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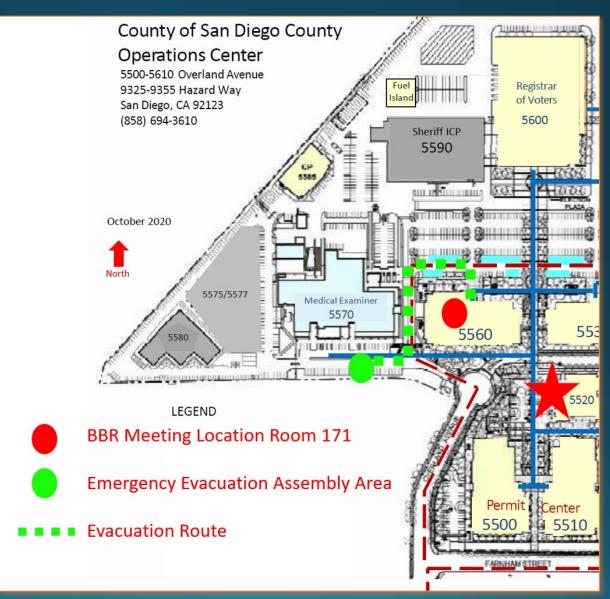
BUILDING LOGISTICS AND SAFETY



Room and Building Exits

Restroom Location

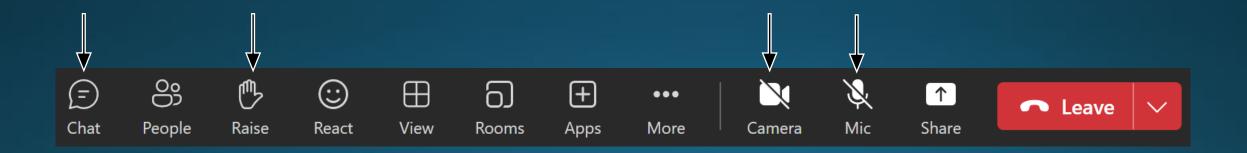
Evacuation Plan



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







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The California Asphalt Pavement Association

Asphalt Industry Update

February 11, 2025 Building Better Roads Working Group Meeting





Specification Updates



New book published ANNUALLY





2024 Greenbook Available to Order

City and County Pavement Improvement Center (CCPIC):





2024 Greenbook Revisions

- Section 200-1.9 Use of Reclaimed Asphalt Pavement (RAP) Aggregate in seal coats
- Table 203-5.2.6 Recycling Agent
- Section 203-6 25% percent RAP (AB2953)
- Section 302-5
 - In-Place Density
 - Tack Coat
 - Pre-Paving Meeting
 - Paving equipment
- Section 302.11 AC Curb
 - Section 1000 CIR & CCPR Using Emulsified Recycling Agent.





Caltrans – Standard Spec Changes

- Post-Plant Gradation
 - Mix gradation <u>ACCEPTANCE</u> based on gradation of aggregates retained from the ignition furnace asphalt content sample.
 - Cold Feed samples are not used to determine mix aggregate gradation acceptance.
 - Included in 2024 Standard Specifications.
 - AASHTO T₃o







Mix Aggregate Gradation Acceptance

summent & Haterials Partnering Committee



Asphalt Subtask Group WORK PRODUCT FINAL REPORT

For Post Production Aggregate Gradation in Hot Mix Asphalt



Principal Authors

M. Armanuse, Working Group Caltrans Chair
T. Limas, Working Group Industry Lead

August 1, 2023



Key Findings:

- Evaluating mix after production are more representative of the mix used in the project.
- Reduces time and effort in determining mixture gradations.
- Variability was like current practice
- Production aggregate upper temperature spec limit not necessary.





Caltrans – Emerging Initiatives

- Balanced Mix Design
 - Working Group formed
 - Multi-year workplan
 - Design mixes to meet project mix criteria for rutting and cracking potential.
 - New Test methods and requirements







Caltrans – Environmental Product Declarations (EPDs)

- EPDs provide information on the environmental impact of various products.
- Global Warming Potential (GWP)
- FHWA info



Published EPDs



- February 2025 Caltrans requires contractors to submit an EPD for HMA-A.
 - Projects > \$1 million
 - Working Days > 175
 - Bid Item > 2,250 tons



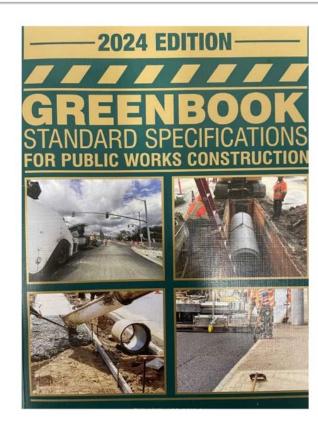






Greenbook Asphalt Task Force

- 1:00pm 1st Wednesday of the month
- Specification development efforts:
 - Fiber use in HMA
 - WMA Contractor Option
 - HMA mix design with gyratory compactor
 - Aggregate Quality Update
 - RAP content verification in HMA







CalAPA Training and Networking Events

- CalAPA Training Courses
 - February 24 Pomona
 - AP101
 - Asphalt Forensics
 - March 6 Online
 - Asphalt Forensics



www.calapa.net

- CalAPA Spring Conference
 - February 25-26 Pomona
 - Topics:
 - Industry Partner Updates
 - BMD
 - Recycling strategies for Sustainability
 - Acceptance Strategies
 - EPDs
 - Pavement Preservation Strategy Selection
 - Evening Networking Reception
 - NHRA Motor Sports Museum







