



## National Lieutenant Governors Association

### Resolution In Support of Sustainable Infrastructure Solutions to Improve Driver Safety and Support Economic Growth

1       **WHEREAS**, all states require high-quality, durable infrastructure to advance economic growth, boost  
2       productivity, support business growth, create jobs, ensure automotive safety, provide a cleaner  
3       environment, and improve opportunities and quality of life for all residents, and

4       **WHEREAS**, commerce requires well-maintained roads, railroads, airports, and ports so that  
5       manufacturers can obtain raw materials and parts to deliver finished products to consumers, and

6       **WHEREAS**, the American Society of Civil Engineers (ASCE) rated U.S. infrastructure a D+ or “poor”  
7       in its most recent report card on the condition of America’s infrastructure<sup>i</sup>, and

8       **WHEREAS**, ASCE estimates the cost of bringing America’s roads and bridges to a state of good repair  
9       (a grade of B) by 2025 will require \$2 trillion<sup>ii</sup>, and

10       **WHEREAS**, rebuilding our nation’s roadways can be done in a way that simultaneously enhances the  
11       resilience of the infrastructure, balances long-term costs, incorporates technologies that increase driver  
12       safety, and mitigates environmental impacts, and

13       **WHEREAS**, scrap tires are a valuable commodity that can be beneficially recycled into a cost-effective  
14       material for a number of civil engineering applications, and

15       **WHEREAS**, according to the U.S. Tire Manufacturers Association, the percentage of scrap tires  
16       consumed by beneficial end-use markets has increased from 11 percent in 1990 to 81.4 percent in  
17       2017<sup>iii</sup>, and

18       **WHEREAS**, continuing the successful management of scrap tires requires expanding economically  
19       viable and environmentally sound markets for their consumption, and

20       **WHEREAS**, adding ground rubber from scrap tires into asphalt has demonstrated performance, safety  
21       and environmental benefits including: longer lasting roads that crack and rut less than traditional asphalt,  
22       less road spray in wet weather, quieter pavement, and better grip<sup>iv</sup>, and

23       **WHEREAS**, researchers at Arizona State University found that adding ground rubber into asphalt to  
24       produce rubber modified asphalt mitigates roadway runoff by reducing tire abrasion by 50 percent  
25       compared to concrete roadways<sup>v</sup>, and

26       **WHEREAS**, rubber modified asphalt may be recycled indefinitely, forever diverting scrap tires from  
27       landfills, and



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30 **WHEREAS**, these benefits demonstrate the lifecycle impacts of the use of rubber modified asphalt as a  
31 sustainable, innovative pavement material which serves motorists, neighborhoods, state departments of  
32 transportation and the environment, and

33 **WHEREAS**, the use of tire-derived aggregate (large shreds of scrap tires) in stormwater infiltration  
34 galleries has been found by CalRecycle<sup>vi</sup> and the University of Minnesota<sup>vii</sup> to effectively reduce  
35 pollutants entering stormwater in urban areas, and

36 **WHEREAS**, the use of ground tire rubber in rubber modified asphalt and the use of tire-derived  
37 aggregate in stormwater infiltration galleries are two examples of innovative solutions to improve the  
38 resiliency of infrastructure, reduce lifecycle costs, and promote recycling of scrap tires, and

39 **WHEREAS**, these benefits are primarily derived by state and local governments, which own over 90  
40 percent of non-defense public infrastructure assets<sup>viii</sup> and pay 75 percent of the cost of maintaining and  
41 improving them<sup>ix</sup>.

42 **NOW, THEREFORE, BE IT RESOLVED** that the National Lieutenant Governors Association  
43 recognizes the use of scrap tires in rubber modified asphalt and stormwater infiltration galleries as  
44 solutions to advance the development of sustainable infrastructure.

45 **BE IT FURTHER RESOLVED** that the National Lieutenant Governors Association encourages  
46 projects to demonstrate and further research the potential benefits of infrastructure projects that create  
47 more sustainable roadways and drive markets for recycled materials, such as scrap tires.

48 **BE IT FURTHER RESOLVED** that the National Lieutenant Governors Association will be an  
49 engaged forum for collaboration among states to pursue investments in high-quality, durable  
50 transportation infrastructure that increases driver safety and mitigates environmental impacts.

ADOPTED, this day, the 29<sup>th</sup> of July, 2020.

Sponsors: Lt. Governor Pamela Evette (R – South Carolina), Lt. Governor Garlin Gilchrist (D – Michigan), Lt. Governor Randy McNally (R – Tennessee), Lt. Governor Kevin Meyer (R – Alaska), Lt. Governor Lynn Rogers (D – Kansas), Lt. Governor Josh Tenorio (D – Guam)

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<sup>i</sup> American Society of Civil Engineers 2017 Infrastructure Report Card: <https://www.infrastructurereportcard.org/>

<sup>ii</sup> Ibid.

<sup>iii</sup> U.S. Tire Manufacturers Association: 2017 U.S. Scrap Tire Management Summary  
[https://www.ustires.org/system/files/USTMA\\_scrap\\_tire\\_summ\\_2017\\_072018.pdf](https://www.ustires.org/system/files/USTMA_scrap_tire_summ_2017_072018.pdf)



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<sup>iv</sup> CalRecycle factsheet: GreenRoads – Paving the way with recycled tires:

<https://www.calrecycle.ca.gov/docs/cr/tires/greenroads/factsheet.pdf>

<sup>v</sup> Arizona State University for Arizona Department of Transportation: “Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces” at 18, 19 (2006). <https://azdot.gov/sites/default/files/2019/05/tire-wear-emissions-for-asphalt-rubber-portland-cement-concrete-April2006.pdf>

<sup>vi</sup> CalRecycle Presentation “Civil Engineering Applications Using TDA” at 12, 16 (2017). [https://www.green-technology.org/gcsummit17/images/LID\\_with\\_TDA\\_tires\\_Joaquin\\_wright.pdf](https://www.green-technology.org/gcsummit17/images/LID_with_TDA_tires_Joaquin_wright.pdf)

<sup>vii</sup> University of Minnesota Report: “The Impact of Stormwater Infiltration Practices on Groundwater Quality” at 58 (2014). <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.739.3625&rep=rep1&type=pdf>

<sup>viii</sup> Center on Budget and Policy Priorities calculations of Bureau of Economic Analysis data on Fixed Assets, 2015.

<sup>ix</sup> Statement of Peter R. Orszag, Director, Congressional Budget Office, before the Committee on Finance, United States Senate, “Investing in Infrastructure,” July 10, 2008.