



**Pennsylvania Asphalt  
Pavement Association**  
Pennsylvania Rides on Us.

# NAPA and APA Updates



**Amy Miller, P.E.**

**National Director, APA and  
VP, Member & Industry Alliances**



Advancing Asphalt Pavements:  
Value, Mobility, & Sustainability

# About the National Asphalt Pavement Association...

- Our Vision: *Asphalt pavements' quality and value pave the way for enhanced mobility and a sustainable transportation network.*
- Our Mission: *The National Asphalt Pavement Association works to advocate, advance, and support the asphalt pavement industry.*



# Longstanding Pennsylvania NAPA Members

## GOLD MEMBERS (50+ Years)

New Enterprise Stone &  
Lime Co. Inc.

Warden Asphalt Co.

## 30+ Years

Grannas Bros. Stone &  
Asphalt Co. Inc.

Joseph McCormick  
Construction Co., Inc.

Meeker Equipment Co. Inc.

Riverside Materials Inc.

Russell Standard Corp.

Stabler Companies Inc.

## Pennsylvania State Director



Owen McCormick  
Joseph McCormick  
Construction Co.

# Thank you to all our NAPA Members in Pennsylvania!

- Abatech
- Allan Myers
- Bishop Brothers Construction
- Blaw-Knox
- Charlestown Paving & Exc., Inc.
- Cumi America Inc.
- Donegal Construction Corp.
- FORTA
- Glenn O. Hawbaker Inc.
- Golden Eagle Construction
- H&K Group
- Highway Equipment Co.
- Liberty Tire Recycling LLC
- Lindy Paving Inc.
- Multitherm, LLC
- Paratherm a division of Lubrizol
- Peter J. Caruso & Sons
- Phoenix Services LLC
- Pine Test Equipment
- Quaker Sales Corp.
- Schlouch Inc.
- Superior Tire & Rubber Corp
- United Employment Associates LLC
- York Building Products



# Industry Values

*NAPA Strategies*

*Advocate*  
*Advance*  
*Support*

- **OUR NATION:** Highways Investment & Smart Regulations
- **OUR PEOPLE:** Workforce
  - Health & Safety
  - Recruit & Retain
- **OUR INDUSTRY:** Longevity & Growth
- **OUR PRODUCT:** Quality & Innovation
- **THE POWER OF MANY:** Engagement for Advancement

# Industry Values

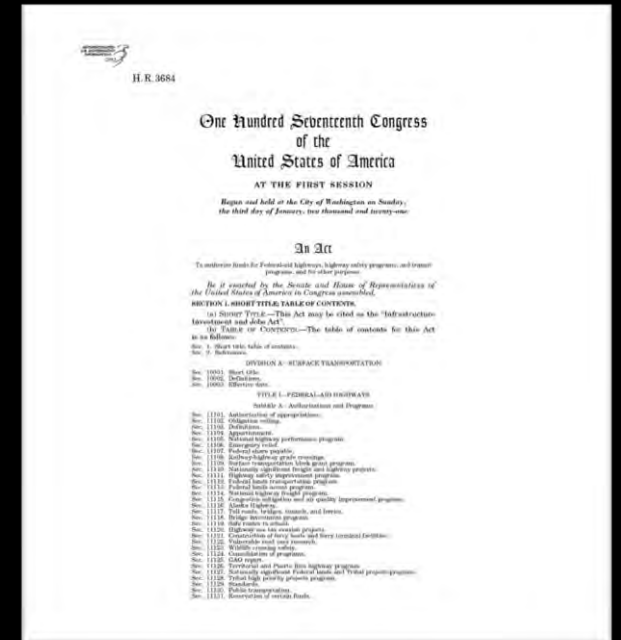
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# IJA Funding for Asphalt market

- Provides 5 years of federal funding and policy stability from FY 2022 to 2026
- 55% Growth Above Baseline for Highway, Bridge Programs
- \$40b in Highway, Bridge Grants
- \$15b for Airfield Grants
- \$15b for Private Activity Bonds





# NAPA Priorities Included In IIJA

- 5-Year Reauthorization and Grows Highway Funding
- Buy America Exemption for Asphalt, Additives, Aggregates
- No Pavement Mandates
- Codifies “One Federal Decision” to Improve Project Delivery
- Reauthorizes Innovative Asphalt Technology Deployment Program (AIDPT)
- Incentivizes Safety Contingency Funds for Safer Work Zones
- No “Green New Deal” Provisions

# IIJA Implementation

- Mitch Landrieu Appointed Senior Advisor To Oversee IIJA Execution
- FHWA Memo Calls on States to Prioritize Repair and Rehabilitation
- FHWA Issued “Request for Information” on IIJA Implementation
- Guidance and Rulemaking Needed
- Industry Needs to Plan Workforce
- IIJA is the largest public/private programs in the nation’s history
- NAPA Worked to Enact IIJA and Will Keep Industry Informed

Industry  
Challenge:  
Increase in  
regulations

*The new reality...*

- Carbon emissions reduction
- Environmental Justice
- Increased OSHA enforcement

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NATIONAL ASPHALT  
PAVEMENT ASSOCIATION

WATCH  
FOR  
.US

# Crew SAFETY

Work Zone Training

# Workforce Development



Communicate a  
Compelling Story



Collaborative  
Network of Partners



Help Fulfill the  
Promise



MARCH 29-31, 2022 | NASHVILLE, TN



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## MISSION:

As a trusted resource, the Alliance establishes asphalt as the pavement of choice by detailing proven advantages of asphalt pavement in the areas of safety, value, performance, and the environment.



