



capa

Building and caring for North Carolina's future.

October 2011

CONNECTION

Executive Director's Corner

I hope that this newsletter finds you with good weather and lots of work. Other folks pray for rain; I pray for a long paving season!

The biggest news at CAPA is our new Director of Technical and Regulatory Services, Ellis Powell. Ellis has already hit the ground running in that "can do" spirit that is his hallmark. I find myself able to work on some projects and issues that had been pushed to the back burner because he is already taking a load off my shoulders. Thank you all for making this possible.

Due to State ethics regulations, Ellis will not be able to fully interact with NCDOT for six months. C.A. Gardner has been good enough to agree to continue meeting with our various technical committees until February and to advise and assist Ellis. We just won't let that poor fellow retire!

Ellis and I attended the summer meeting of the State Asphalt Pavement Association Executives where we interacted with our counterparts from the other states. This is always an excellent way to share and receive information, and we came back with many good ideas. It was especially important for Ellis to meet key people in our industry who can be resources to him in the future.

One of Ellis' first projects was to bring us to a final point of agreement with all the agencies involved with the use of tear-off shingles in asphalt pavements. This has been a lot like "herding cats" but he has done a terrific job. Our Shingles Training was designed to cover all the permitting, testing, and specification issues related to the use of tear-offs. The program was well attended.

Please know that we come to work every day with one goal, and that is to do whatever it takes to help your company prosper. These are challenging times for all of us but we will get through it, hopefully better off in the long run.

Christie Barbee

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NEW CAPA WEBSITE

You are viewing this newsletter on our redesigned website. We welcome feedback - any ideas you have for improvements.

This site is to serve you so let us hear from you.

*If you would like to receive information from Carolina Asphalt Pavement Association please email:
info@carolinaasphalt.org*

Comments from the Director of Technical and Regulatory Services

It has been an exciting few weeks since I have started here at CAPA. I am incredibly happy to be here working with such a great advocate for asphalt pavement and transportation, Christie Barbee. Teresa Griffith and Christie have made me feel right at home as I have transitioned into my new role. C.A. Gardner has also been a tremendous resource in helping me with the lay of the land. I am also very excited to be working for each of you and I will work very hard to be the resource you need and expect.

As Christie mentioned in her comments, by law I have a 6 month “cooling off period” in that I cannot lobby the agency from which I came for that period. In order to get that time over as soon as possible I left my last job on Friday July 29 and started here at CAPA on Monday August 1. Therefore the “cooling off” period ends on February 1, 2012. “Cooling off” means that I cannot influence policy making, rule-making or specifications for 6 months so I am staying away from meetings related to these items.

During my “cooling off” period in addition to the daily issues that arise I am getting an education by visiting projects and plants as well as attending various meetings and workshops. This education will be very beneficial and useful when I “thaw out”. I attended the SAPA meeting which did indeed prove to be an extremely valuable meeting. Not only do I have a long list of resources here in North Carolina I now have a list of resources in almost every state in the nation that shares our focus as advocates for asphalt pavement and transportation. The SAPA group has proven to be a great way to find out what’s happening across the nation as it relates to all sorts of asphalt pavement issues.

One important item we have accomplished recently is a training workshop for the use of Post-Consumer Reclaimed Asphalt Shingles (PRAS) in Asphalt Pavement. The workshop was a sell-out and was very successful. Presentations were made by NCDOT Construction and Materials and Test Units along with NCDENR Waste Management and Air Quality and the Department of Health and Human Services. I also presented the CAPA Best Practice Guide for the use of Post-Consumer Reclaimed Asphalt Shingles in Asphalt Pavement. This guide is an overview of what is involved in the use of PRAS in Asphalt Pavement. You can download a copy of the Best Practices Guide from our website under *Publications*.

One other item I am focused on is increasing the membership of CAPA members and associate members. Christie and I have developed a plan to seek out potential members and educate them on the benefits of being a CAPA member. If you are aware of any companies that you believe would be good CAPA members or associate members please give me a call and I will follow up with them. This organization has done many great things in the past and will continue to do great things with your support. Increased membership will give us more ideas and support to put to work.

As you know transportation funding is our biggest challenge during these times. While CAPA has been successful to date in working to convince leadership that capping the gas tax is not in the best interest of jobs for the state of North Carolina the subject is not closed yet. Also transportation funding at the federal level continues to be an issue of great concern. As Christie mentioned, contact with your elected officials on your current status, along with the impact to your companies and employees, is very important.

In closing I would like to thank you for the opportunity to work for you. Please know that you can call on me to assist you at any time and I will always strive to do the best job possible for you. I welcome any advice or criticism you think will improve our work.

