



Working Group Meeting
04/19/2022

Website: <https://sandiegocounty.gov/bbr>

San Diego
COUNTY LINE

AGENDA

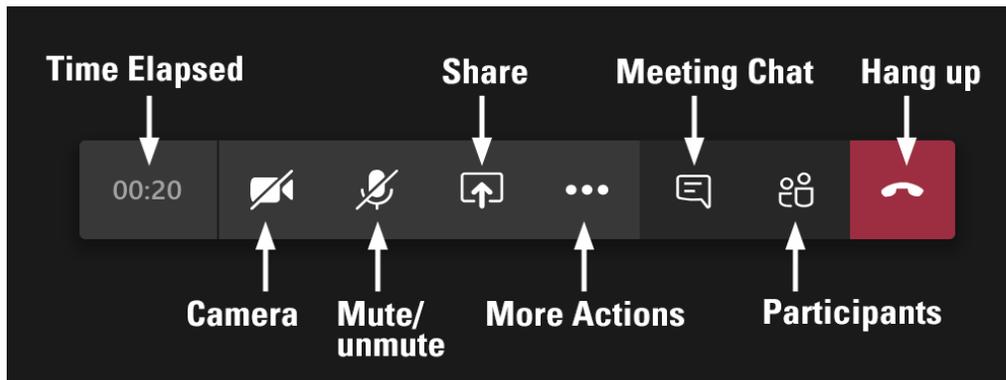
-  **1) Orientation / Sign-In / Polling**
- 2) Public Comments**
- 3) Welcome**
- 4) Organization / Industry Updates**
- 5) Key Presentation / Questions and Answers**
- 6) Round Table – Part 1**
- 7) Next Working Group Meeting**

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TEAMS MEETING ETIQUETTE / SIGN-IN

-  Mute Microphone unless presenting
-  Turn Camera off unless presenting
-  Use Chat window or Raise Hand for questions
-  Please enter your Name, Company/Agency, E-mail in Chat



Use your cell phone, computer or tablet and log in to: www.menti.com

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MIKE McMANUS- AGC



*ASSOCIATED GENERAL CONTRACTORS OF AMERICA, SAN DIEGO CHAPTER INCORPORATED
6212 FERRIS SQUARE, SAN DIEGO, CA 92121*

“THE VOICE OF CONSTRUCTION”

AGC San Diego Industry Update

NATIONAL CONSTRUCTION STATISTICS



National Construction Statistics
January 2021 to January 2022

March 14, 2022

- Craft Worker Pay Up 6.0%
- Construction Employment Up 60,000 Jobs
- Highway & Street Construction Up 5.2%
- Educational Construction Down 9.9%
- Manufacturing Construction Up 31.2%
- Construction Spending (\$1.68T) Up 8.2%
- Public Construction Down 1.3%

NATIONAL CONSTRUCTION STATISTICS

PRICE INCREASES FOR CONSTRUCTION INPUTS Year-over-year change in February PPI



Construction materials	2021	2022
Steel mill products	22%	74%
Plastic construction products	7.6%	36%
Aluminum mill shapes	4.5%	37%
Copper and brass mill shapes	30%	24%
Gypsum products	5.5%	21%
Lumber and plywood	58%	23%
Architectural coatings	5.5%	20%
Asphalt felts and coatings	3.3%	21%
Used by contractors		
Diesel fuel	37%	58%
Truck transport of freight	4.9%	19%
Construction machinery and equipment	1.9%	9.2%
Truck and offroad tires	3.1%	14%