# OUR INDUSTRY: Longevity & Growth

- Engage and educate stakeholders, such as pavement owners and policy makers, to advance asphalt as the pavement of choice for mobility solutions.
- Extensive resources and efforts among *41* Associations
- A trusted resource for asphalt knowledge and solutions.



# Programs



Opportunities:

Private Market



Competitive Awareness



Pavement Design



# Pavement Design

## EXPERIENCES & BEST PRACTICES OF LOCAL ROAD OWNERS

September 27  
2:00-3:30 p.m. EDT

This webinar is aimed at helping local decision makers, pavement managers, and pavement engineers understand the short and long-term benefits asphalt pavement provides. Attendees will hear first-hand experiences from municipalities as they discuss best practices in owning and maintaining their road systems.

### Guest Speakers:

**Dennis Bonds**  
City of Juchita, MS  
City Engineer

**Judge Gary Moore**  
Boone County, KY  
Judge/Executive

**Dan Roberts**  
Department of Public Works Engineering, Douglas County, CO  
Manager of Engineering Permits & Inspections

### Top 3 Reasons to Attend:

- 1 Learn about best practices in local design, materials, and construction
- 2 Hear first-hand from municipalities regarding asphalt pavement solutions
- 3 Learn about the importance of working collaboratively with industry partners to solve problems



Up to 1.5 hours of PDH credits for professional engineers will be provided with training.



## ASPHALT PAVING IN PRIVATE MARKET APPLICATIONS

A FREE WEBINAR FOR SURVEYORS, CIVIL AND GEOTECHNICAL ENGINEERS

July 22 | 2:00 PM EDT

## DEVELOPING QUALITY BID PACKAGES

One of the keys to building a successful asphalt paving project is to utilize a quality bid package. Bid packages that are vague, willfully inflated prices, create conflicts, and the possibility of the owner's expected time not being met. This webinar will enable attendees to produce bid packages that are complete, clear, and a proper reflection of time, cost, and as planned.

### Attendees will understand:

- 1 The importance of advertisement content & contract execution
- 2 How to develop bid packages to protect the owner & ensure bidding by qualified contractors
- 3 Best practices to develop a detailed bid item list



Speaker  
**Dale Williams, P.E.**  
Vice President of Asphalt  
Construction



1.5 hours of PDH credits for professional engineers will be provided with training.



FREE Webinar  
August 25/2:00 PM EDT

## Designing a Perpetual Pavement

This webinar will discuss material selection and mixture design to optimize Perpetual Pavement performance, discuss current perpetual design practices, and present best practices for construction of high quality, high performance pavements.



### PARTICIPANTS WILL:

- 1 Learn the chief advantages of Perpetual Pavements
- 2 Be able to describe the functions of the various material layers in Perpetual Pavements
- 3 Understand the principle design features of Perpetual Pavements



Speaker  
**David E. Newcomb, P.E., Ph.D.**  
Consultant



# Pavement Design

## Perpetual Pavement Design

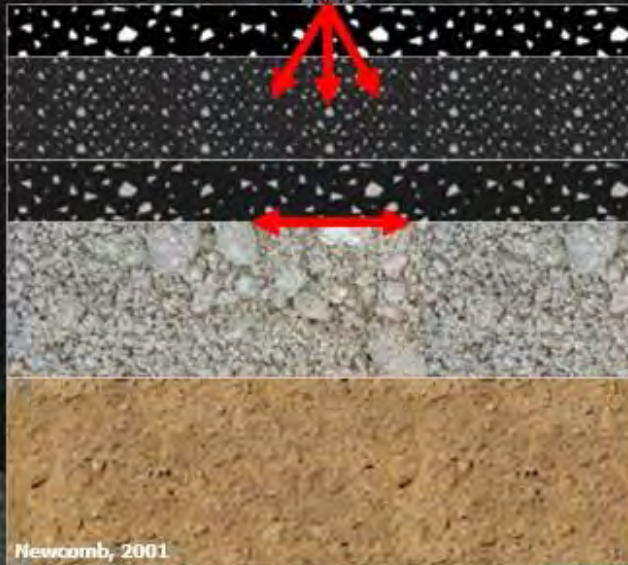
### Perpetual Pavement Cross-Section

#### Typical Depths

1.5 – 3"

4 – 7"

3 – 4"



#### Materials

High Quality AC

High Modulus,  
Rut Resistant AC

Fatigue Resistant AC

Strong  
Pavement  
Foundation  
(consider drainage)

Asphalt.