Sincerely,

Ellis

**Watch for details on
asphalt conference this winter!**

NC Legislative News

We feel very fortunate to have avoided a cap on the gas tax thus far. Thank you to all who visited legislators, made calls, sent letters, and involved your employees. Our message was simple and consistent – ***Transportation construction creates and supports jobs. Cutting those funds will result in job losses.***

We are not out of the woods. There is great pressure on the leadership in the House and the Senate to cap the gas tax. Many want to reduce the current tax and then cap it. This will delay projects and cost jobs. It is the worst possible decision at this time. But legislators tell me they don't hear that when they go home. Everyone they hear from is angry that the gas tax was not capped and believes this is a hardship for North Carolina families.

You must make sure they hear the other story. Take time to visit your members of the General Assembly while they are back at home. Tell them what your business has experienced and how many employees you have had to let go already. Explain to them that without a robust commercial economy you are more dependent on state work than ever.

Here are other points you can share:

- According to information from the 2010 Census design, construction and maintenance of transportation infrastructure supports over 93,000 jobs in North Carolina.
- There are at least 43,334 firms in North Carolina that are in some way directly involved in transportation construction related work.
- Gas taxes and the retail price of gas at the pump have nothing to do with each other.

Surface Transportation Reauthorization

The surface transportation law, SAFETEA-LU, expired in September 2009. Since that time, the program has been operating under a series of short-term extensions, the latest of which expires on September 30, 2011. Along with it, the authority to collect the federal gas tax, the primary source of funding for the Highway Trust Fund, will also expire. If collection of the gasoline tax lapses, it will have serious and far-reaching implications on our state transportation program.

The House of Representatives and Senate approved a six month extension (to run through March 31, 2012) of SAFETEA-LU at current funding levels. The bill also includes an extension of FAA programs set to expire on September 16, 2011 through January 31, 2012 and an extension of the 14 cents of the gasoline tax that would have expired on September 30, 2011. The bill was signed into law by the President on September 16, 2011.

The House and Senate have taken different approaches on the size and duration of a reauthorization bill. The House is proposing a six-year bill funded at current levels available in the Highway Trust Fund, a 35% cut from existing funding levels. The biennium reduction to North Carolina under this funding level is \$770 million (\$680 million highway; \$90 million transit). The Senate proposal authorizes Federal-aid highway programs for 2-years at current spending levels, totaling \$109 billion. This approach leaves a shortfall of \$12 billion for which the Senate Finance Committee is exploring various offset options but so far has not been able to come up with a solution.

MIT Study: Cement Production and Roughness Cause the Most Emissions

A new report from MIT's Concrete Sustainability Hub confirms that "cement production emissions are the largest contributor for every one of the [concrete pavement] structures [studied]." The report, titled "Methods, Impacts, and Opportunities in the Concrete Pavement Life Cycle," *funded entirely by the cement and ready-mixed concrete industry*, was released during the MIT International Concrete Sustainability Conference in early August. The report also concludes that pavement roughness plays the second-largest role in a pavement's overall carbon footprint, accounting for up to 25 percent of the CO2 emissions from traveling vehicles. This confirms a recent report from the National Center for Asphalt Technology (NCAT), which found that even modest improvements in the smoothness of pavements could save up to 3.3 billion gallons of fuel per year for the vehicles being driven on America's highways. Dr. Howard Marks, NAPA's Director of Environmental and Regulatory Affairs, commented, "We now have two premier research institutions, NCAT and MIT, validating the fact that pavement smoothness plays a huge role in fuel consumption."

Schedule of Events

Southeastern Asphalt User/Producer Group Annual Meeting

November 14-17, 2011—Savannah, Georgia

www.seaupg.org

2nd International Warm Mix Conference

October 11-13, 2011—St. Louis, Missouri

www.warmmixasphalt.com

CAPA Midyear Board of Directors Meeting

October 20-21, 2011 - CAPA offices, Raleigh, North Carolina

www.carolinaasphalt.org

National Asphalt Pavement Association Annual Meeting

January 22-25, 2011—Palm Desert, California

www.asphaltpavement.org

World of Asphalt

March 13-15, 2012—Charlotte, North Carolina

www.worldofasphalt.com

CAPA Annual Meeting

April 25-27, 2012—Wrightsville Beach, North Carolina

www.carolinaasphalt.org

What's In a Name?

At our recent Shingles Conference we avoided the terms *hot mix* and *HMA*. The industry is moving toward increased use of Warm Mix Asphalt (WMA) and new technologies are being developed all the time. The National Asphalt Pavement Association has recently changed its website from *hotmix.org* to *asphalt pavement.org* and their magazine name from *HMAT* to *Asphalt Pavement*. We have so many great technologies and applications that allow us to meet every paving need; why limit ourselves by an out-dated term? Can you make the switch?

CAPA CONNECTION

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