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Building Better Roads

CalCIMA Updates

Cameron Richardson

February 11th, 2024 County of San Diego Operations Center





Major Updates

- Caltrans High RAP/RAS Pilot Projects Phase II
- _o Rap in RHMA
- Joint Training and Certification Program Updates
- Caltrans: Low-Carbon Transportation Materials (LCTM)
- Advanced Clean Fleet Waiver*





CALCIMA Spring Thaw 2025



CalCIMA Events

Spring Thaw: Safety Workshops

Southern California:

February 12th, Ontario

Northern California:

February 26th, Sacramento

CALCIMA

California Construction and Industrial Materials Association

LEGISLATIVE SUMMIT & LOBBY DAY

MARCH 17-18, 2025 | SACRAMENTO

Contact: Abi Hague ahague@calcima.org

Contact Information

Cameron Richardson

<u>crichardson@calcima.org</u>

279-400-9255









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Building Better Roads
February 2025
CONSTRUCTION TRENDS / OUTLOOK





NATIONAL BIG PICTURE—DONALD TRUMP

OPPORTUNITIES

- Halt Proposed Regulations or Roll Back Existing—Faster Approvals and Increased Profitability
- Federal Taxes Favorable to Business
- Funding of Infrastructure, IIJA and IRA Popular With Congress
- Court Slams Door on Biden PLA Mandate—Would of sidelined 2/3 of Construction Workforce

UNCERTAINTIES

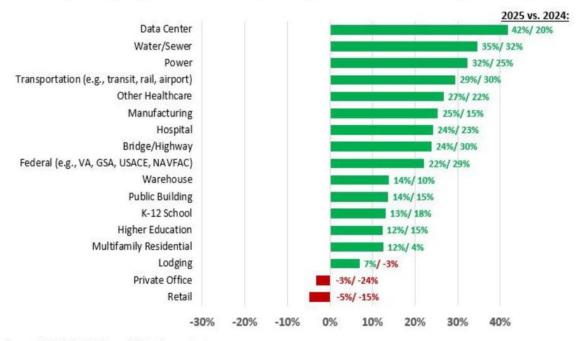
- Repeal Parts of Inflation Reduction Act—Some Energy Projects Effected
- Tariffs—Increase Construction Costs and Could Trigger Retaliatory Moves
- · Restricting Immigration—Construction Heavily Reliant on Foreign Born Workers





Net* % who expect value of projects to be higher/lower than in previous year

* Net = % expecting higher value - % expecting lower value than in previous year

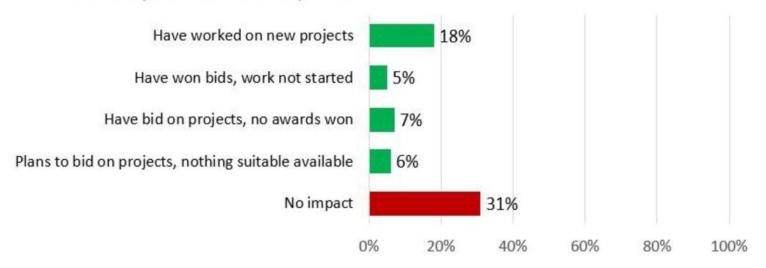






IIJA's impact on firms' business

% of respondents who reported:

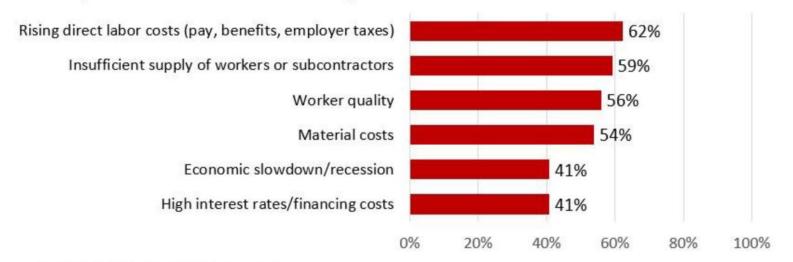






Firms' major concerns for 2025

% of respondents who listed as a major concern:

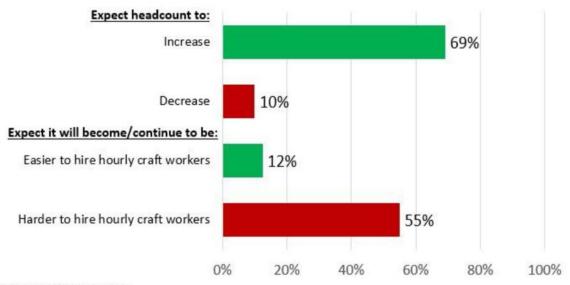






Firms' expectations regarding their headcount and hiring hourly craft workers over next 12 months

% of respondents who:







CONSTRUCTION EMPLOYMENT

U.S. Construction employment

- 8.3 Million workers as of December 2024
- Up by 258,000 workers from April 2023 (3.2%)
- Up by 7.9% from February 2020 (Pre-Pandemic)

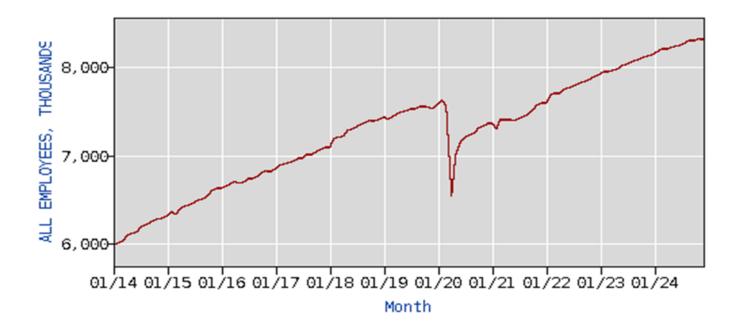
California Construction Employment

- In January 2025, California's construction industry employed 1,124,441 men and 129,332 women.
- An Increase of 300,000 workers over April 2023