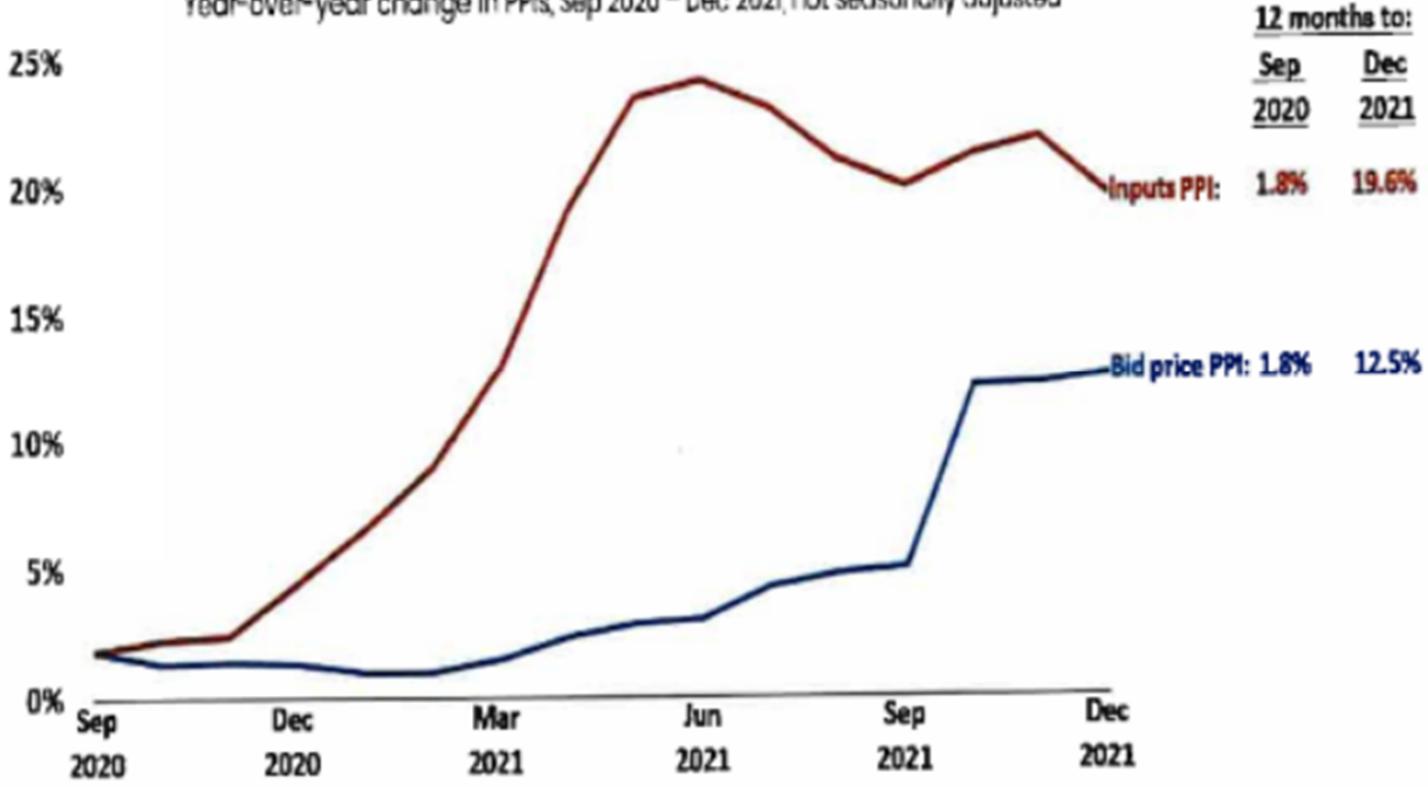
Source: Bureau of Labor Statistics, producer price indexes, www.bls.gov/cei

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NATIONAL CONSTRUCTION STATISTICS