AMERICA RIDES ON US

Newcomb, 2001

FREE Webinar

October 13/2:00 PM EDT

Perpetual Pavements by Conversion

This webinar will introduce traditional and conversion Perpetual Pavement design concepts, with emphasis on the development of the design and application using **PerRoad** and **PAVExpress**. Real world case studies will be presented.

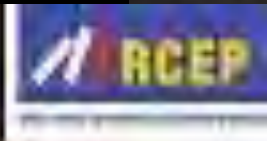


#### PARTICIPANTS WILL:

- 1 Learn the fundamental concepts needed to convert an existing pavement into a Perpetual Pavement
- 2 Understand how **PerRoad** and **PAVExpress** can be used to facilitate Perpetual Pavement design by conversion
- 3 See real-world examples of converted Perpetual Pavements



Speaker  
**Dave Timm, Ph.D.**  
Brasfield & Gorrie Professor  
of Civil & Environmental  
Engineering at Auburn  
University



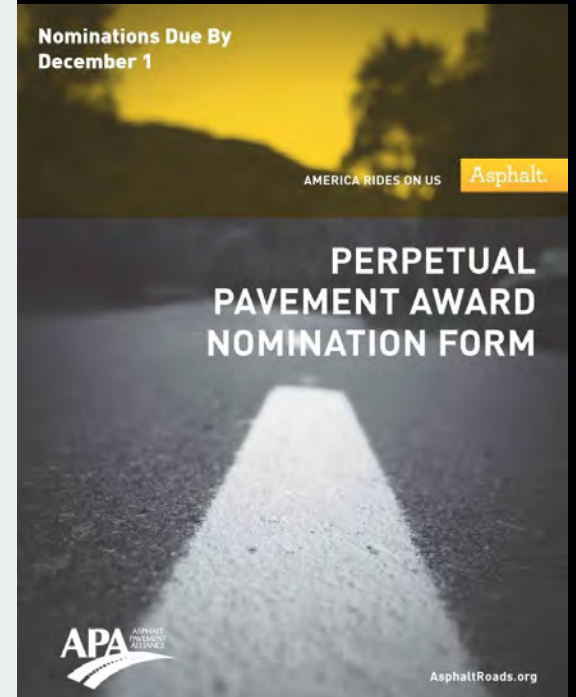
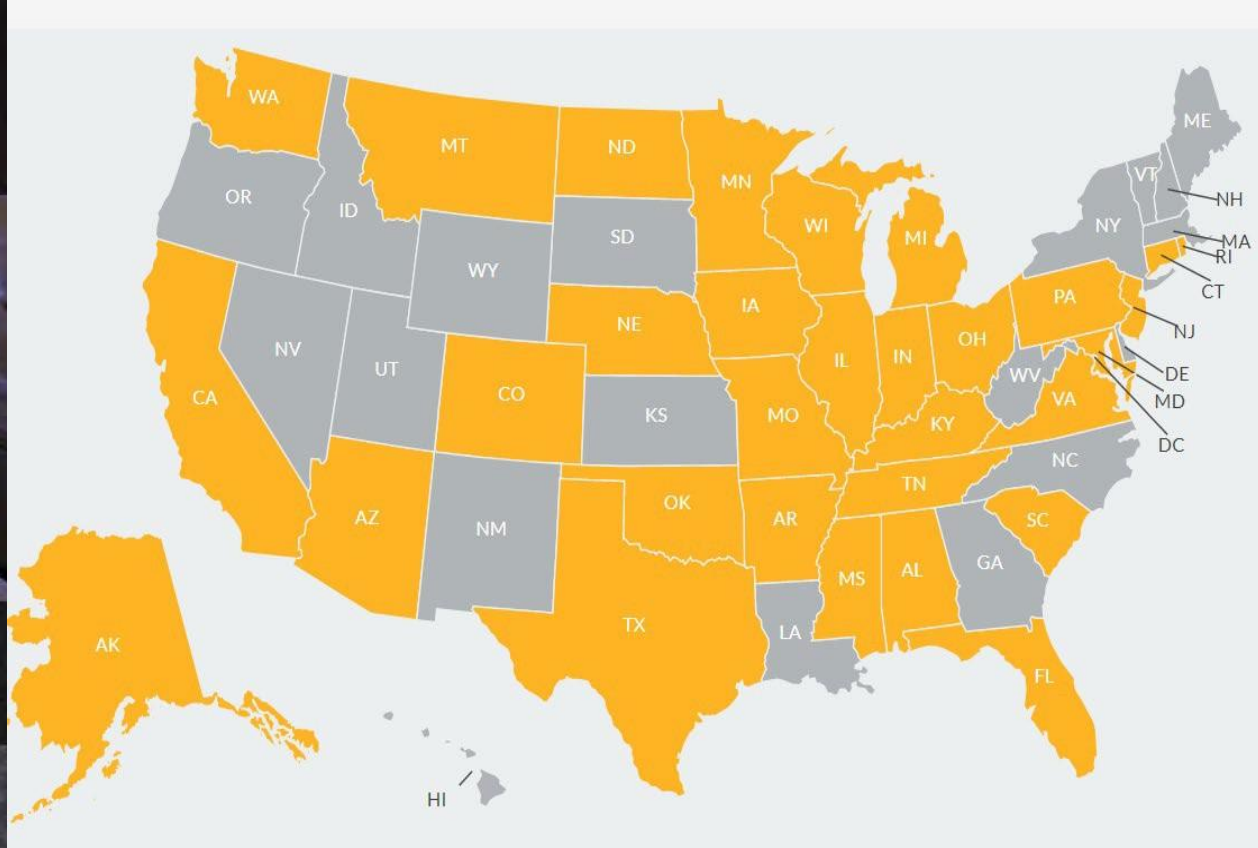
# Perpetual Pavement Awards