CONSTRUCTION EMPLOYMENT TRENDS







CALIFORNIA REGULATORY ENVIRONMENT

CARB Pulled Request for EPA Waiver on Advanced Clean Fleets Regulations

- ACF Now Unenforceable for Private Fleets
- Removes Major Uncertainty for Fleet Owners for 4 years (Priority and Drayage)
- Trump 2.0 Administration is hostile towards California ZEV mandates
- New EPA Administrator may unwind CARB Mandates





SAN DIEGO REGION EXPECTATIONS

Tight Labor Market

- Fewer Bidders in some markets
- Labor shortage
- Overbooking of some Sub-Contractors and workers
- Government mandated PLA's –out of town workers

Upward Price Pressures Have Mostly Eased

- Increased Compensation for Worker Retention
- Materials Costs Mostly leveled out
- Good News—Costs of Equipment—CARB ACF Regulation is Paused





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Building Better Roads

Cement and Concrete Update – Feb 2025



Caltrans EPD Collection



Greenbook Updates: 2024

- Cements
- SCMs
- Reclaimed Materials
- AB 2953
- Specifying Concrete
- Mixing Concrete
- Concrete Pavers



Upcoming Event

 California Concrete Pavement Conference







Caltrans EPD Collection

Concrete EPD Collection:

- Projects advertised after Feb.
 1st must submit concrete and asphalt EPDs
- \$6,000 withhold for each EPD not submitted
- https://epd.dot.ca.gov/

Add to section 6-1:

6-1.08 ENVIRONMENTAL PRODUCT DECLARATIONS FOR HOT MIX ASPHALT AND CONCRETE

Section 6-1.08 includes specifications for environmental product declarations for hot mix asphalt and concrete materials and products.

See section 6-1.06B for definitions.

For projects with a total bid over \$1 million and 175 or more original working days, materials or products specified in the following table require facility-specific environmental product declaration informational submittals:

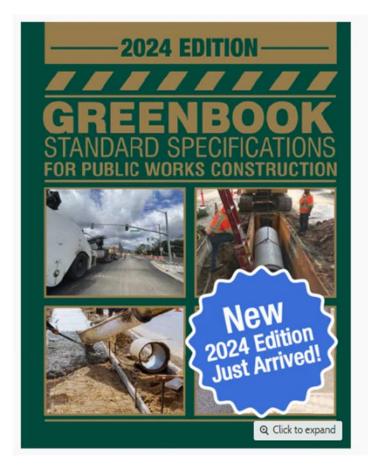
<u> </u>	
Material or product	Material specifications
Hot mix asphalta	Section 39-2, "Hot Mix Asphalt"
	Excludes RHMA, OGFC, and BWC materials.
Concrete ^b	Sections 28-2, "Lean Concrete Bases," 28-3, "Rapid Strength
	Concrete Base," 28-4, "Lean Concrete Base Rapid Setting," 28-5
	"Concrete Base," 40, "Concrete Pavement," 47-5, "Type 6
	Retaining Walls," 49-3, "Cast-In-Place Concrete Piling," 49-4,
	"Steel Soldier Piling," 51, "Concrete Structures," 58-2, "Masonry
	Block," 73, Concrete Curbs and Sidewalks," 83, "Railings and
	Barriers, "," and 99, "Building Construction"
	Excludes volumetric-proportioned rapid strength concrete and
	precast concrete materials or products.

For each hot mix asphalt plant providing 1,000 tons or more on the project by job mix formula.
For each concrete plant providing 250 cubic yards or more on the project by mix design.





2024 Edition of the Greenbook



2024 Greenbook: Standard Specifications for Public Works Construction

公公公公公 No reviews

Product Code/ISBN: 9781588552853

\$209.95

Be sure to select the format you want before ordering: Book only or Book/eBook Combo. The PDF eBook is <u>available now</u> for immediate download.

First published in 1967, Standard Specifications for Public Works

Construction (popularly known as the "Greenbook") eliminates conflicts
and confusion among the plans and specifications used by local public
agencies. It is revised every three years.

It is the work of an active volunteer committee of professional agency members who are thoroughly versed in the changing technology and advanced thinking of the construction industry.

The new 2024 Edition brings the specifications in the "Greenbook" completely up to date in accordance with best practices and the latest technologies. Arranged in major sections, the "Greenbook" covers General Provisions for public works construction as well as detailed specifications





Cement

- 201-1.2.4.1 Portland Cement. Portland cement shall be:
 - a) Type II or Type V Portland cement conforming to ASTM C150.
- b)Type III Portland cement conforming to ASTM C150. 201-1.2.4.2 Blended Hydraulic Cement. Blended cement shall be:
 - 1) Type IL Portland Limestone Cement conforming to ASTM C595.
 - 2) Type IP Portland Pozzolan Cement conforming to ASTM C595, containing no more than 25 percent pozzolan.

 Blended cement shall be Moderate Sulfate Resistant (MS) or High Sulfate Resistant (HS.) The alkali content in the cement portion of blended cement shall not exceed 0.60 percent by mass of alkalis as Na2O + 0.658 K2O when determined in accordance with AASHTO T 105.





