the USDOT report.

Roadway improvements can save lives and reduce traffic crashes

- From 2014 through 2018, 178,921 people died on the nation's highways, an average of 35,784 annual fatalities.
- The U.S. had a traffic fatality rate of 1.13 fatalities per 100 million vehicle miles of travel in 2018.
- Fatal and serious motor vehicle crashes in which the lack of adequate roadway safety features was likely a contributing factor cost U.S. motorists \$103 billion per year in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- A 2017 AAA Foundation for Traffic Safety [report](#) found that every \$100 million spent on needed roadway safety improvements would reduce the number of traffic fatalities by 44 and serious traffic injuries by 760 over a 20-year period. Safety improvements needed include adding passing lanes, widening lanes and shoulders, adding medians, adding turn lanes, clearing roadside objects, installing barriers, adding centerline or shoulder rumble strips, adding a bicycle lane or path, improving pedestrian safety features, converting intersections to roundabouts, providing grade separation at intersections, improving intersection signalization, and improving rail crossings.

Latest data from the U.S. Census Bureau, USDOT, FHWA, BTS, ARTBA, NHTSA, and AAA compiled and analyzed by TRIP, a national transportation research nonprofit based in Washington, D.C.



HIGHWAYS DRIVE AMERICA.

Highways have always driven our economy, and investing in highway infrastructure will drive our nation's economic recovery from the COVID-19 crisis.

HIGHWAYS DRIVE OUR PANDEMIC RESPONSE.



87% OF GOODS shipped in the U.S. are carried on highways.

That includes everything from groceries and cleaning supplies to critical medical equipment and PPE.¹

HIGHWAYS DRIVE ECONOMIC RECOVERY.

62.9M JOBS

in retail, tourism, agriculture and manufacturing rely on highways.²



HIGHWAYS DRIVE

350K PEOPLE

are directly employed in constructing and maintaining roads, and most have been hard at work to keep roads safe during the pandemic.³

4M JOBS

across multiple industries are indirectly supported by road maintenance and construction work.²



HIGHWAYS DRIVE AMERICA.

Now is the time to fund critical highway transportation infrastructure.

¹Committee for Economic Development of The Conference Board. *Fixing America's Roads and Bridges*. Accessed June 9, 2020. <https://www.ced.org/reports/fixing-americas-roads-bridges>.
²Key Facts about the U.S. Surface Transportation System. TRIP, April 2020. https://tripnet.org/wp-content/uploads/2020/04/TRIP_Fact_Sheet_NATL.pdf.
³Highway, Street, and Bridge Construction - May 2018 OES Industry-Specific Occupational Employment and Wage Estimates. https://www.bls.gov/oes/2018/may/naics4_237300.htm.