



Building Better Roads Working Group

General Meeting No. 5

Meeting Minutes

LOCATION: County Operations Center / Kearny Mesa - 5500 Overland Avenue (Training Room No. 120) San Diego, CA 92123

DATE OF MEETING: October 15, 2019 (1:30 PM)

ATTENDEES: See attached sign-in sheets

AGENDA:

- 1) Welcome
- 2) Introductions/Sign-in
- 3) Public Comments
- 4) Working Group's Updates
- 5) Industry / Organization Updates
- 6) Keynote Speakers, Aggregate Sustainability
- 7) New Topics / Open Discussion
- 8) Next Work Group Meeting / Close

1) WELCOME

Bill Morgan, County of San Diego - DPW

The County Board of Supervisors today forgave a \$28M General Fund loan for roadway rehabilitation projects focused on raising the pavement condition index (PCI) from 60 to 70. This action will save DPW \$5.6M annually to reinvest into infrastructure. Hoping this good news story influences other local agencies throughout the County so that they may increase general fund spending to their roadway infrastructure.

2) INTRODUCTIONS/SIGN-IN

Rich Fitterer, Kleinfelder Construction Services

- Rich Fitterer introduced himself and his role as the Building Better Roads Working Group Facilitator.
- Reviewed Housekeeping and presented a safety share on hand safety.
- Discussed the Tack Coat Workshop that was conducted this morning by Scott Metcalf of Ergon.
- Reminded everyone to sign-in; conducted self-introductions around the room for all attendees.

3) PUBLIC COMMENT

Rich Fitterer, Kleinfelder Construction Services

- Opening of the meeting for any interested parties to make public comments.
- No public comments provided.

4) WORKING GROUP UPDATES

Keith Kezer, County of San Diego – DPW

- Overview of the guidance document development process. The RAP subcommittee completed the first guidance document regarding storage time limits for RAP. It has gone through internal reviews and an independent peer review. The document will be sent out to the Building Better Roads Working Group (Working Group) shortly for review and comment before publishing to the website.
- Review of achievements including five contracts that went out this year (four ac overlay contracts and one slurry seal contract) which included extended/flexible construction start periods.
 - Feedback received from this group: there was insufficient time to put together submittals, schedules, and planning from award to NTP, so they looked at utilizing the following four durations longer than the standard 15 days that is typically allotted for contracts: 45 days, 35 days, 25 days, and 20 days.
 - Feedback from Contractors: they were appreciative of the additional time.

Ultimately, County will use this feedback to evaluate a solution for future contracts.

- Review implementation and use of specifications allowing up to 25% RAP. The County is currently evaluating submittals and mix designs with field work beginning in the next couple of weeks on the first contract.
- requested input from Working Group regarding educational opportunities and updates, or suggestions about what is important to the group.
- Agency survey was sent out previously to obtain baseline information regarding agency resurfacing projects. The survey will be utilized to drive where this group goes. If you have not completed the ten minute survey, please do so.

5) INDUSTRY / ORGANIZATION UPDATES

Mike McManus, AGC Industry Update

National:

- Shortage of Craft Workers: National survey shows 80% of contractors are having difficulty finding qualified craft workers; 68% report paying over market wage to attract and retain workers. Higher prices will be passed along to owner agencies.
- Hiring slowdown: Recently discovered that there has been a slowdown but, that was a result of difficulty finding workers as opposed to a slump in demand.
- Uncertainty due to “trade war: Month over month price increase has flattened out but there is still uncertainty in the market.

- Highway Trust Fund Insolvency: Federal Highway Trust Fund fighting insolvency for years. Associated General Contractors (AGC) pushing Congress to act on the structural deficiency of the Highway Trust Fund.

Statewide:

- AB-5 goes into effect January 1, 2020, and redefines *Independent Contractor*. Owner Operators across all industries (i.e. Uber, Lyft, etc.), must be hired as employees. AGC is expecting legal challenges on this bill. The construction industry has a two-year grace period for Owner Operators. Truck brokers will be out of business based on law and current model.
- AB3018 - Skilled and trained workforce: Incrementally increasing requirement. Could affect public works in future. AGC working to back off some of the requirements, particularly the apprentice requirements.
- Governor Exec. Order “align transportation funding with climate goals”: Governor signed an executive order last week to “align transportation spending” with climate bills, direction to Caltrans.
- Governor vetoed two bills: Vetoed two bills over the weekend and both those bills try to modify SB1.
- Worker Safety Initiatives: Caltrans recently initiated a program where they are going to reduce speed on freeways in all construction zones.
- New Storm Water Construction General Permit to be issued: State Water Board announced that they are re-issuing the construction general storm water permit. AGC has a draft copy and it has some concerning language for industry.

Regional:

- Two potential sales tax ballot measures possible: Good news for the industry.
 - Expecting an MTS Ballot Measure in November 2020
 - Expecting a SANDAG Ballot Measure in 2022
- AGC Contractors are very busy: No sign of slowdown at this point

Additional comment:

Crystal Howard of Project Cornerstone

Project Cornerstone is hosting a job fair on November 2, 2019, in Vista to assist people with securing jobs and apprentice programs.

Organization Update:

Brandon Milar, CalAPA

RAP in Slurry Seals (a Working Group subcommittee topic): is being used a lot in Los Angeles County and Orange County. Specifications have been shared with the Building Better Roads Working Group. Asphalt Taskforce of the Greenbook Committee is reviewing the LA County specification. Hoping to have review completed and specification submitted for the inclusion in the 2021 Greenbook Standard. Draft will be available for review by year end.

Balanced Mix Design

- The main focus of another subcommittee topic: the rut resistance and cracking resistance of the mix and finding a happy medium between the two. Get as much stability in the mix and balance that with the durability in the mix? Using two types of tests and the question is what tests should be utilized? For rutting tests, we have experience with the Hamburg Wheel, and they are also looking at quicker test turnarounds as well as indirect tensile type tests for cracking resistance. They are looking at different types of cracking tests. UC Pavement Resource Center at UC Davis currently evaluating some of these cracking tests. Good understanding of rutting tests utilized in the field and for mix designs. Regarding tensile testing it is looking like Ideal CT which is a cracking test developed out of Texas.
- Balanced mix design has gained momentum with the National Cooperative Highway Research projects. Currently going through AASHTO ballot for the actual mix design process as well as all the test methods as their standard test methods. Will see more in the next four to five years. Caltrans is starting to move forward in that direction.
- Balanced Mix Design addresses how to increase recycled content in our infrastructure materials and our pavement materials. When we put RAP (Reclaimed Asphalt Pavement) into a new mix, one of the biggest concerns is the aged binder leads to cracking of the mix. Tests will allow us to evaluate the mix for its cracking potential and then allow adjustments to the different types of additives and the quantities of the recycled material to maximize the performance by finding the balance between durability and stability of that mix. Instead of looking at the individual components, we can now evaluate the mix. Moving very quickly within the industry across the nation.
- In two weeks, CalAPA is having their fall conference in Sacramento, and in April a spring conference up in Anaheim. Anaheim conference will have a few sessions regarding balanced mix design.

6) KEY SPEAKER – AGGREGATE SUSTAINABILITY

Fred Gius, California Department of Conservation: Supervising Engineering Geologist with the California Geological Survey and manager of the survey mineral resource program. Licensed professional geologist and certified engineering geologist.

The following are some key take-aways from Fred Gius' presentation. For details please refer to his slideshow presentation.

- The most important commodity in California with regard to value is aggregate. Sand and gravel, crushed stone, and Portland cement represents 2/3 of the value in California. This represents mineral production used in construction materials. California leads the nation in sand and gravel, and we are second in Portland cement with Texas being number one.
- Not all rock is created equal. Not all rock is suitable for use in concrete or asphalt concrete pavement.

- The Aggregate Sustainability Map comes out approximately every five years. This map depicts supply and demand statewide. It is a nice tool; but, not one that you can use at the local level. San Diego should not use this map to say 'we are fine' with respect to rock.
- Fresno has 556 million tons, but only needs 305 million tons. Bakersfield has 1,708 million tons, but only need 338 million tons. Data can be misleading because it shows that California may be alright but most of the resources are in the southern San Joaquin area. They have lots of rock from recently permitted operations in that area, but how do you get it down to the southern California/San Diego area?
- You do not want to stop permitting or looking for resources just because a report might say you are fine for a general area. Local supply is always best.
- Typically, we are going to see the demands go up over time. From 2006 to 2012 demands went down due to the recession so the numbers were skewed. We are at 11 billion tons in demand now. There are currently five areas with adequate reserves. Two of them are in the San Joaquin area and three are in Sacramento and none down here where we have the biggest problem.
- The goal of the Mineral Land Classification process is to make sure that the resource potential of the land is considered in order to protect those resources.
- Mineral Resource Zones (MRZs) are based on four categories: (MRZ-1 – No Resource, MRZ-2 – Resource, MRZ-3 Suspected Resource, and MRZ-4 – Unknown). He also identifies the sector. The difference between the resource zone and sector? With resource zones, he does not care what resource is on it while the sector has to be compatible land use. That is where we lose a lot of our resources is through incompatible land use, so it is a very important step. Once he determines what is available, he then quantifies it and forecasts the needs and the extent of the reserves. MRZ-2 is the most important one.
- There are four colors for each of the zones. The green areas on the map are the important ones. If we have MRZ-2 in these green areas, some actions need to be taken. Fred takes all these MRZ-2 sectors and determines if they have compatible land use. Dark green on the various maps are areas we lost or depleted from either mining or lost due to urbanization.
- For San Diego, our demand is 763 million tons, but our supply is 265 million tons in our reserves representing a big discrepancy. In another sector, there is 3.1 billion ton of resources. We cannot permit them all because some of the land use is held by the Government, some of it is Tribal, some has been lost due to urbanization. These are some of the resources we are trying to protect.
- Permitting agencies, consultants, and industry can use our information to make informed land use decisions. We cannot make informed decisions without the information and that is how information is provided.
- Summary for western San Diego: There are almost 6 billion resources mapped; nearly 270 million tons in reserves; and almost 760 million tons in projected demands. The estimated date of the depletion of the permitted reserves is 2035. While there are a lot of resources out there it does not mean they are easy to permit or access, but the resource information is available for our decision making.

