NAPA UPDATE

JAY HANSEN

55TH Annual WAPA Conference
December 3, 2014
The APA is a partnership of the Asphalt Institute, National Asphalt Pavement Association, and the State Asphalt Pavement Associations.
STRUCTURE

Marketing Council

Research & Technology

PEC Activities
- Pavement Design
- Pavement Type Selection
- Environmental Sustainability
- Best Quality & Competitiveness
- Pavement Preservation
- Legislative

Other Research
- Asphalt Institute
- NCAT

Future Research

Market Research & Communications

- Market Research & Plan Development
- APA Brand Management
- Communications Plan
- Advertising Campaigns
- Website(s)
- APA Product Finalization & Archival (Asphalt Vault & Toolkits)
- Agency Contract(s) Management
- Editorial Placement
- Creation of Marketing Materials
- Benchmarking

APA Deployment Activities

- Customer (SAPA) Support (including non-SAPA states)
- Deploy Research & Marketing Materials
- Big Box Stores
- Field Resource Team Leadership & Coordination
- Trade Shows
- Perpetual Pavement Awards
- Speaking Engagements

Pavement Economics Committee

Go-To-Market Task Group

Deployment Task Group

Go-To-Market Task Group

Deployment Task Group
PEC PROJECTS UPDATE
OPTIMIZED PAVEMENT DESIGN & MATERIALS SELECTION

- Flexible Pavement Design – State of the Practice (report & synopses)
- AASHTO 93 Recalibration Manual
- Refined Limiting Strain Criteria & Approximate Ranges of Max Thicknesses for Designing Asphalt Pavements

Reports posted on: www.ncat.us
Check it out at: pavexpressdesign.com
Federally and State Pavement Mandates Proposed
- Life Cycle Cost Analysis (LCCA) on all Highway Projects
- Alternative Bid With No Price Adjustments
- Mechanistic-Empirical Pavement Design Guide
- Material-Specific Discount Rate for Asphalt
- Ready Mixed Checkoff

PEC Response
- Beefed up Lobbying Resources
- Early Warning Legislative Tracking System
GUIDED BY MARKET RESEARCH

• Background Document
• What Drivers Want
• What Road Owners Want
• Funding & New Revenues

Figure 7: Maintenance Preferences
Q: Which of the following do you prefer?

(a) 84%

- Lanes Receive Repairs During Off-Peak Hours
- Lanes Fully Shut Down for Maintenance
- Not Sure (9%)

Truckers
- Off-Peak Repairs (73%)
- Fully Shut Down (20%)
- Not Sure (6%)
SURVEY SAYS...

What Do DOTs Want?

- Long-Lasting, High Quality Roads
- Cost-Effective to Own & Maintain

What Do Drivers Want?

- Smooth, Safe, Quiet Roads
- Kept in a State of Good Maintenance
- Without Being Inconvenienced by Road Work
FOCUS ON POSITIVES

Own and Define Drivability
Focus on the Human Element

- Print & Online
- Trade Publications
  - Engineers
  - Pavement Designers
- Available for use by State Associations
COMPELLING VIDEOS

- “Place to Be”
- “Road Age”

Visit the “Resources” page of the DriveAsphalt.org website for access to the videos.
Reflective Pavements and Urban Heat Island

Do reflective pavement mandates make sense?

Legislative efforts to mandate reflective pavements have been introduced in some areas, but the scientific evidence doesn’t clearly support the use of reflective pavements to address the urban heat island effect. While these pavements do reflect some energy from a pavement’s surface, much of it ends up interacting with buildings, pedestrians, and cars — leading to potential unintended negative consequences.

ROOFS

Most of the science surrounding reflectivity and urban heat focuses on roofs, which are at the top of the urban environment. Pavements are not roofs.

REFLECTIVE CONCRETE PAVEMENTS MIGHT NOT WORK AS CLAIMED TO REDUCE THE URBAN HEAT ISLAND EFFECT

SURFACE TEMPS

DIFFERENCES IN SURFACE TEMPERATURES HAVE MINIMAL BEARING ON AIR TEMPERATURE.

SUMMER

REFLECTED RADIATION CAN INCREASE COOLING LOADS FOR SURROUNDING BUILDINGS IN THE SUMMER.

WINTER

LIGHT-COLORED PAVEMENTS REQUIRE MORE DEicing CHEMICALS IN WINTER TO CONTROL SNOW AND ICE.

PEDESTRIANS

REFLECTIVE PAVEMENTS CAN INCREASE THE TEMPERATURE PEDESTRIANS EXPERIENCE BY 2° TO 5° CELSIUS, AS WELL AS INCREASE ULTRAVIOLET RADIATION EXPOSURE.
SCIENTIFICALLY SUPPORTED

Resource for Pavement Engineers

- Speed of Construction
- Smoothness
- Noise
- Safety
- Sustainability
- Pavement Technologies
- Resource Library

America depends on high-performing, safe roads.

Asphalt pavements ensure the smooth, quiet, and safe ride drivers demand.

Asphalt pavements also provide the flexibility and solutions necessary to improve, repair, or change the road system as traffic volume and demands change. With asphalt, maintenance and repair can be handled cost effectively with minimal impact on road users.

The Asphalt Pavement Alliance is a partnership of the Asphalt Institute, National Asphalt Pavement Association and the State Asphalt Pavement Associations.
DEPLOYMENT ACTIVITIES

• Field Resource Team Leadership & Coordination
• National Accounts Program
• Perpetual Pavement Awards
• National Trade Shows
• Deployment of PEC & GTM Materials
HIGHWAY FUNDING
FEDERAL HIGHWAY FUNDING: WHAT IS KNOWN

- SAFETEA-LU
- EXTENSIONS
- MAP-21
- CLIFF

FY07 FY08 FY09 FY10 FY11 FY12 FY13 FY14 FY15

$25b from MAP-21 Extension
$6.9b from Continuing Resolution

NAPA
NATIONAL ASPHALT PAVEMENT ASSOCIATION
HIGHWAY TRUST FUND UNCERTAINTIES

• 5 revenue shortfalls in the last 7 years.
  – The next HTF cash crisis will occur in May 2015.
• 11 extensions in last 6 years.
• The continued uncertainty about federal surface transportation funds is hindering the ability of the states to plan and the private sector to deliver needed infrastructure improvements.
55% of highway spending in Wisconsin comes from the Federal Government

- US-41 Stadium Freeway repaving, shoulder repair, and bridge deck replacement
- I-90 construction in Monroe County
- I-39 construction and resurfacing in Columbia County
- US-41 construction in Brown County
- STH 23 resurfacing and construction in Fond Du Lac County
FOUR OPTIONS

• More General Fund Bailouts
  – Unlikely in new GOP-led Congress.

• Align Spending with Revenues
  – Cut highway spending – not popular.

• Devolve Program to States
  – WI Legislature and Governor would have to raise its own gas tax by 17 cents per gallon to make up difference.

• Raise the Federal Gas Tax
  – 10 cents to make the HTF solvent and more to maintain and improve conditions.
LAME DUCK ACTIVITIES

• NAPA
  • Member outreach
  • Tax committee briefing
  • 2015 strategy planning
  • World of Asphalt

• Highway Materials Group
  • Letter to Congress
  • Senator McConnell meeting
  • TRIP reports
  • Devolution meetings
HOW YOU CAN MAKE A DIFFERENCE

- New member of Congress district meetings
- Continue plant tours
- Participate in email campaign
- Direct people to NAPA websites
- Donate to NAPA PAC
Impending “Fiscal Speed Bumps” 2014 - 2018

- **JANUARY 1, 2015**: Retroactive tax extenders* and enhanced Medicaid provider payments under Patient Protection & Affordable Care Act (PPACA) expire.
- **MARCH 31, 2015**: "Doc fix" expires.
- **SEPTEMBER 30, 2015**: The spending caps agreed to in the Bipartisan Budget Act expire.
- **JANUARY 1, 2018**: Health insurance "Cadillac Tax" begins and refundable tax credits expire.

2014

- **SEPTEMBER 30, 2014**: Fiscal year ends; Current government funding bills expire.

2015

- **MARCH 16, 2015**: Debt ceiling reinstated.

2016

- **MAY 31, 2015**: Highway bill expires; Highway Trust Fund runs out.

2017

- **2016**: Social Security’s Disability Insurance Trust Fund is exhausted.

2018

- **2017**: Health insurance "Cadillac Tax" begins and refundable tax credits expire.

---

* retroactive tax extenders: provisions that allow taxpayers to claim tax benefits for past years.
The Transportation Construction Coalition
*Invites You To Plan Now For The*
2015 Legislative Fly-In

April 14-15, 2015
Hyatt Regency Washington
400 New Jersey Ave NW
Washington, DC 20001
(202) 737-1234

TCC Fly-In Room Rate: $315 per night
TCC Fly-In Registration Fee: $175*

**Schedule**
**Tuesday, April 14, 2015**
9:00am to Noon – Association Meetings
2:30pm to 5:00pm – TCC Legislative Briefing
5:30pm to 7:00pm – TCC Capitol Hill Reception

**Wednesday, April 15, 2015**
7:00am to 8:00am – TCC Breakfast
8:00am to 5:00pm – Congressional Visits

Registration information and other meeting details will be available closer to the event date at http://www.transportationconstructioncoalition.org/.

*Subject to Change
EH&S ISSUES

- Material Safety Data Sheets (MSDS)
- Work Zone Safety
- Trucking Hours of Service
- Greenhouse Gas Regulations
- Waters of the US Definition
- Spill Prevention Counter Control (SPCC)
- Green Construction Codes
- Community Activism
- Crystalline Silica
Crystalline Silica Rule

• Known Hazard
• Top Priority for OSHA
• Issued Draft Rule
  – Respirators Required During Roadway Milling
• We Have a Better Solution: Engineer Out the Dust
Modifications to Milling Machines

• New Milling Machines
  – By about 2017 – Built-in Vacuum Control & Enhanced Spray Systems

• Existing Milling Machine (Up To 5 Years Old)
  – Retrofit Spray System Available

• According to NIOSH, Both Systems Will Meet the Proposed New Permissible Exposure Level
Other NAPA Activities

• FHWA Cooperative Agreement for Advancement of Asphalt Pavement Technologies

• Japan High RAP Industry Tour

• Performance Task Group
NAPA MEETINGS

JANUARY 25-28, 2015
MARCO ISLAND MARRIOTT
MARCO ISLAND, FLA.

DRIVING PERFORMANCE
60TH ANNUAL MEETING

THE BASE OF INNOVATION
March 17-19, 2015 • Baltimore, MD, USA
THANK YOU

www.asphaltpavement.org

@NAPATweets

jhansen@asphaltpavement.org