Supplementary Cementitious Materials (SCMs)

- 201-1.2.7.3 Fly Ash (ASTM C618)
 - Class F Fly Ash
 - Class C Fly Ash

ASTM now calls these "Coal Ash", no longer "Fly Ash"

- 201-1.2.7.4 Class N Pozzolans (ASTM C618, ASTM C1945)
- 201-1.2.7.5 Ground Granulated Blast Furnace Slag (ASTM C989)*
- 201-1.2.7.6 Silica Fume (ASTM C1240)*
- 201-1.2.7.7 Rice Hull Ash (AASHTO M 321)*

* New materials in Greenbook



Fly Ash



Kirkland Natural Pozzolan





Reclaimed Materials Same Options, New Names

 Returned Plastic Portland Cement Concrete (RPPCC)

RPPCC may be any un-hardened Portland cement concrete provided its design strength is 2000 psi or greater – up to 10% in new concrete

- Recycled Concrete Aggregate (RCA)
 RCA is the product of crushing, screening, and processing of hardened concrete to produce a granular material up to 30% in new concrete
- Reclaimed Aggregate (RA):

RA is product of recovering aggregates from plastic Portland cement concrete by washing away the cementitious material – no limits









AB 2953

California Assembly Bill 2953 (Salas) (AB 2953) was approved on September 30, 2022. Beginning January 1, 2024, with some exceptions, AB 2953 will require most local agencies to allow for recycled material use at or above the level allowed in the 2018 State of Caltrans Standard Specifications for specific materials related to road construction and repair.

AB 2953 REQUIREMENTS

AB 2953 contains the following requirements:

- To the extent feasible and cost effective, use advanced technologies and material recycling technologies that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- Beginning January 1, 2024, apply standard specifications that allow for the use of recycled materials in streets and highways to the extent feasible and cost effective.
- Beginning January 1, 2024, and until January 1, 2027, the standard specifications applied in #2 shall allow recycled materials at or above the level allowed in the 2018 Caltrans

Standard Specifications for the following materials:

- Recycled base and subbase materials as set forth in Sections 25-1.02 and 26-1.02
- Reclaimed asphalt pavement and other materials in asphalt as set forth in Section 39-2.02B
- c. Reclaimed aggregate, fly ash, returned plastic concrete, and other materials in concrete as set forth in Sections 90-1.02, 90-2.02, and 90-9

AB 2953 Compliance Final Document: San Diego County Building Better Roads

2024 Greenbook includes all necessary language for compliance





Specifying Concrete

4 ways to specify concrete in the Greenbook:

- 1. Class
- 2. Alternate Class
- 3. Compressive Strength
- 4. Special Exposure







Concrete by Compressive Strength

Concrete Specified by Compressive Strength:

The Contractor shall determine the mix proportions of concrete specified in the Special Provisions or shown on the Plans by its 28-Day compressive strength within the maximum size coarse aggregate and admixture limitations specified herein or otherwise specified in the Special Provisions.

Proposed mix designs shall be evaluated from a trial batch in accordance with 201-1.3.7.







Mixing Concrete

4 ways to mix concrete in the Greenbook:

- 1. Stationary Mixers
- 2. Transit Mixers
- 3. Hand Mixing
- 4. Volumetric Mixers







Volumetric Mixing (New)

Volumetric mixers shall be capable of proportioning cement, water, aggregate, and additives by volume.







Volumetric Mixing Cont.

How Does It Work...

In the early 1970's, Cemen Tech realized the advantages volumetric mixing had over traditional concrete production methods. The drawing illustrates how a volumetric mixer works.

Material Storage

admixture) is contained in a separate compartment.

(1) Sand and stone are stored in open bins. (2) Cement is stored in a closed, watertight bin behind the aggregates. (3) Water is provided in an auxiliary tank.

(4) Conveniently located

admixture tanks are integrated

Each concrete ingredient (sand,

stone, cement, water, and

Setting The Controls

into the system.

Once the storage bins are loaded, the operator will select the correct mix design for that pour. (5) The sand and stone gate will adjust to their correct position, and admixture and water flow rates are set.

Concrete Production

(6) The operator hits the start button to begin operation.

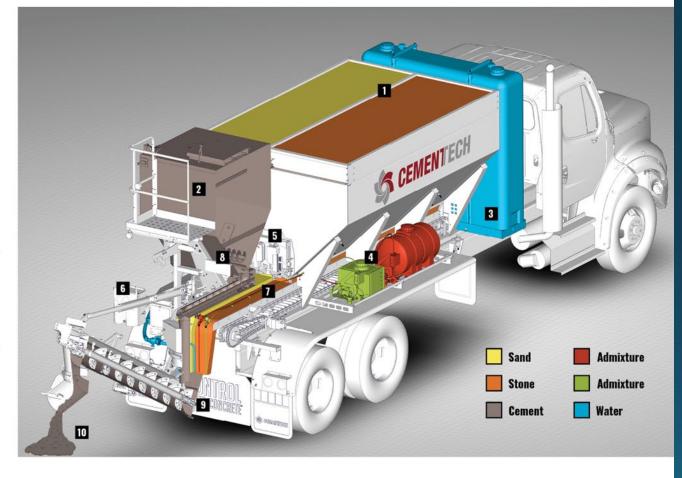
(7) As the sand and stone exit their respective bins, they pass under the "strike off" gates. The materials then pass under the cement bin and falls into the mixing auger.

(8) The cement bin precisely meters the correct amount of cement onto the mix. The dual auger cement metering means consistent mix designs within +/-1 percent on every pour.

(9) All materials simultaneously enter the continuous mixer where they are thoroughly mixed by Cemen Tech's unique mix auger.
(10) The homogeneous concrete mixture is then carried to the discharge chute. Perfect concrete is produced for each and every pour.