Change in prices for new nonresidential construction inputs vs. bid prices

Year-over-year change in PPIs, Sep 2020 – Dec 2021, not seasonally adjusted



Source: Bureau of Labor Statistics, producer price indexes, www.bls.gov/ppi/

LABOR NEGOTIATIONS

LABOR NEGOTIATIONS

CONTRACTS UP FOR RENEWAL

Carpenters Agreement - Building

Effective dates: July 1, 2016 - June 30, 2022

Carpenters Agreement - Engineering

Effective dates: July 1, 2016 - June 30, 2022

Cement Masons Agreement - Building

Effective dates: July 1, 2019 - June 30, 2022

Cement Masons Agreement - Engineering

Effective dates: July 1, 2019 - June 30, 2022

Laborers Agreement - Building

Effective dates: July 1, 2019 - June 30, 2022

Laborers Agreement - Engineering

Effective dates: July 1, 2019 - June 30, 2022

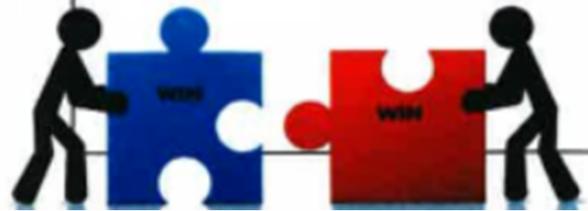
Operating Engineers

Effective dates: July 1, 2019 - June 30, 2022

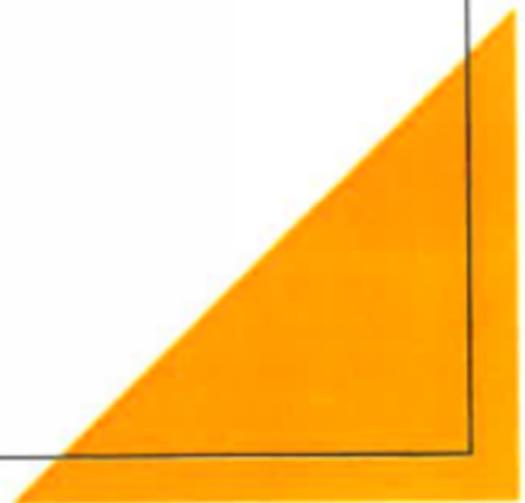
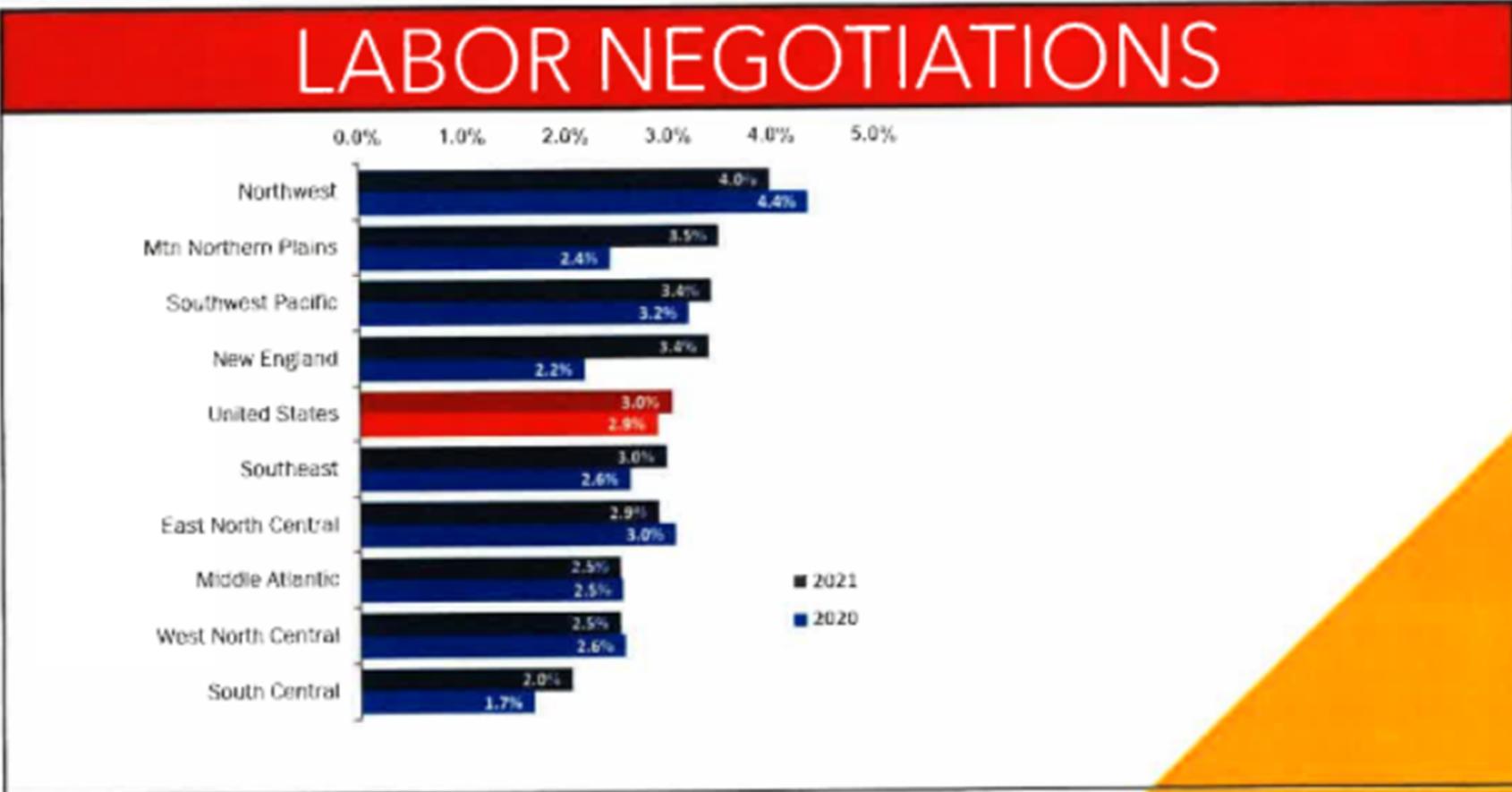
Teamsters Agreement (Wage Opener)

Effective dates: December 7, 2020 - June 30, 2024

NEGOTIATION



LABOR NEGOTIATIONS



CALIFORNIA AIR RESOURCES BOARD

Public Works Awarding Bodies

- Must require Certificate of Reported Compliance at bid time
- Report to CARB, companies and equipment on projects
- Maintain Records for 3 years

Prime Contractors on all projects

- Obtain Certificates of Reported Compliance for all vehicles jobsite
- Keep records for three years after project completion
- Report any discrepancies to CARB



March 2022

CALIFORNIA AIR RESOURCES BOARD *Off-Road Draft Conceptual Regulations*

Renewable Diesel Required for All Regulated Vehicles

- R99 Diesel starting January 1, 2024
- ? Emission Factors Change ?
- ? Fleets should get credit for reducing emissions ?

New Operational Backstop Requirements

- Eliminate Tier 0-2 Starting January 2024 – 2028 Large Fleets
- Medium Fleets 2026-2030
- Small Fleets 2028-2032

Requires Off-Road Diesel Certificates in Vehicle

- Redundant because vehicles have sticker (DOORS ID)

Public Works Awarding Bodies

- Must require Certificate of Reported Compliance at bid time
- Report to CARB, companies and equipment on projects
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Prime Contractors on all projects

- Obtain Certificates of Reported Compliance for all vehicles jobsite
- Keep records for three years after project completion
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Ending year-by-year low-use vehicles after 2024

- This will remove a tool for compliance

Will go to the Board with new rules in December 2022

TONY LIMAS - CALCIMA

CALCIMA

California Construction And Industrial Materials Association

*455 CAPITOL MALL, SUITE 210
SACRAMENTO, CA 95814*

“BUILDING CALIFORNIA DREAMS FROM THE GROUND UP”

CALCIMA Industry Update

A panoramic view of San Diego, California, featuring the city skyline with various skyscrapers, the harbor filled with sailboats, and the San Diego mountains in the background under a clear blue sky.