This new Perpetual Pavement Award (PPA) celebrates long-life asphalt pavements that reflect the characteristics expected from Perpetual Pavements: excellence in design, quality in construction, and value to taxpayers.



Two New Awards Began in 2021!

# Perpetual Pavement Award Winners



Oldest award winner to date: 91 years old in Ohio

# PAVEXpress

*A Simplified Pavement Design Tool*



[www.PAVEXpress.com](http://www.PAVEXpress.com)



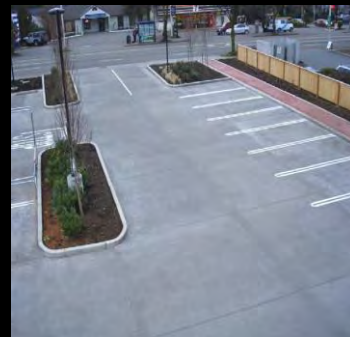
# PAVEInstruct



[www.PAVEInstruct.com](http://www.PAVEInstruct.com)

# Private Markets

## Market Segments



[driveasphalt.org/resources/commercial-applications](http://driveasphalt.org/resources/commercial-applications)



### ASPHALT PAVING IN PRIVATE MARKET APPLICATIONS

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**July 22 | 2:00 PM EDT**

## DEVELOPING QUALITY BID PACKAGES

One of the keys to building a successful asphalt paving project is to utilize a quality bid package. Bid packages that are vague, will vary in material prices, create conflicts, and the possibility of the owner's expected time not being met. This webinar will enable attendees to produce bid packages that ensure the cost, time, and a project delivered on time, on budget, and as planned.

Attendees will understand:

- 1 The importance of understanding need, & the program plan
- 2 How to develop key provisions to protect the owner & insure bidding by qualified contractors
- 3 Best practices to develop a detailed program bid





**Speaker**  
Dale Williams, P.E.  
Executive Director of Pavement Association

### ASPHALT PAVING IN PRIVATE MARKET APPLICATIONS

A FREE WEBINAR SERIES FOR CIVIL AND GEOTECHNICAL ENGINEERS



**September 15 | 2:00 PM EDT**

## POROUS PAVEMENT IN COMMERCIAL ASPHALT PAVEMENTS

In this session you will get an understanding of porous pavement design and understand the details of proper construction practices, material selection and handling, and how to protect porous pavements.

**Attendees' takeaways:**

- 1 How to properly mix, handle, & install porous asphalt
- 2 Differences in behavior between conventional & porous asphalts
- 3 Rules of thumb, helpful tips, & how to avoid typical pitfalls



**Speaker**  
Thomas Baird, P.E.  
Barton&Loguidice



1.5 hours of PDH credits for professional engineers will be provided with training



**REGISTER HERE**

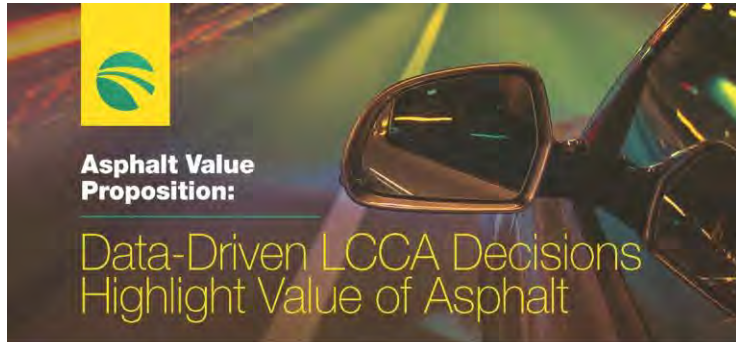


## construction checklist

for asphalt parking lots



# Industry Longevity



## Asphalt Value Proposition:

### Data-Driven LCCA Decisions Highlight Value of Asphalt

#### Every year, millions of dollars are invested in the maintenance and improvement of the nation's roads and bridges.

When choosing the most cost-effective design, construction materials, and products for a project, transportation agencies often use life-cycle cost analysis (LCCA), an economic decision-support tool, to help identify cost-effective project alternatives. However, challenges in collecting, storing, analyzing, and accessing pavement performance data leave engineers and asset managers making assumptions for several significant LCCA inputs. According to the American Society for Civil Engineers (ASCE), effective use of LCCA is hindered by this lack of consistent data (ASCE, 2014). Similarly, a recent survey of State Asphalt Pavement Associations (SAPAs) revealed that 73.3% of respondents felt that data quality, management, and capture are barriers to effective implementation of LCCA in their state (SAPA, 2019).