The Results

- Superior Quality
- Exact Quantity
- No Waste







Interlocking Concrete Pavers

New Section:

218: Interlocking Concrete Paver Pavement Materials







Permeable Interlocking Concrete Pavers

New Section:

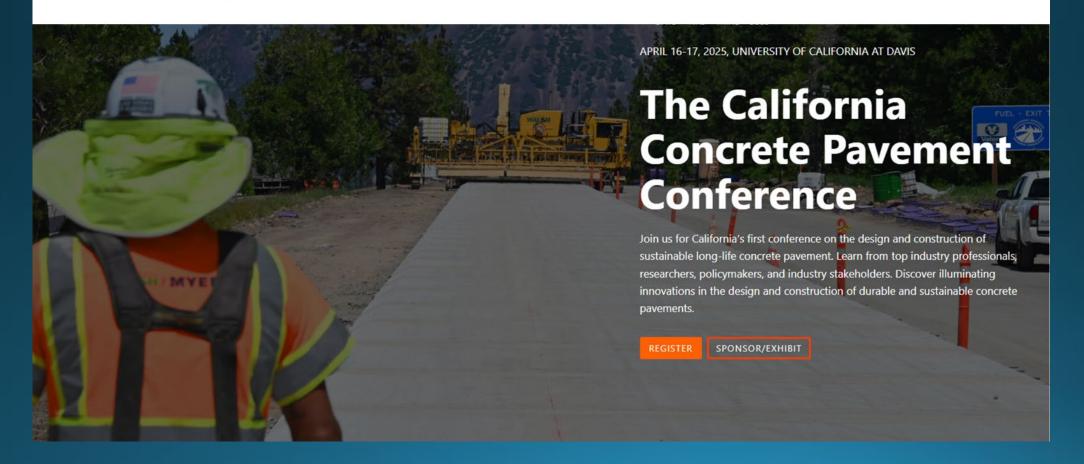
219: Permeable Interlocking Concrete Paver Pavement Materials







California Concrete Pavement Conference April 16-17 at UC Davis www.theccpc.com







Questions?

Nathan W. Forrest, P.E., ENV S.P. Technical Director nathan.forrest@cncement.org







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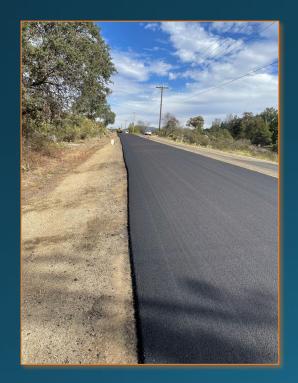
2025 COUNTY OF SAN DIEGO RESURFACING FORECAST

SB-1 Impact:

- Road To 70 PCI
- Started at 60, currently at 68
- 6 years- ~ 745 Miles, \$250M







2025 Forecast

- Year 7- ~95 Miles, \$65-70M- March 2025
- Year 8~ 97 Miles
 - 80 Miles AC Overlay- Late Fall 2025
 - 18 miles Pavement Seal- Summer 2025
 - BUYNET- https://sdbuynet.sandiegocounty.gov/







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BBR SUBCOMMITTEE UPDATES



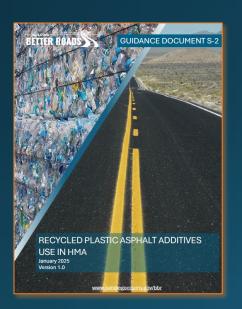
2024 Topics

Asphalt Shingle Use in HMA- Maure Creager, Topic Lead

- Final Draft Guidance Document under review
- Phase 2 pilot project within San Diego County







2023 Topics

Recycled Plastic Asphalt Additives Use in HMA-Adam Barber, Topic Lead

- Final Guidance Document ready for posting
- Seeking local agency for pilot project



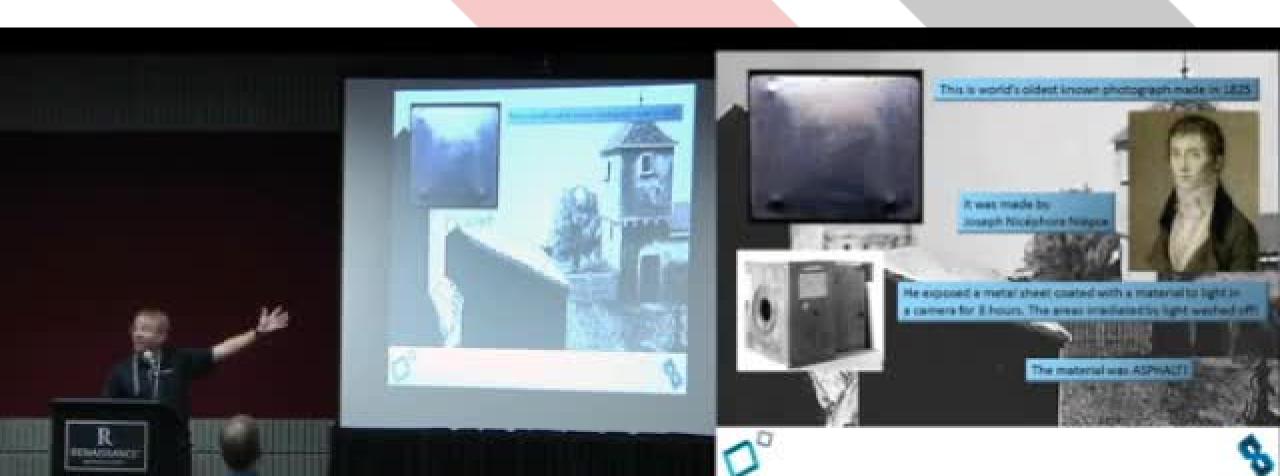


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Spray-applied Asphalt rejuvenators



Oxidizing Asphalt



Defining Rejuvenators:

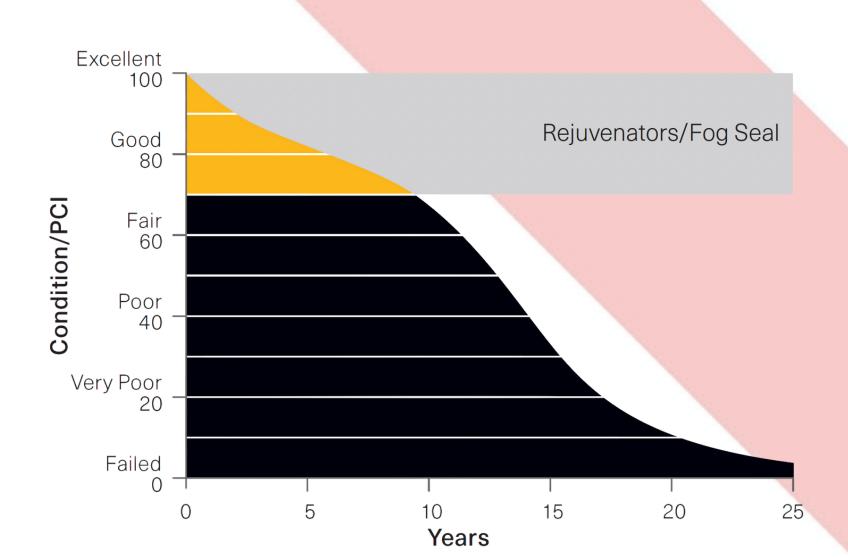
Rejuvenators are materials designed to restore the performance and properties of aged asphalt binders, reversing the effects of oxidation and improving flexibility and durability.

Rejuvenators typically penetrate the pavement surface, softening the binder to enhance cohesion and resistance to cracking.

- Corrects pavements exhibiting minor segregation, raveling, poor compaction.
- Protects the pavement structure from moisture intrusion and oxidation.
- Seal pavements that are 1 to 4 years old to extend pavement life before the use of a wear course seal is required. This improvement may delay the need for major maintenance or rehabilitation.
- Improves road safety by enhancing color contrast between pavement surface and road markings

Application Timeline

Asphalt Deterioration Curve



Application Timeline

Be early in lifecycle BUT consider:

- 1.Density of pavement
- 2.Film formation & Skid Values
- 3.Shot Rate/ Dosing

Pre-Application Roads

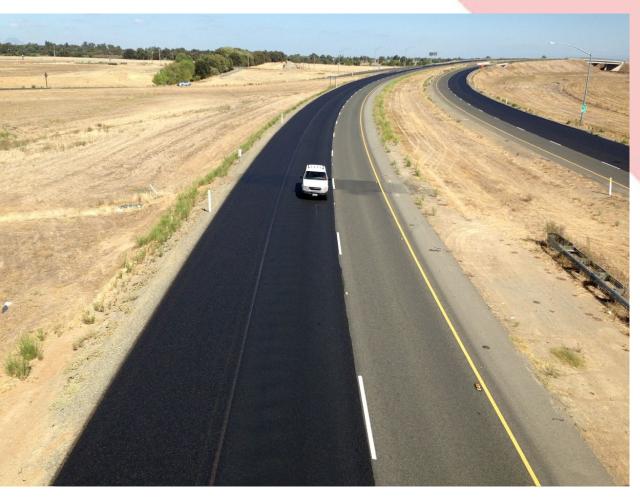


Petroleum/Maltene Based





PMRE Fog Seals





Texture Seal









Scrub Seal



Cold In-Place Recycling

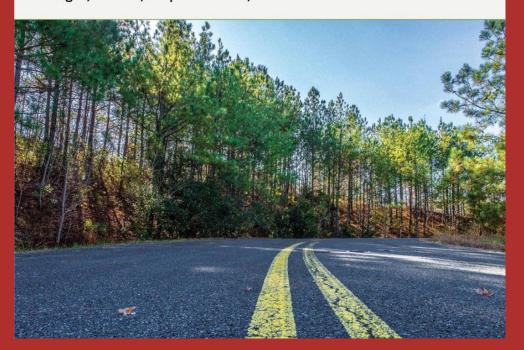






Phase VII (2018-2021) NCAT Test Track Findings

Randy West, David Timm, Buzz Powell, Nam Tran, Fan Yin, Benjamin Bowers, Carolina Rodezno, Fabricio Leiva, Adriana Vargas, Fan Gu, Raquel Moraes, Mostafa Nakhaei



Phase VIII (2021-2024) NCAT Test Track Findings

Randy West, Raymond (Buzz) Powell, David Timm, Nam Tran, Fan Yin, Nathan Moore, Thomas Harman, Benjamin Bowers, Adriana Vargas, Carolina Rodezno, Raquel Moraes Puchalski, Chen Chen, Surendra Chowdari (Suri) Gatiganti, Jason Nelson, Grant Julian, Jason Moore, Adam Taylor, Pamela Turner, Matthew Kmetz, Elizabeth Turochy