Buy Clean Becoming Reality

San Diego County Building Better Roads

Tony Limas

California Construction and Industrial Materials Association

Buy Clean Initiatives - What new?

- Federal
 - GSA Requirements
- California
 - Buy Clean
 - AB-1369

US General Services Administration

- New Buy Clean Policies Affecting
 - Land Ports of Entry (SD County)
 - Border/Security Walls
 - Court Houses
 - VA Hospitals

Requires new GWP Criteria

- Asphalt
- Concrete
- Training available April 20 and May 18, 2022

Environmentally Preferable Asphalt Standards for all GSA Projects

Revised March 29, 2022

1. The [prime contractor] shall provide a product-specific cradle-to-gate Type III environmental product declaration (EPD) for each asphalt mix specified in the design and used at the project, using version 2 of the National Asphalt Paving Association's [product category rule](#) for asphalt mixtures. Please send EPD(s) to embodiedcarbon@gsa.gov, and upload EPD(s) into GSA's project management information system.

2. The [prime contractor] shall provide **environmentally preferable asphalt**, which is defined in this context as material manufactured or installed using at least two (2) of the following techniques. Please send each asphalt mix batch design (including type, volume, and a description of the proposed techniques) to embodiedcarbon@gsa.gov, and upload the submittals into GSA's project management information system.
 - a. Greater than 20% recycled asphalt pavement (RAP) content (specify percentage, and whether in-place or central plant recycling is used);
 - b. Warm mix technology (reduced onsite mix temperature);
 - c. Non-pavement recycled content (e.g. roof shingles, rubber, or plastic);
 - d. Bio-based or other alternative binders;
 - e. Improved energy/ carbon efficiency of manufacturing plants or equipment (e.g. using natural gas or electric for heating materials); or
 - f. Other environmentally preferable features or techniques (please specify).

3. These requirements apply to all GSA projects that use at least ten (10) cubic yards of asphalt.

Current California Buy Clean Act

- Imposes 1st GWP Limits in California
 - Applies to:
 - Steel
 - Glass
 - Mineral Wool Board Insulation

GWP LIMITS

Table 1: GWP limits for eligible materials

Eligible material	Maximum acceptable GWP limit (unfabricated)*
Hot-rolled structural steel sections	1.01 MT CO ₂ eq./MT
Hollow structural sections	1.71 MT CO ₂ eq./MT
Steel plate	1.49 MT CO ₂ eq./MT
Concrete reinforcing steel	0.89 MT CO ₂ eq./MT
Flat glass	1.43 MT CO ₂ eq./MT
Light-density mineral wool board insulation	3.33 kg CO ₂ eq./1 m ²
Heavy-density mineral wool board insulation	8.16 kg CO ₂ eq./1 m ²

Assembly Bill 1369

- Amends California Buy Clean Act
 - Authorizes State Agencies to Set GWP Limits for:
 - Major Structural Materials
 - High Impact Architectural Materials
 - Civil Works Materials
 - High Impact Materials

Assembly Bill 1369 (con't)

- Timelines

- Jan 1, 2024 - Publish GWP Memorandum for Effected Materials (3502c)
- Allows 2-year Phase in for new GWP Requirements (3502a11)
- Jan 1, 2027, and every 3 years thereafter:
 - Review Maximum GWP thresholds
 - Allows downward adjustment of GWP threshold values (3502 c3)

Thank You

For additional information please contact

Tony Limas

tlimas@calcima.org

CALCIMA

California Construction And Industrial Materials Association

BRANDON MILAR- CALAPA



- The California Asphalt Pavement Association

ASPHALT INDUSTRY UPDATE

BRANDON MILAR- CALAPA

Caltrans Specifications

- Updated PDR specs
- Post Plant Gradations
- RAP Pilot Projects

CCPIC HMA-LG Specification is available for use.

Please contact CalAPA or CCPIC for additional information.

CalAPA Upcoming Events:

- Annual Dinner Meeting – Los Angeles May 19th
- Day at the Races at Del Mar – July 23rd
- Fall Conference and BMD Workshop – Sacramento Fall

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The Road Forward

A Vision for Net Zero Carbon Emissions
for the Asphalt Pavement Industry



April 19, 2022
Building Better Roads – Working Group Meeting
California Asphalt Pavement Association



CalAPA Strategic PLAN

- **P**romoting
- **L**earning
- **A**dvocating
- **N**etworking



An Industry-Wide Vision



Climate Stewardship Task Force: Purpose

- Develop objectives for the industry related to sustainability and resilience
- Develop a communications strategy on these two topics
- Develop a research and implementation roadmap to advance the industry towards the outlined objectives

Climate Stewardship Task Force: Members

■ Task Force Leadership:

- Chair: Ron Sines, CRH Americas Materials Inc.
- Vice-Chair: Dan Gallagher, Gallagher Asphalt Corp.
- NAPA Staff: Richard Willis & Joseph Shacat

■ State Asphalt Pavement Associations:

- Bruce Barkevich, New York Construction Materials Association
- John Hickey, Asphalt Pavement Association of Oregon

■ Academia:

- Ben Bowers, Auburn University
- Adam Hand, University of Nevada at Reno
- Steve Muench, University of Washington

■ Producers:

- Chris Abadie, Pine Bluff Sand & Gravel Co.
- Raven Adams, Granite Construction Inc.
- Andy DeCraene, Ajax Paving of Florida LLC
- Dan Ganoë, Lindy Paving Inc.
- Allen Hendricks, Blythe Construction, a Division of Eurovia USA
- Gerald Huber, The Heritage Group
- Jay Lemon, Haskell Lemon Construction Co.
- Jamie Moretz, CWR Contracting Inc., a CPI Co.
- Craig Parker, Silver Star Construction Co. Inc.
- Robert Ponton, Colas Inc.
- Susan Witt, Gerken Materials Inc.

■ Associates:

- Britt Blacklidge, Blacklidge (representing the Associate Member Council)

Climate Stewardship Task Force: Outcomes

- **Goals:** Long-term (2050) targets for different types of emissions associated with the production, construction, and use of asphalt mixtures
- **Tactics:** Areas of focus under each goal
- **Activities:** Actionable items from NAPA staff, members, and committees
- **Metrics:** Measurable outcomes
- **Research and Implementation Gaps:** Research needed to achieve goals

The Mission



A photograph of two construction workers at night. They are wearing hard hats (one blue, one white) and high-visibility safety vests. They are looking down at a tablet computer held by the worker on the right. The background is dark with some blurred lights, suggesting an outdoor construction site.

Our Mission

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

Net Zero Production and Construction

- Key drivers for emissions during production and construction
- Alternative and renewable fuels
- Align policies, procedures, and specs
- WMA technology
- Advanced logistical technologies
- Best practices
- Capital investments



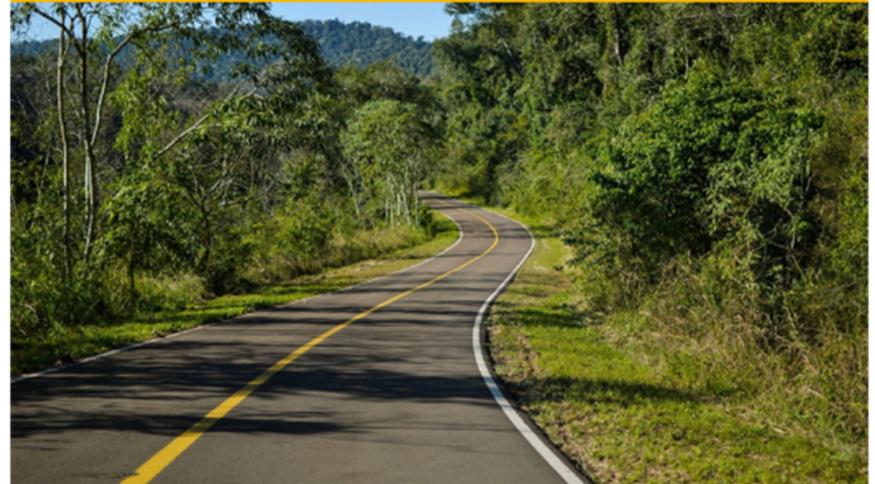
Pavement Quality, Durability, and Use

- Alternative construction scheduling
- Perpetual pavements
- Rolling resistance
- Contract incentives for improved quality and improved vehicle fuel economy

Industry Goal 2

Downstream Scope 3 Emissions

Partner with customers to reduce emissions through pavement quality, durability, longevity, and efficiency standards by 2050



Net Zero Materials Supply Chain

- More recycled material
- Balanced Mix Design
- Industry summits
- New technology and materials

“We are America’s No. 1 most recycled product,”
NAPA’s Jay Hansen told *The New York Times*.



Net Zero Grid

- Net zero energy
- Increase efficiencies

Industry Goal 4	Scope 2 Emissions
Transition to electricity from renewable energy providers in support of net zero carbon electricity generation by 2050 and reduce electrical intensities	
	

Carbon Offsets

- Net zero, not total zero
- Last resort – after we do everything we can do



The Time is Now!!!



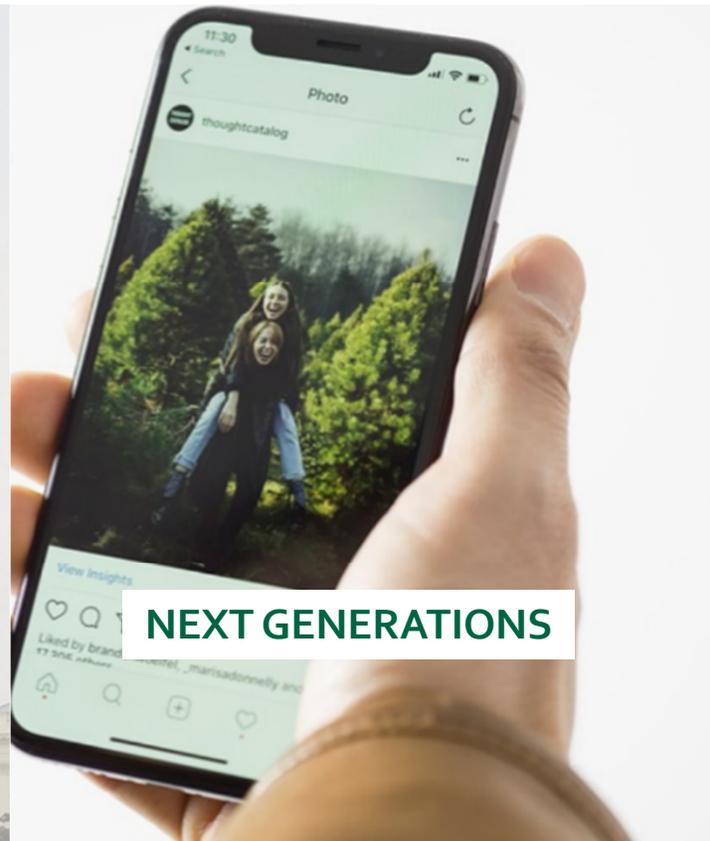
Why?



PROFIT



LEGISLATION



NEXT GENERATIONS

The Long Division Conundrum



Where to Begin



EDUCATE YOURSELF



GET INVOLVED

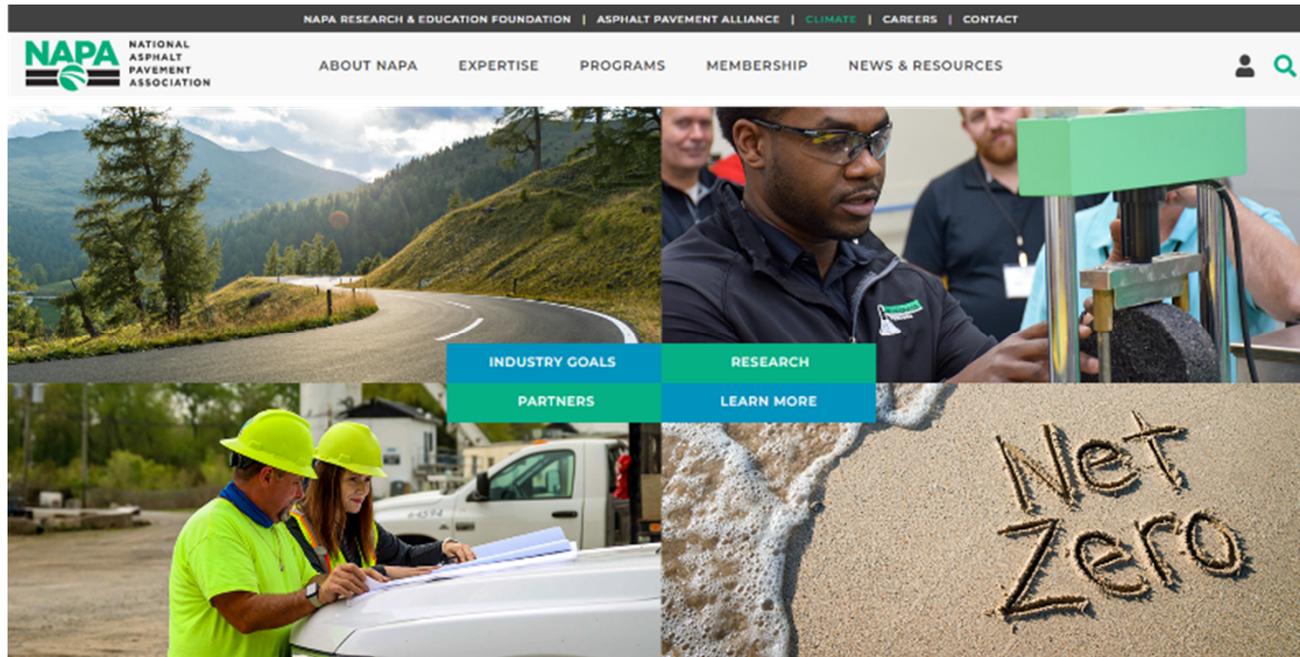


BE A PARTNER



START NOW

Visit the CalAPA and NAPA websites



CalAPA.net

AsphaltPavement.org/Forward



Contact

Brandon Milar, P.E.
Director of Technical Services
California Asphalt Pavement Association (CalAPA)
916-791-5044
bmilar@calapa.net
www.calapa.net



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VISION/GOALS



Vision



Form Working Group

Form a working group comprised of industry associations, public agencies, and County staff to identify innovative and cost-effective pavement preservation treatments for local roads



Provide Solutions for all Stakeholders in San Diego County

Develop findings in the form of reports to share with our industry and agency partners in the San Diego region.

Our Goals



Develop best practices that provide environmental benefits and minimize impacts



Employ a regional approach to addressing our roadway needs



Engage all stakeholders to identify innovative, cost-effective, & viable solutions



Identify sustainable, local resources

Working Group



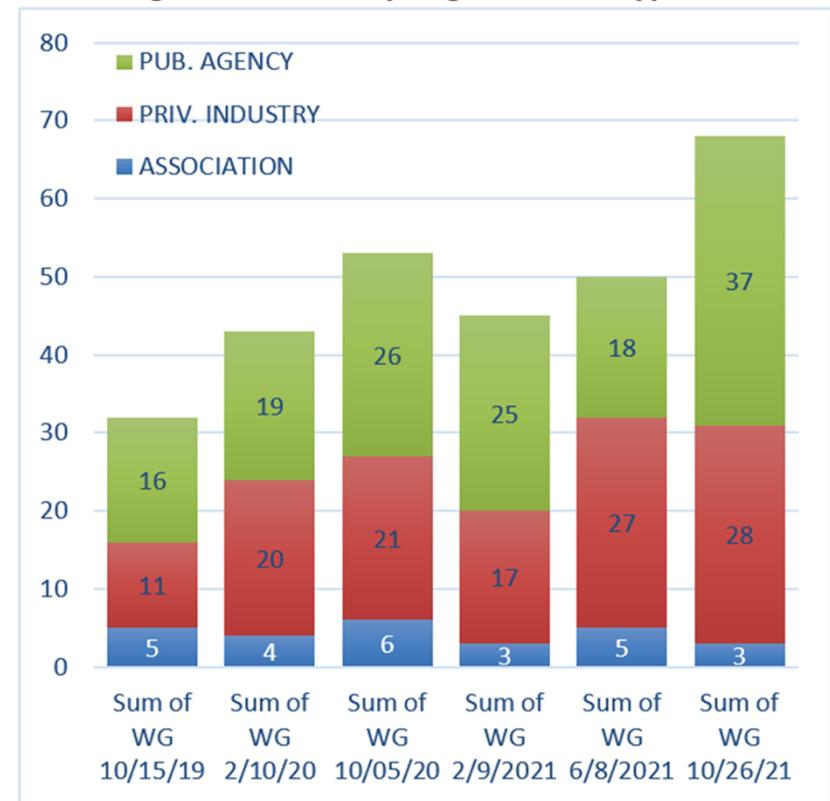
210 Partners Representing:

- Public Agencies
- Private Industry
- Associations
- Non-Profit Organizations

Working Group Member Statistics:

	Inaugural Meeting	Most Recent	Change (+/-)
Agency Members	24	103	+79
Association Members	3	11	+8
Private Industry Members	15	96	+81
Total Members	42	210	+168

Meeting Attendance by Organization Type:





BUILDING *San Diego County*
BETTER ROADS



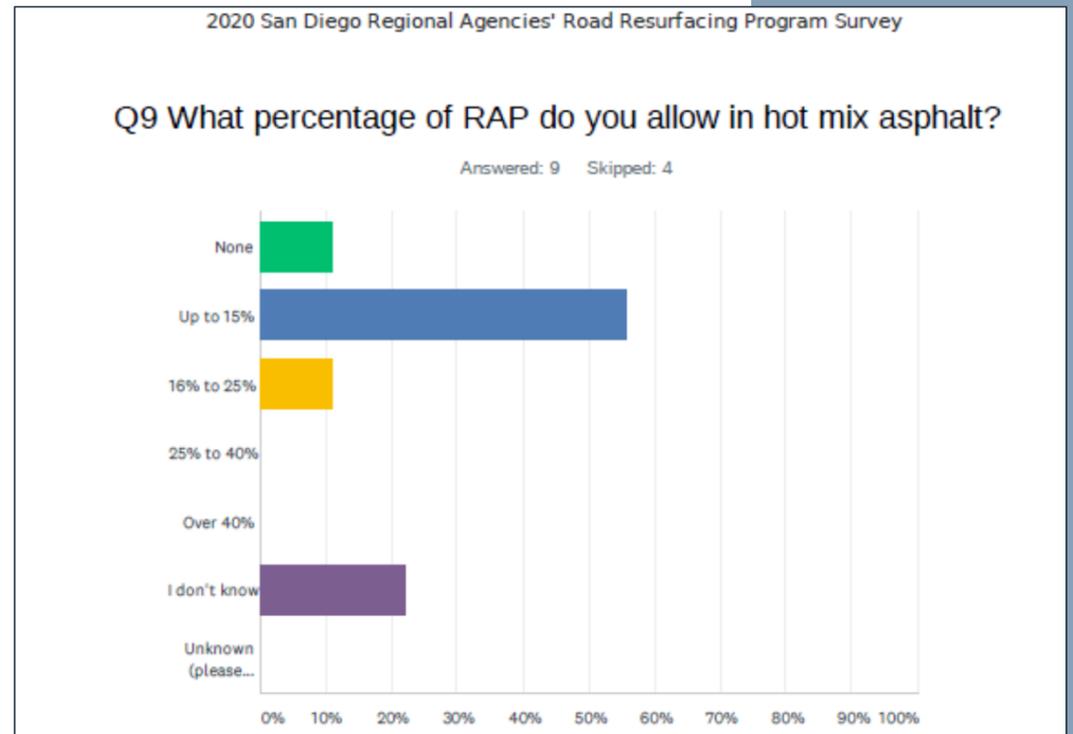
Agency Survey

13 Agencies Responded

26 Questions:

- Reclaimed Asphalt Pavement
- Mix Designs for Asphalt
- Alternative Pavement Types
- Contracting Methodology