Typical LCCA data inputs include initial and future maintenance costs, performance periods, analysis periods, removal and demolition costs, and other agency costs (West et al., 2013). It's common that when assumptions are made about these inputs, engineers err on the conservative side and do not account for specific materials' or mixtures' actual performance. Furthermore, overly conservative assumptions can lead to inaccurate LCCAs that rule out proven innovative materials and mixtures during project selection. For LCCA to truly improve

decision-making, actual performance data should be used to determine LCCA inputs.

Asphalt pavements are scientifically engineered for each project where they are constructed, and mixture performance life and maintenance needs vary depending upon these conditions. Furthermore, because asphalt pavements are built in layers and can avoid complete from-the-ground-up reconstruction in the future, they are easily maintained. During maintenance, the top layers of pavement are typically reclaimed for reuse in future pavements, yielding significant cost savings compared to the use of all-new materials. By capturing this value, using project-specific data, and analyzing the performance, agencies can discover performance trends and identify winning solutions. In other words, by using real-world data instead of conservative estimates, management of the state's pavement network becomes more effective and efficient.

Many state DOTs use estimated initial performance periods of 10 to 15 years for asphalt pavements; however, a review of Long-Term Pavement Performance program data finds that the asphalt pavements perform for nearly 18 years, on average, before requiring their first maintenance (Robbins & Tran, 2018).

For example, an analysis of the state of Maryland's Pavement Type Selection process found that



## Asphalt Value Proposition:

### Pavement Smoothness Specifying Smoothness for Cost Savings

#### When asked, highway agency leaders report that their No. 1 challenge is funding

(Edelman Berland, 2013). As federal funding for infrastructure investment continues to remain inadequate compared to the need, many agencies are looking to prioritize pavement performance, life-cycle cost analysis (LCCA), and pavement durability in their decision-making processes. Simply put, agencies want to ensure they get the most pavement life possible from each precious dollar of public money.

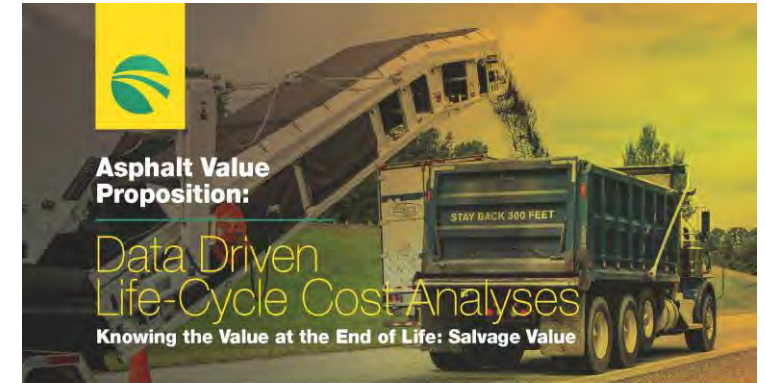
One data point commonly used to measure performance for both asphalt and concrete pavements is smoothness. Smoother pavements provide a quieter, more comfortable ride for drivers, and smoothness is a key factor in ensuring road user satisfaction (FHWA, 2002). Research has consistently shown that pavement smoothness has a significant influence on vehicle fuel economy for trucks and passenger cars (Willis et al., 2015), yielding as much as a 4.5% improvement in fuel economy (Sime et al., 2000). Beyond improved vehicle fuel economy, pavements that are smoother from the start require less maintenance, saving road owners \$1,295 annually for every lane-mile resurfaced (McGhee & Gillespie, 2006). One reason asphalt is the pavement of choice for engineers is the level of smoothness it provides. In fact, nearly 80 percent of pavement engineers and state highway agency officials say that

asphalt provides the smoothest pavement (Edelman Berland, 2013). Building high-quality smooth asphalt pavements positively impacts the bottom lines of both transportation agencies and the driving public.

Nearly 70% of state agencies' LCCA processes reportedly do not account for the use of materials or practices that increase pavement service life (SAPA, 2019). However, the Virginia Department of Transportation (VDOT) has studied the economic advantages of specifying and constructing smoother pavements (McGhee & Gillespie, 2006) and used the data gained to validate maintenance and rehabilitation cycles to account for the impact of smoothness on service life and vehicle operations.

**Nearly 80 percent of pavement engineers and state highway agency officials say that asphalt provides the smoothest pavement.**

In 1996, VDOT implemented the Special Provision for Rideability to incentivize the construction of smoother asphalt pavements. Projects in the incentive program showed an average increase in material cost of \$1.03 per ton of asphalt mixture. However, VDOT observed that these pavements were on average 8.9 in/mile smoother at initial construction. Over time, this increase in initial smoothness equates to an increase of seven years of functional life compared



## Asphalt Value Proposition:

### Data Driven Life-Cycle Cost Analyses Knowing the Value at the End of Life: Salvage Value

#### "Life-cycle cost analysis (LCCA) is an evaluation technique applicable for the consideration of certain transportation decisions"

(FHWA, 2002). This process includes the calculation of upfront development, capital and financing costs, discounted operating and maintenance costs, and end-of-life costs or the value associated with a specific asset or project (ASCE, 2014). To provide a reliable analysis of life-cycle costs, it is critical to ensure the right data and inputs are applied. While many states have databases of bid estimates for initial construction costing, the data to accurately estimate pavement maintenance and rehabilitation cycles, salvage value benefits, and end-of-life costs are more difficult to ascertain.