20 million ESALS over a 5-year period on low-volume, thin-lift pavements

Initial Application on NCAT Track, 2018



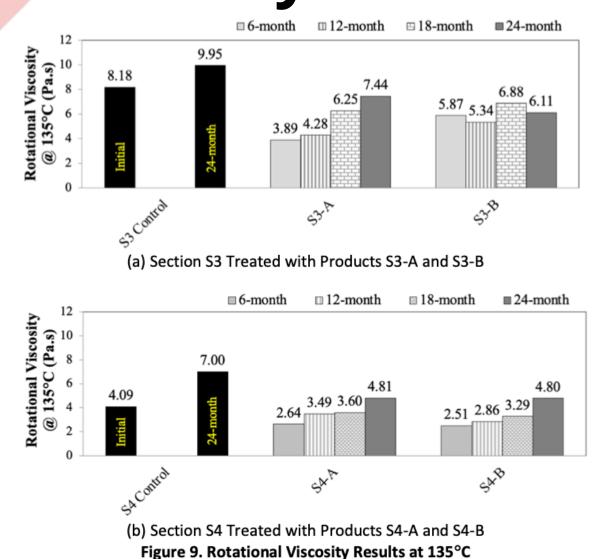


Phase VII: Mississippi & Tennessee Spray-On Rejuvenator Study

S3A+S3B=Sustainable materials

S4A=Hybrid emulsion, containing polymer-modified asphalt base and rejuvenator S4B=Maltene-based from napthenic crude base

Rotational Viscosity: ductility, crack resistence,



Binder Stiffness

Figure 12 indicates that product S3-A was more effective than product S3-B in decreasing binder stiffness ($|G^*|$) for up to 12 months of field aging. As field aging progressed to 24 months, a change occurred, and the binder treated with product S3-B presented lower $|G^*|$ values for up to 48 months after treatment application.

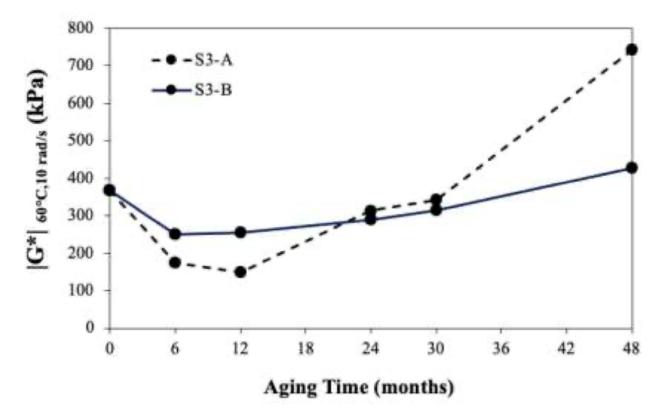


FIGURE 12 Effect of field aging on |G*| at 60°C and 10 rad/s for Section S3 after treatment with products S3-A and S3-B.

Phase VIII: NCAT Test Track Results

2021-2024: 2 Top Runners from Phase 7

Cracking Performance:

Minimal cracking (<0.2% block cracking after 20 million ESALs).

Top performing rejuvenate extended pavement life by several years, maintaining performance beyond standard specifications.

Rutting:

Depths remained at 3.8–5.3 mm, far below the 12.5 mm failure threshold.

Friction:

Initial drop in friction was minimal; recovery was rapid and sustained for 48 months.

Softening Effect:

Binder viscosity consistently reduced, improving flexibility and reducing cracking susceptibility.

Laboratory Confirmation

Glover-Rowe Index & Longevity

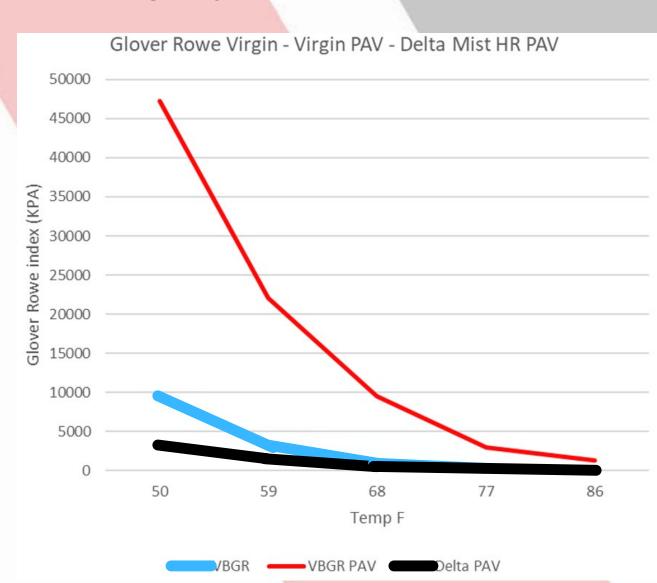
Unaged Virgin Asphalt (Blue Line): Used as a baseline for flexibility and minimal oxidation.

PAV-Aged Asphalt (Red Line)

PAV-Aged & Delta Mist-Treated Asphalt (Black)

Conclusions: Delta Mist-treated aged asphalt consistently demonstrated lower stiffness (lower Glover-Rowe Index) compared to unaged untreated asphalt.

At 50°F (critical for cracking susceptibility), the Delta Mist-treated sample was 8 times better than untreated asphalt, showcasing rejuvenation and flexibility.



New Technology

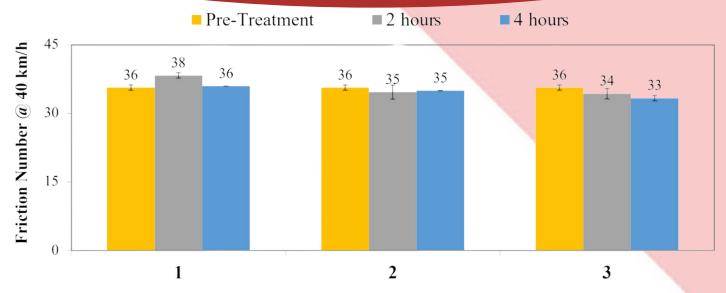
2 bar spray system ensures skid values are gained back immediately