90% Agencies interested in incorporating RAP into their program



Outreach/Education Efforts

2 Tours:

- Vulcan Plant Tour
- Superior Plant Tour

4 Technical Presentations:

- Evaluating High RAP Mixes - UCPRC
- Pavement Sustainability Best Practices - CCPIC
- RAP In Pavement Preservation Treatments - FHRC
- Pavement Preservation Processes - PPRA

2 Training Seminars:

- In Place Recycling Technologies
- Tack Coat Workshop



Guidance Documents

20 Topics Identified

- Authors and support teams established
- Rigorous review process implemented
- Guidance documents available on website

Active Guidance Documents

- RAP Use Up to 25%
- RAP in Pavement Seals
- Fractionation of RAP Mixes
- Full Depth Reclamation
- Cold-in-Place/Plant Recycling
- Concrete as an Overlay
- Warm Mix Asphalt
- Electronic Bidding System



RECLAIMED ASPHALT AND CONCRETE PAVEMENT | STORAGE TIME LIMITS

ABSTRACT

In this guidance document, we will detail an option to increase allowable storage times of Reclaimed Asphalt and Concrete Pavement for greater flexibility and reduced material waste.

Materials suppliers that process concrete and asphalt for reuse can only store this material for a total of 12 months after processing in accordance with California regulations. This guidance document identifies a process that may allow material suppliers to store processed concrete and asphalt for greater than 12 months with approval from the Local Enforcement Agency.

THE ISSUE

Material usage needs may not align with storage time limits.

The construction industry generates millions of tons of recycled concrete and asphalt annually. Recycling facilities are regulated by California's Department of Resources Recycling and Recovery (CalRecycle). Existing CalRecycle regulations require that material suppliers process concrete and asphalt within six months and store processed material no longer than 12 months in accordance with California Code of Regulations (CCR), Title 14, Section 17381.1(e). This regulation exempts materials suppliers that are classified as a 1) Type A inert debris recycling center that is located at an inert debris engineering fill operation, 2) inert debris Type A disposal facility, or 3) a material production facility*. Compliance with this regulation is monitored in San Diego County by two Local Enforcement Agencies (LEA): The City of San Diego, within their respective city limits, and the

County of San Diego, Department of Environmental Health for the remainder of the county. The maximum storage time of 12 months for processed concrete and asphalt often limits the amount of material that can be stored by material suppliers thus restricting their flexibility to respond to fluctuating market demands.

Key Issues:

- Demand for using recycled concrete or asphalt material may not occur within the mandated 12-month storage period
- Materials suppliers may limit the amount of materials stored, which could result in more recycled material ending up in landfills
- Limiting the amount of materials stored restricts the supplier's ability to respond to changes in market demands

* "Material Production Facility" means a facility that primarily handles raw materials to produce a new product that is a road product operation (i.e., an "aggregate" operation), a hot mix asphalt plant, or a concrete, concrete product or a Portland cement product manufacturing facility. Title 14, CCR Section 17381(i)



Increased RAP Content

OVERVIEW

- Local agencies allow 15% RAP
- New guidance on increased use of RAP

ACTIONS TAKEN

- Revised to allow 25% RAP in asphalt
- Pilot 40% RAP asphalt, 100% RAP seals

BENEFITS

- Available, sustainable, cost-effective
- Preserves local aggregate supply



Utilized Fiber Reinforced Asphalt

OVERVIEW

- Adds synthetic fibers
- Higher initial cost

ACTIONS TAKEN

- Pilot project to evaluate cost and uses

BENEFITS

- Improves durability and crack resistance
- May extend pavement life

Finalize Guidance Documents

Finalize guidance documents and recommendations, and identify new and innovative improvements

Report Back on Pilot Project Results

Return to stakeholders with pilot project results

Post Guidance Documents Online

Develop working group findings in technical reports and share with regional partners

Subcommittees/Topics



SUBCOMMITTEE	RAP	Mix Types	Alternative Pavements	Contracting
COMPLETE	Storage Time Limits			
NEARLY COMPLETE	RAP Up to 25% RAP in Pavement Seals	Fractionation of RAP Mixes	Cold-in-Place/Plant Recycling Full Depth Reclamation	Electronic Bidding Systems
DRAFTED	RAP In Excess of 25%	Warm Mix Asphalt	Concrete as an Overlay	Regional Bidding Calendar Delayed/Flex Start to Contracts Traffic Control Restrictions JOC Contracting Improvements
NOT STARTED		Use of Standardized Mix Designs Use of Standard Specials/Specs Use of Balance Testing	Fiber in HMA Conventional Concrete Pvmnt. Roller Compacted Concrete Pvmnt.	

INTERACTIVE POLLING

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www.menti.com

Enter code: 6672 2532





POST IDEAS IN CHAT

Open Discussion

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THANK YOU FOR ATTENDING!**

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