Recent guidance has been developed to aid roadway owners in applying a data-driven process to determine the true value of an asphalt pavement at the end of its life (Gu & Tran, 2019). It's estimated about one-third of state agencies currently consider the end-of-life of a pavement in their LCCA processes (SAPA, 2019); however, most agencies only look at the remaining service life of the last maintenance treatment not the salvage value (Gu & Tran, 2019). When considering pavement end of life

in LCCA, Federal Highway Administration (FHWA) supports two primary methods for calculating the value: salvage value (or value of materials that can be recycled) and remaining service life (the amount of life left in the pavement structure) (FHWA, 2002). This document will focus on salvage value.

**A recent study showed that the material components of an asphalt pavement have a salvage value of approximately \$25.10 per ton**

When considering salvage value, asphalt mixtures contain two recyclable ingredients: asphalt binder and aggregate. A recent study showed that the material components of an asphalt pavement have a salvage value of approximately \$25.10 per ton, because both the binder and aggregate can be reclaimed to make new asphalt mixtures. Not only can the old aggregate directly replace virgin aggregates, the asphalt binder can be reactivated to replace a portion of virgin binder (Gu & Tran, 2019). Concrete pavements consist primarily of portland cement powder, sand, water, and aggregate. Once the cement powder is used, it cannot be reactivated.

Asphalt.

AMERICA RIDES ON US



NATIONAL ASPHALT PAVEMENT ASSOCIATION



ASPHALT PAVEMENT ALLIANCE

# Industry Values

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*Advance*  
*Support*

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## **Asphalt pavements are critical to future mobility**

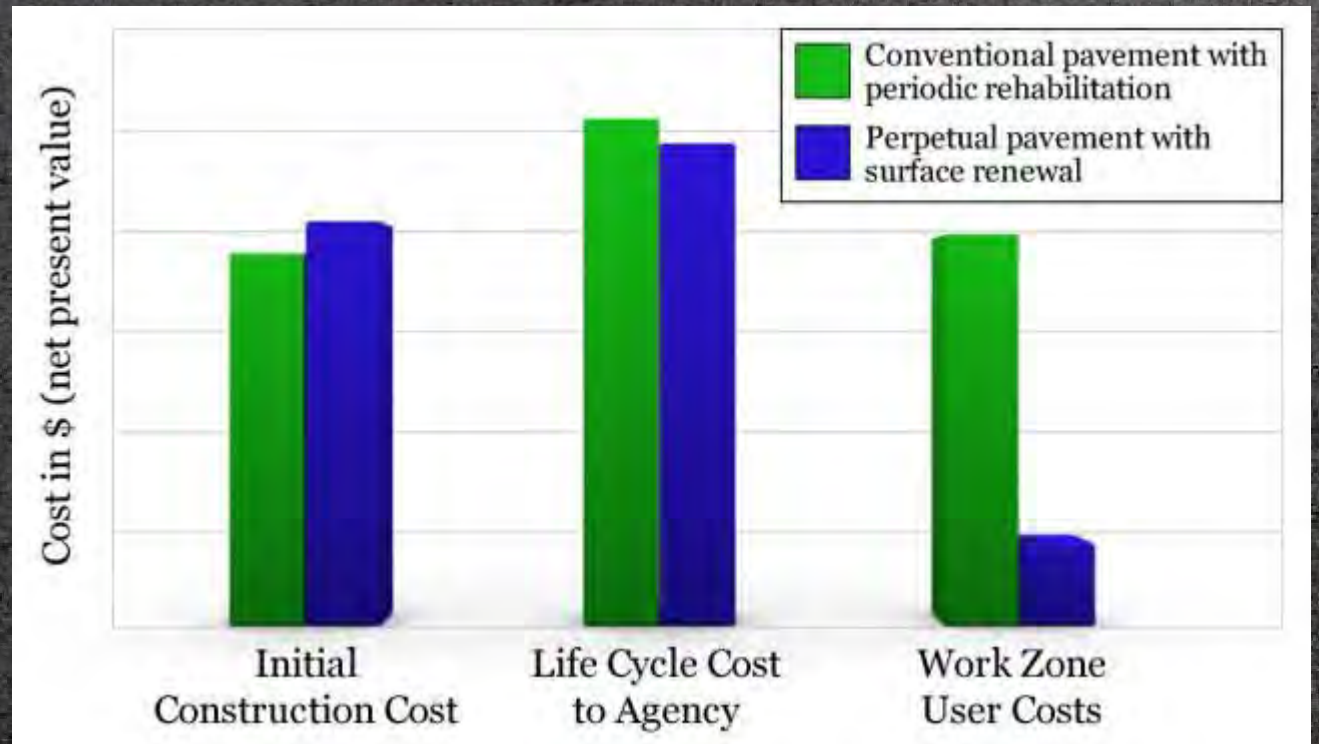
- Provide clear, distinguishable pavement markings for vehicle sensors,
- The ability to minimize travel time and maintain high speeds by providing a safe, smooth driving surface, and
- Asphalt pavement's ability to be quickly and easily maintained and accommodate technologies.



