



National Pavement Preservation Conference

Monday, September 18th
Indianapolis, Indiana



Where ACPA is Heading: ACPA's Strategic Plan Vision and Mission

ACPA's mission is to develop and protect concrete pavement markets through education, advocacy, marketing, and industry technical leadership.

ACPA's vision is for concrete to be the pavement material of choice, benefitting communities and society within US, state, and local economies.

***ACPA is the only
national trade
association
dedicated solely
to concrete
pavement***



Implementing our Strategic Plan

ACPA's Strategic Plan calls for improved and expanded outreach efforts:

- Increase understanding the role concrete pavement plays in **sustainability and resiliency**
- Increase understanding that concrete pavement is a critical long-term solution to **environmental needs**
- Increase the understanding of the impact of low-bid contracts on **sustainability** and workforce
- Policy and decision makers understand the positive impact concrete pavement can have on our environment

***ACPA Chapters
name marketing
and communication
for promotion
support as number
one need from
ACPA***



Paving the Way

Continued ACPA Value

- **Training Workshops and Seminars:** Access to the latest technical updates from the industry's most experienced experts.
- **Advocacy:** Advancing the industry at the Federal level and supporting our Chapters at the State and Local level.
- **Information/Resources:** Information sharing from national and state level concrete partners.
- **Committees/Task Groups:** Opportunities to have a seat at the table as new standards and best practices are established.
- **Professional Networking:** Exposure to concrete leaders from around the country.
- **Research Support:** Resources necessary to help promote innovation through primary research and other projects.



Technical Services

- **ACPA's engineering staff delivers consultation, specification interpretation, education, and other technical services to ACPA members, State and Federal Agencies and Chapter/State Partners.**
- **Four Markets of Technical Service**
 - Airport
 - Highways & Local Streets and Roads
 - Direct Agency Assistance
 - Chapter Affiliate Support
- **2023 Quarter 2 cost savings/opportunities of over \$2 million dollars**



FHWA Engagement

Sustainability Engagement

- **ACPA** participates in the **FHWA Sustainable Pavements Technical Working Group**
- **ACPA** engages directly with **FHWA infrastructure staff** on IIJA implementation, including AID-PT, EDC6 and PEM.
- **ACPA** sits on **MIT CSHub's Technical Advisory Group** where we help inform and guide MIT's concrete pavement sustainability research.
- **ACPA** is working with **FEMA** to help them better understand concrete pavement's role in roadway resilience. Particularly as it pertains to climate change related natural disasters.

Recent Government Affairs Activities

- ACPA lobbying efforts to protect APTP Funding in the **FAA Reauthorization** and Appropriations. This **\$3M in funding** supports concrete paving research advanced by the CP Tech Center
- Congressional Briefing in Washington, DC for House of Representatives Staff on sustainability alongside PCA, NRMCA and NAPA
- Coal Ash Comments submitted in July - commented on concerns that a change in federal rule could impact the availability and pricing of fly ash for our members.
- Continued work with FHWA to ensure funding through **Bipartisan Infrastructure Law (BIL)** continues to flow to concrete paving.



Sustainability Whitepaper

- Outlines ACPA's case for concrete paving
- Officially released World of Concrete 1/17/23
- Builds on PCA's Roadmap to Carbon Neutrality
- Addresses - EPDs, Relationship to Resiliency



Beyond Sustainability: Resiliency

Resiliency and Sustainability are Connected!

- Resiliency = ability to anticipate and adapt to changing conditions and quickly recover
- Concrete pavement excellent choice when considering withstanding natural disasters w/ greater intensity and duration
- Long-life solution even after extreme weather conditions
- Developing Resiliency and Sustainability research projects with the CP Tech Center to address FAA/Tri-Services initiatives



**CONCRETE:
THE RESILIENT
PAVEMENT SOLUTION**

Concrete's **RESILIENCE** in the face of **NATURAL DISASTERS** makes it an excellent choice for streets & roads, highways, airports, and industrial projects.

It's a **LONG-LIFE PAVING SOLUTION**, even after extreme weather occurs.



Healthy Competition Lowers Overall Cost

How Agencies can Reduce Costs by Improving the Competitiveness of their Bid Environments



Myth: Given current supply chain challenges and materials cost increases, there's no way to lower the unit cost of a pavement.

Fact: Encouraging competition between paving materials would cause costs for all materials to go down.

Research has shown that, as inter-industry competition increases, unit costs of both concrete and asphalt paving materials fall significantly—particularly those of concrete. For example, if a state with a low concrete market share (e.g., 1%) were to increase its concrete market share to 25%, it would lower concrete and asphalt paving material unit costs by around 29% and 8%, respectively.

Is Concrete a Viable Alternative to Asphalt?

Concrete has a proven record of being a viable paving material. In fact, in the mid-twentieth century when the interstate system was new, concrete was the most common paving material. Its decline in use is largely attributable to a decline in information dissemination on concrete repair, maintenance and replacement—a situation that occurred gradually with the rising use of asphalt. With renewed education efforts, however, inter-industry levels of competition (that is, competition between firms that pave with different materials) can increase, and costs across the board will lower.