-Night work

-No sand needed

-Limited time period

-Sloped roads

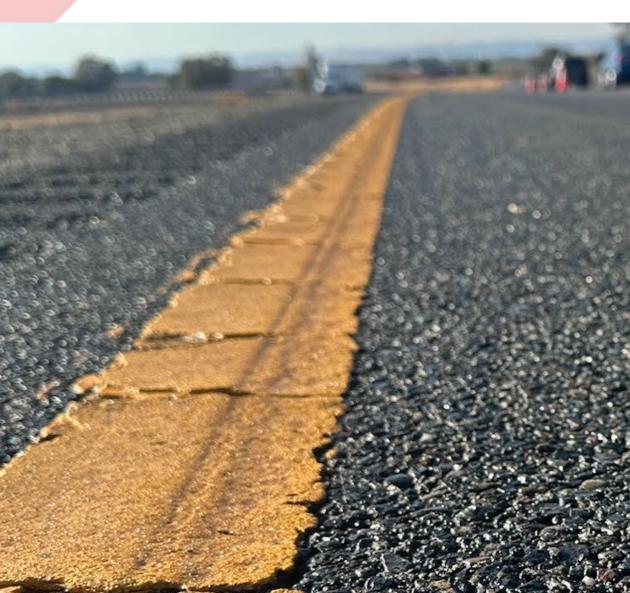


- 1.0.027 gal/yd² Delta Mist HR + 0 .013 gal/yd² UP-40 Polymer
- 2.Pre-Wet Surface with 0.010 gal/yd² Water then apply 0.027 gal/yd² Delta Mist HR + 0 .013 gal/yd² UP-40 Polymer
- 3.Pre-Wet Surface with 0.010 gal/yd² Water then apply 0.027 gal/yd² Delta Mist HR + 0.013 gal/yd² UP-40 Polymer followed by introduction of air to simulate drying effect with compressed air for 2 Seconds + 0.013 gal/yd² UP-40 Polymer

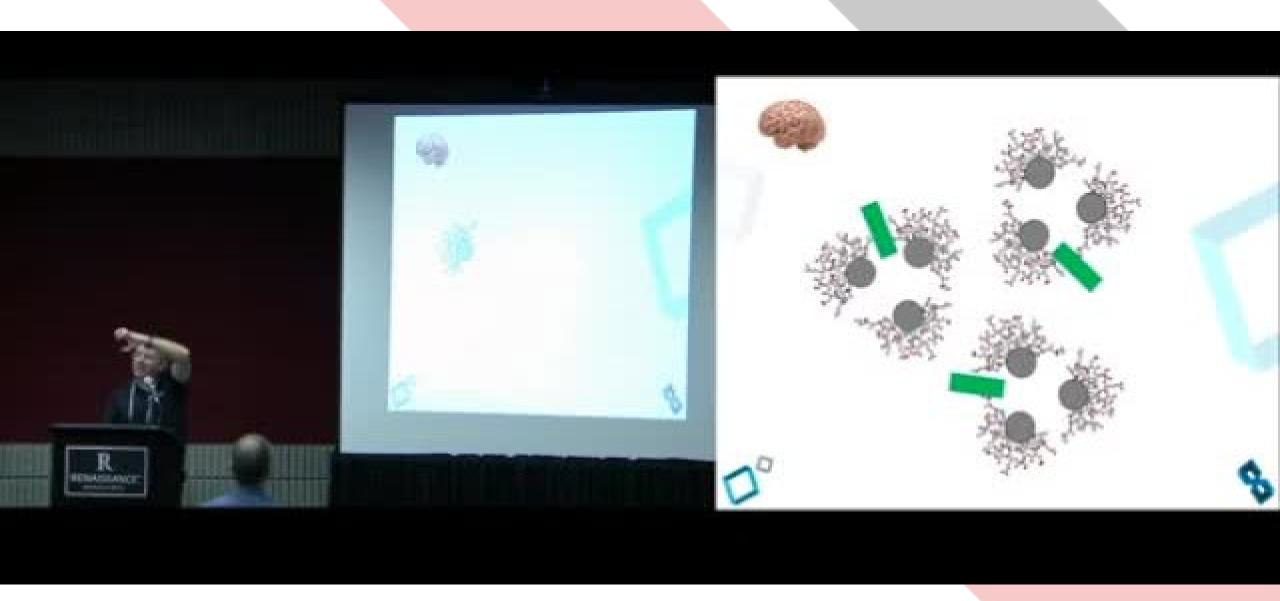


Impact on Striping





Alzheimers Cure & Rejuvenators



Reducing SOFT COSTS

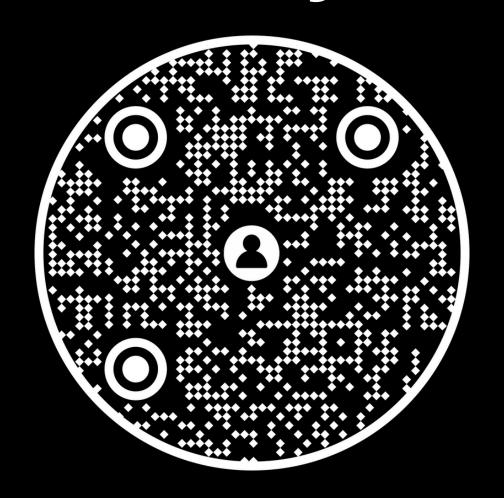
Public Nuisance Reduced Agency Liability Delays

Engineering Costs

Reducing HARD COSTS

Restriping Multiple closures

Thank you!



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- 1) Sign-In /Meeting Overview
- 2) Public Comments
- 3) Welcome Message
- 4) Industry/Organization Updates
- 5) County Resurfacing Forecast 2025
- 6) Subcommittee Updates
- 7) Featured Presentation
- 8) Next Working Group Meeting / Close



MEETING ADJOURNED NEXT MEETING MAY 2025