## Asphalt's Role in a Low Carbon & Resilient Transportation Network

- Speed of Construction
- Smoothness
- Perpetual Pavements
- Porous Pavement
- Reuse and Recycle
- Warm Mix Asphalt
- Stabilized base and subgrades

# Climate Innovation: Perpetual Pavements





# *The Impact of RAP Use from 2009-2019*

**Telling our story**



# What is an EPD?

- **Environmental Product Declaration**
  - **Quantified** environmental information on the **life cycle** of a product to enable **comparisons** between products fulfilling the **same function**\*
- **“Nutrition label” for environmental impacts**
- **Independently verified**



EPD “Nutrition” Label

Your Building Product

---

Amount per Unit

| LCA IMPACT MEASURES                                     | TOTAL    |
|---|----------|
| Primary Energy (MJ)                                     | 12.4     |
| Global Warming Potential (kg CO <sup>2</sup> eq)        | 0.96     |
| Ozone Depletion (kg CFC-11 eq)                          | 1.80E-08 |
| Acidification Potential (mol H <sup>+</sup> eq)         | 0.93     |
| Eutrophication Potential (kg N <sup>-</sup> eq)         | 6.43E-04 |
| Photo-Oxidant Creation Potential (kg O <sub>3</sub> eq) | 0.121    |

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Your Product's Ingredients: Listed Here

<https://westcoastclimateforum.com/cfpt/concrete/strategy1>

\*Source: ISO 14025:2006. EPDs from different Product Categories should NOT be compared to each other.

# What is Emerald Eco-Label?



- NAPA's web-based **software** tool for asphalt mix producers to develop **verified** EPDs
- EPDs are **plant-specific & mix-specific**
- Can be used for **asphalt plants** located in the U.S.
- **Simplified process** that saves mix producers time and money

The screenshot shows the user interface of the Emerald Eco-Label EPD Tool. On the left is a dark green sidebar with a navigation menu. The main content area features a large image of an asphalt plant with a circular "Environmental Product Declaration NAPA VERIFIED" logo overlaid. Below the image is a welcome message and several paragraphs of text providing instructions and information for users.

**Emerald**  
ECO LABEL

Joseph Shacat

- Home
- 1. Organizations
- 2. Production Facilities
- 3. Material Sources
- 4. Mixes & EPDs
- Admin Tools

Published EPDs

About the Tool

Changelog

trISIGHT

## Welcome to the Emerald Eco-Label EPD Tool

Each company is required to designate a primary/technical lead. Prior to being granted access to use the tool, each primary/technical lead must watch two webinars and take and pass the corresponding quiz for each webinar. The webinars, [Environmental Product Declarations: What they are and how to use them](#) and [How to Use Emerald Eco-Label, NAPA's EPD tool](#), can be accessed here.

To access the EPD data gathering sheet that provides information on all data needed to complete an EPD, [click here](#).

To access instructions for the Emerald Eco-Label EPD tool, [click here](#).

Please note, you will need your NAPA username and password to receive a member discount for use of this tool. If you need credentials or for questions regarding use of the EPD tool, please contact Kelly Kanaras.

Each EPD generated using this tool may be subject to a random audit. Each company must maintain or upload during EPD generation proper documentation of water usage, energy usage, and mix designs and supply them as needed to Trisight LLC, if audited.

# Towards the Future:

*NAPA's Climate  
Stewardship Task Force*

## **VISION**

---

Sustainable communities and commerce, connected by net zero emission asphalt pavements.

## **MISSION**

---

Engage, educate, and empower the U.S. asphalt community to produce and construction net zero emission asphalt pavements.

# GET MORE FROM NAPA

## Webinars

**WEBINAR**

How to Reduce Costs and Environmental Impacts with NAPA's Emerald Eco-Label Tool Update

June 29  
1:00-2:30 pm ET

Learn how the new optimizer feature can help you improve asphalt plant operations.