Why Improving Competition Works

Improving inter-industry competition would bring both additional contractors to the bidding process and a second level of competition into the supply chain between the suppliers (e.g. the asphalt, concrete and cement suppliers). While these suppliers may not directly compete against one another, the sustained competitive pressures between the industries will drive costs lower as skilled personnel develop, supply chains get established, construction quality improves, innovation is spurred and risks decline. See the sidebar on research that supports this.

Connecting the Dots: What Led to an Unchecked Rise in Prices

Data from the Bureau of Labor Statistics (BLS) (See Fig. 1) show that the 50-year price trend for paving with asphalt has gone up starkly when compared to general inflation rates and concrete. In addition to the higher growth, paving asphalt also has over 4 times more volatility primarily because the liquid asphalt (a key ingredient in HMA) can have yearly swings that exceed 40%. Beyond the cost increases associated with inflation, when only one material is being used in a state or region, high demand can cause local or regional saturation, which increases the price further. Particularly when it comes to a high-demand product like asphalt, when local and regional asphalt plants become engaged, saturation occurs, and prices will rise in the absence of new entrants or alternative materials to compete and drive prices back down. These price impacts can be offset if there are alternative materials in the market.

When agencies do choose concrete pavement, they often make the selection based on concrete's durability and longevity (qualities that contribute to cost reductions over the pavement's life cycle). Recent bids across the U.S., however, have illustrated that concrete can also be successful on an initial cost basis—and this has been the case even with accelerated construction projects. The key is to make materials decisions early and create job-specific designs. An example is work done by the impactful Resilient Infrastructure Science and Engineering (RISE) Consortium, established through the University of Pittsburgh. RISE helped one project team in Pennsylvania lower the initial cost of concrete by eliminating a high early strength concrete mix and testing and using, instead, a maturity method for determining the concrete's strength gain.

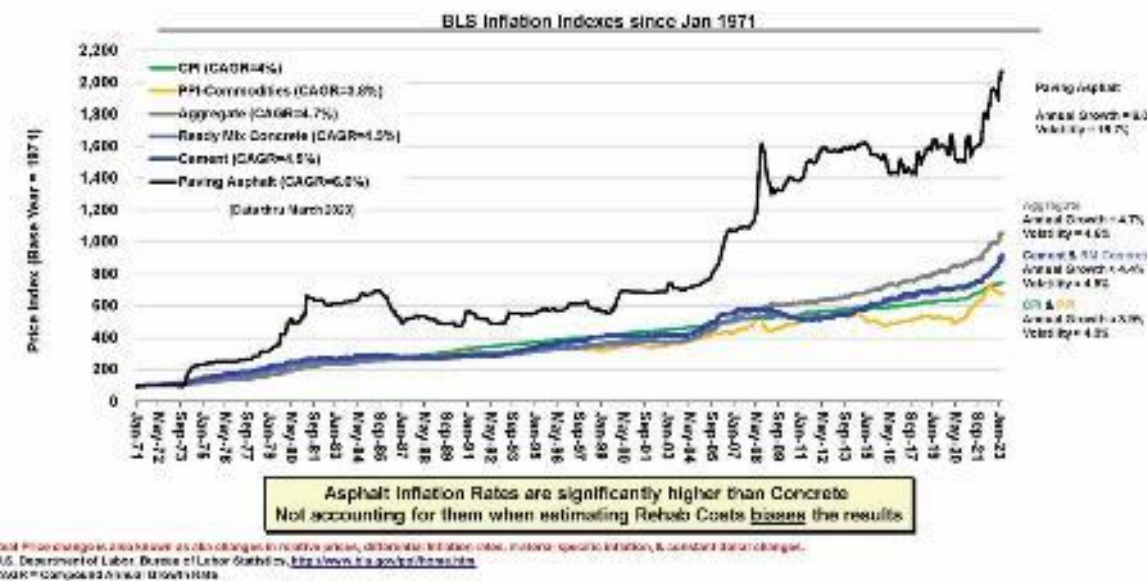


Figure 1
50-Year Trends in Paving Materials Mapped Against General Inflation Rates.
Image courtesy of Jim Mack, CEMEX.

“How Agencies can Reduce Costs by Improving the Competitiveness of their Bid Environments”

- Created with input from Chapter State Execs and industry partners.
- ACPA promotions will begin after the PR version runs in the January issue of *Roads and Bridges* magazine, which is widely distributed at World of Concrete.

Paving the Way

Upcoming ACPA Events

- **Airport Workshop**
 - October 24-26th, 2023 - Denver, CO
 - **Sessions Include: updates on specifications, best practices, and tour of Denver International Airport runway job.**

- **60th ACPA Annual Meeting**
 - December 12-14th, 2023 - **Marco Island, FL**
 - **Sessions Include: panel with state Department of Transportation executives, Concrete Pavement University sessions on current industry topics, Gala and Awards presentations.**





Thank you!

Register for Annual Meeting:

Register for Airport Workshop:

