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PAVEMENT PRESERVATION JOURNAL
FP²

Editorial Plan 2026

Recycling Innovations, Emulsion Applications and Federal Program Reauthorization on Docket for 2026

Innovations in **asphalt recycling for preservation**; developments in **chip seal, slurry and micro surfacing** and other asphalt emulsion application technologies; and federal **surface transportation reauthorization** by Sept. 30 are among the editorial themes in the pages of *Pavement Preservation Journal* during 2026.

Research in **reclaimed asphalt pavement (RAP)** for use in pavement preservation is plumbing the ways RAP can be used in increasing percentages in preservation treatments, and we'll present that research throughout the year.

We'll also look closely at how new technologies in **asphalt emulsions, modifiers, and emulsifiers/surfactants** are leveraging increased pavement preservation applications through raw research all the way to field applications.

And we'll share new technologies that are introduced at the many **workshops, summits, expos, conventions and webinars.** In 2026 PPJ will bring these field reports to its thousands of readers.

PRESERVATION SUSTAINS ENVIRONMENT

In addition to preservation's proven pavement life-extending potential, the environmental benefits of pavement preservation and recycling are manifest. Pavement preservation utilizes up to **80 percent less** of the earth's non-renewable resources compared to conventional highway rehabilitation and reconstruction programs.

Cold and hot in-place pavement recycling of pavements keeps material out of landfills and puts it back in the pavement, preserving limited landfill space and reusing aggregates that already have been surveyed, acquired, permitted, shot, crushed and screened and transported to the job site. In an era of difficult extraction permitting, this prolongs scarce virgin materials for more critical mix applications. Also, **reclaimed asphalt pavement** (RAP) is used in thin asphalt surfacings and in preservation treatments.

By preserving and extending the life of pavements, preservation means less road work for the motorist and environment. Contractors get in and get out quickly.

And because freely moving traffic produces far fewer tailpipe emissions than slowed or stopped traffic, the environment benefits from **decreased emissions** from fewer road work-related traffic jams, mobile construction equipment movement, and the endless procession of haul trucks. As a result pavement preservation greatly **decreases airborne particulate matter** (PM) compared to new construction.

For years PPJ has continued its editorial emphasis on the *Environmental Sustainability of Pavement Preservation*, with input from the experts as well as coverage of applications in the field, and we'll keep it up in 2026.

PROGRAM REAUTHORIZATION CRITICAL IN 2026

By 2028 the Highway Trust Fund is projected to be insolvent, even as legacy programs like Social Security run out of money in the early 2030s, threatening any federal program that relies on the General Fund.

While being user-funded, the **HTF has not seen an increase in the gas tax** since 1993, even as increased fuel efficiency and use of battery-powered electric vehicles further increase the annual deficit in the HTF.

The current surface transportation act, **IIJA, expires Sept. 30, 2026**. PPJ's publisher, FP^2 Inc., is highly active on Capitol Hill making sure the program is reauthorized, including new revenue streams that capture revenue from all vehicles, without penalizing specific vehicle types or users.

Reform of transportation funding and reauthorization of the surface transportation program, while retaining eligibility for pavement preservation and recycling funding, will be a major theme of FP^2 Inc.'s advocacy on Capitol Hill and will be reflected in PPJ coverage throughout 2026.

You can be a part of our exciting editorial program for 2026 by participating editorially and by supporting *Pavement Preservation Journal* with your advertising!

ABOUT FP^2 AND PAVEMENT PRESERVATION JOURNAL

FP^2 Inc. supports the adoption of pavement preservation at all levels of government, and works to ensure pavement preservation becomes a part of road programs from coast-to-coast. Please visit our web site (fp2.org) to learn more about pavement preservation, and view our quarterly magazine, *Pavement Preservation Journal.*

In 2026 FP^2 celebrates its 34rd year of fighting for pavement preservation and recycling. Since 2007, FP^2 Inc. has published *Pavement Preservation Journal*, the only trade magazine in the United States to focus EXCLUSIVELY on pavement preservation and recycling principles and practice.

Pavement Preservation Journal is the official magazine of FP^2 Inc. This flagship quarterly magazine reaches those responsible for the management and preservation of pavements, including state, county, municipal and federal lands agencies; contractor members of sponsoring associations such as the Asphalt Emulsion Manufacturers Association, International Slurry Surfacing Association, Asphalt Recycling & Reclaiming Association, and consulting engineers and academia.

***Pavement Preservation Journal* also is available to readers in a fully interactive digital version, which complements the print format. Not only can our subscribers receive the print and digital editions of the magazine, the digital edition also is sent to additional readers with an interest in pavement preservation. Online users can browse articles and information, and can instantly access an advertiser's website.**

SPRING 2026

Our first quarterly issue will focus on asphalt recycling with field coverage of the October 2025 **Pavement Recycling Summit** in Franklin, Tenn. sponsored by the Asphalt Recycling & Reclaiming Association. We'll have an emphasis on technical presentations and research, and the essential, **pavement preservation partnerships (PPPs)** that provide outreach to local agencies in the region. And we will profile the innovative **TREAT (Training, Research, and Education in Asphalt Technology) Mobile Lab** that is bringing emulsion technology to civil engineering programs and agencies alike through hands-on training and live demonstrations.

Editorial Deadline: Wednesday, Jan. 28

SUMMER 2025

Leading our Summer coverage of pavement preservation and recycling will be a spotlight on the Feb. 17-20 annual meetings of the **Asphalt Emulsion Manufacturers Association** (AEMA), **Asphalt Recycling & Reclaiming Association** (ARRA), and **International Slurry Surfacing Association** (ISSA), held in Austin under the umbrella of the **Pavement Preservation & Recycling Alliance** (PPRA), including delegates, exhibitors and tech transfer. We'll also look at pavement preservation products shown at Conexpo-Con/Agg in Las Vegas.

Underscoring our commitment to the *Environmental Sustainability of Pavement Preservation* will be an article on **micro surfacing in Mt. Rainier National Park** -- an environmentally sensitive natural area -- and how it's implemented. We'll have a report on the January **ISSA Slurry Systems Workshop** in Las Vegas, and the winner of FP^2's ***James B. Sorenson Award for Excellence in Pavement Preservation***, and what made that program exceptional.

Editorial Deadline: Monday, April 6

FALL 2026

Agencies prep for winter in the fall and PPJ will focus on **pothole patching and avoidance, crack sealants, and maintenance programming.** We'll include an article on **roadblocks to adoption of new products** among agencies. And we will shine a spotlight on federal program reauthorization in D.C. via our participation in the annual May **Transportation Construction Coalition (TCC) Fly-In.**

Editorial Deadline: Thursday, July 23

WINTER 2026

Looking ahead, in Winter 2026 we'll continue our years-long emphasis on the *Environmental Sustainability of Pavement Preservation*. We'll look at advancements in **in-place recycling and cold central plant recycling**, management of **rural road systems**, and application of artificial intelligence (A.I.) to **work zone operations and safety.**

Editorial Deadline: Tuesday, Oct. 6

Our departments In every issue include: *NCAT/MnROAD/NCPP Preservation Study Update, D.C. Update, RoadResource.org Update, Profiles in Preservation* grad student profile*, Preservation News,* and *our President's Message.*

EDITORIAL GUIDELINES

Following are general criteria and guidelines for article submittals to *Pavement Preservation Journal:*

● For policy, environmental sustainability and resiliency articles, please contact the editor to discuss.

● For articles contributed by materials or equipment manufacturers, please focus on a field case history, first describing a user problem, and then how the problem was solved using the product or special technology. Emphasize problem-solving, rather than the product itself. Show how the problem was solved by the product's saving time, saving money, or doing something that was not otherwise possible.

● For articles describing a technology, e.g. thin-lift SMA or foamed asphalt, first provide and overview of the situation in brief, and then relate how the technology applies to the situation or problem. If possible introduce field applications or placements, and end with your conclusions, prognostications, etc.

Article Lengths:

600 words + 1 high-res jpg = one page in magazine

1,200 words + 2 high res jpgs = two pages in magazine

1,800 words + 3-4 high-res jpgs = three pages in magazine

Please try not to exceed 1,800 to 2,200 words, unless discussed in advance with editor. High-res images should have resolution of 300 dpi at the size they will run in print (4x5 in., 5x7 in., etc.).

Edited and/or published articles and images become the property of FP^2 Inc. and *Pavement Preservation Journal*. Please contact the editor (below) with any questions you may have, or if you plan to submit editorial material, and thanks in advance!

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