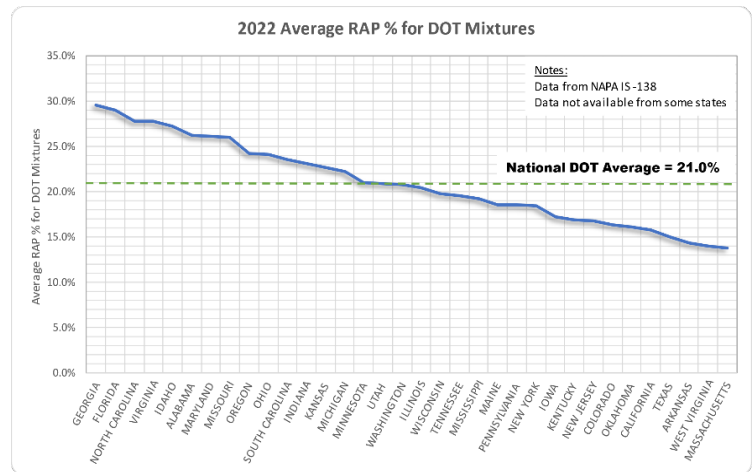


## Asphalt's Sustainability Story

The National Asphalt Pavement Association (NAPA) is the lone trade association representing over 1,100 asphalt pavement producers and lay down contractors across all 50 states. The asphalt industry produces around 400 million tons of asphalt pavement every year and employs 350,000 people nationwide. Asphalt comprises 94% of the highway pavement market and 80% of the airfield pavement market because it is the most flexible and sustainable material on the market. Reclaimed Asphalt Pavement (RAP) is used nationwide, making asphalt the most recycled product in the United States by rate – RAP is 99% recyclable and over 90 million tons of RAP is utilized annually. That is enough RAP to pave a single lane around the world, twice. NAPA members operate in virtually every Congressional district, coast to coast, border to border.

### What is RAP?

- RAP is exactly what it sounds like – It is reclaimed asphalt pavement from existing roadway
- When an asphalt pavement roadway requires maintenance or replacement, the existing pavement can be milled-and-ground-up into small pieces. This RAP is comprised of aggregate (stone, sand, and gravel) and previously refined asphalt binder.
- Once milled, RAP is transported back to the asphalt mix plant where it is further processed, stored, and then recycled back into a new asphalt pavement mixture.
- Typically, asphalt mixtures contain 10–30% RAP with some state DOTs utilizing more but others less, as illustrated here:



### Why RAP Matters

- RAP utilization is critical for our industry's sustainability – keeping discarded material out of landfills, reducing the need for virgin raw materials, minimizing exuberant transportation costs, mitigating our industry's carbon output and cutting costs for government, commercial and residential road builders alike.
- Increased RAP utilization reduces the pavement's carbon footprint while similarly lowering pavement production costs – allowing infrastructure owners, like state DOTs, to stretch their precious funding down the road. Read about the [cost benefits of RAP](#).
- The sheer magnitude of RAP utilization must be noted – 90 million tons RAP, 1-inch thick, is a little less in size than the area of Rhode Island.
- However, over the last five years, RAP utilization has been stagnant nation-wide. Check out your [state's progress](#).
- If we were to raise the national average of RAP just 1% across all State DOTs, we'd eliminate the equivalent of 25,000+ cars' worth of carbon emissions each year

### How Congress Can Prioritize RAP

- Because each roadway has different structural requirements, State DOT Offices of Materials determine pavement material composition.
  - Part of such compositional considerations include RAP utilization, where some states are more willing to utilize greater amounts of RAP than others. Read more about the barriers of increased RAP utilization [here](#).
- While Congress supports increased RAP utilization via authorization and appropriation of the [Accelerated Implementation and Deployment of Pavement Technologies \(AID-PT\)](#), additional funding and resources are needed to accelerate deployment of high-RAP mixtures nationwide to best leverage each customer's deliverables
- Because increasing RAP utilization is cost effective and sustainable – FHWA should support State DOT's deployment of higher RAP asphalt pavement mixtures by providing State DOT's with the latest data on the performance of high RAP mixtures

**NAPA Contacts:** For more information, please contact NAPA's Vice President of Government Affairs, [Nile Elam](#), or NAPA's Director of Government Affairs, [Mitch Baldwin](#), regarding these critical issues and NAPA presence in your communities.