**SPEAKER:** Ben Ciavola  
Partner, Trisight

**NAPA Emerald Eco-Label**

REGISTER NOW: [AsphaltPavement.org/Webinars](https://AsphaltPavement.org/Webinars)

## Magazine

JANUARY/FEBRUARY 2021 | VOLUME 28 | NUMBER 1

**ASPHALT PAVEMENT** PUBLISHED BY THE NATIONAL ASPHALT PAVEMENT ASSOCIATION

**Workforce Development**

NAPA FOUNDATION SCHOLARS: WHERE ARE THEY NOW? AN EFFECTIVE SOCIAL MEDIA STRATEGY

**DIVERSITY & INCLUSION**

## e-Newsletter

**ACTION NEWS** The Voice of the Industry  
Official e-newsletter of the National Asphalt Pavement Association

Vol. 50, No. 12 | June 7, 2021

TOP NEWS: ASPHALT MARKETING | SUSTAINABILITY | ENVIRONMENT, HEALTH AND SAFETY | TECHNOLOGY | GOVERNMENT & REGULATORY AFFAIRS | MEMBERSHIP SERVICES & NEWS | WORKFORCE DEVELOPMENT

Editor: Bill Rowan | Email: [billrowan@asphaltpavement.org](mailto:billrowan@asphaltpavement.org)

**In This Issue**

**TOP NEWS**

- Modernizing How NAPA Leadership Serves You

**ASPHALT MARKETING**

- Spread the Word: Asphalt Delivers
- Think: The Other Experience

**ENGINEERING, RESEARCH & TECHNOLOGY**

- Demo Mixes with Drones

**GOVERNMENT & REGULATORY AFFAIRS**

- NAPA Addresses Negative Impacts of Buy America Provisions
- Brief Releases: FY 2022 Budget Request

**SUSTAINABILITY**

- Federal Action on Climate Risk to Include Procurement
- FEMA, DOT to Spend Billions on Resilience Projects

NAPA RESEARCH & EDUCATION FOUNDATION | ASPHALT PAVEMENT ALLIANCE | CONTACT

**THE ROAD AHEAD**

SUPPORT · ADVOCATE · ADVANCE

ABOUT NAPA | EXPERTISE | PROGRAMS | MEMBERSHIP | NEWS & RESOURCES

JOIN TODAY!

**MEMBERSHIP BENEFITS**

Join NAPA

For as little as one cent per ton, producer members have access to NAPA's expert staff, members-only portal, online directories, and discounts for meetings, events, and exhibit space at our World of Asphalt trade show.

READ MORE

Website: [asphaltpavement.org](https://asphaltpavement.org)

## Podcast

**PAVE IT BLACK**

NAPA NATIONAL ASPHALT PAVEMENT ASSOCIATION

## Technical Resources

**BALANCED MIX DESIGN RESOURCE GUIDE**

For W, PH.D., PE, Frank Wink, P.E., P.E. National Center for Asphalt Technology

NAPA NATIONAL ASPHALT PAVEMENT ASSOCIATION

> IS-143

## Tool Kits

NAPA RESEARCH & EDUCATION FOUNDATION | ASPHALT PAVEMENT ALLIANCE | CONTACT

**ADVOCACY TOOLS**

117TH CONGRESS EDUCATIONAL KITS

After elections, it is critical to schedule meetings with new members even before they are sworn in, to educate them on industry topics. In January, House and Senate leadership will discuss Committee assignments with the 117th Congress and you want transportation and the asphalt pavement industry priorities to be top of mind.

There are seven new Senators and 54 Delegates. That's 61 new members to educate and friends of the industry to make. It may seem like a lot, but we can get it to you. The NAPA Government Affairs team has prepared an [educational kit](#) for use during your meetings.

**To Complete Your Educational Toolkit:**

- Download the **Educational Kit** - includes NAPA Fact Facts, talking points, and key facts about the U.S. Surface Transportation System.
- Download the **Fact Facts Template** and customize with your company data, and
- Download your **state's data** on funding, road, and bridge conditions.





**NAPA**

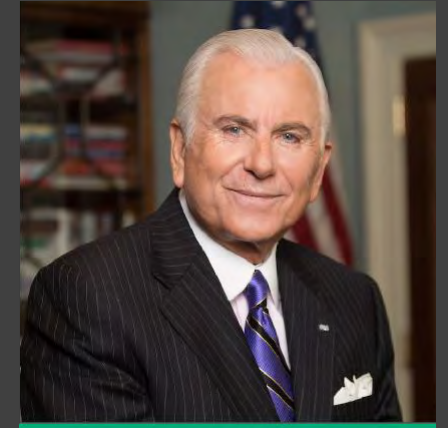
REGISTER NOW!

**2022 NAPA ANNUAL MEETING**

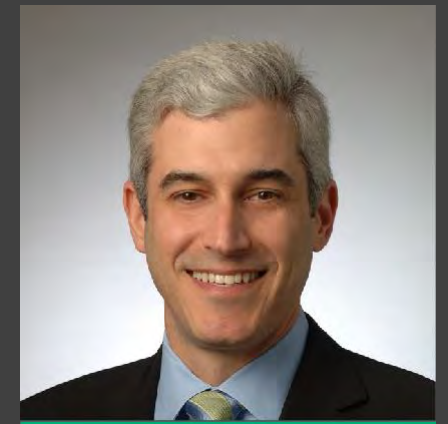
**SCOTTSDALE** January 23-26

The Phoenician

[AsphaltPavement.org/Annual](https://AsphaltPavement.org/Annual)



**Dr. Nido Qubein**  
 President, High Point  
 University, Host of PBS  
 Side by Side



**Andrew Winston**  
 Bestselling Author  
 Green to Gold



Thank you!  
Amy Miller  
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**Women of Asphalt**