KEY SPEAKER – PLANNING FOR AGGREGATE SUSTAINABILITY

Conor McGee, County of San Diego Planning & Development Services.

Conor McGee gave a presentation on how the County uses and expands on the information that the State of California (State) puts together, and then uses the trends that they see in planning for the unincorporated County area and the region as a whole. The following are some key take-aways from his presentation. For details please refer to his slideshow presentation.

- The County uses State data for long range planning to make sure they are not going to build out over significant resources that are available over time if feasible. They also use this data for CEQA analysis.
- General plans are required by the State for every jurisdiction to have. It is a plan that outlines the locations of your roads, housing, commercial areas, and industrial areas.
- There are seven different elements to general plans. The County conservation element utilizes the information that the State office puts together to try to make sure, at a minimum, that the County is aware of where these resources are.
- One of the items the County is working on, since the latest general plan came online in 2011, is to come up with a mining overlay or a compatibility designator that would help not only land use decision makers like the County Board or Planning Commission, but it would help land developers understand if they are doing a housing project, why they will need to justify using that mineral resource.
- Will help identify mineral resources at a deeper level by looking outside the western region. There may be resources out in east county, in the unincorporated areas, that are not mapped or just not part of what we are thinking about at a regional level. The Board is looking at a mitigation program at the regional level to try to address that the County has an increasing deficit and try to increase the amount of resources available.
- For planners and planning development services, they are continuing to update the general plan on the latest map that comes out. The State put out a new map about two years ago that the County is using to make sure all their GIS layers are updated, and decision makers are aware of what is going on.
- All of us, that are aware, can do something to help by educating others and raising awareness.

QUESTIONS AND COMMENTS:

- Q: How will increased spending on transportation with SB1 affect the 2035 aggregate depletion date? A: What increases our consumption is war efforts, development of infrastructure, urbanization, natural disasters, earthquakes. Guis only does the economic analysis to determine the true value of it or true impact; but does not document it in their reports.
- Q: What is environmental impact resulting from aggregate depletion in 2035 and having to import all those aggregates? A: Guis is not regulatory and does not model that impact, but rather looks at the geology. The western San Diego report discusses that in their report and references some of SANDAG's findings from their studies. They talk about general impacts. Conor adds that they are already seeing that in big housing projects in the County and also

at the State from a global warming aspect. County also has their own climate action plan and those questions are being asked on housing projects and increasing the use of recycled materials.

- Q: Does mining change the land use, does it become more urbanized following the mining for these areas? What does the aftermath look like? A: Guis stated that the Surface and Reclamation Mining Act which he falls under as far as the State geologist requirements to map the resources. The other side is the reclamation side of it that his department handles which restores it to a reusable land use. McGee responded that when you look at any land use jurisdictions, you are looking at two different permits for a mine. You are looking at a permit to actually do the work which would be the use permit. Typically, they call it a conditional use permit or major use permit, and on the back end is a reclamation plan to bring back the land to some sort of usable land. One example, in our region, is the Mission Valley Corridor. There were a lot of mines there and a lot of housing is going in on top of those mines. In some cases, that can be a challenge. You will need to get the mine cleaned if it is going to be an open space or if housing is going upon it, there are performance standards.
- Q: Can you discuss aggregate reserves south of the border. Are there similar resources or similar studies? It is a viable alternative for resources? Long term? A: Guis responded that his work does not extend south of the border and he is not familiar with their aggregate reserves.
- Q: Is there an active application for mining permits right now? A: McGee stated in the unincorporated area of the County of San Diego, they have a couple of areas. There is one in El Monte Valley which is one area that is shown on map. The County is seeing a lot of the mining sites in San Diego County that are quite old. They are seeing a lot of operators coming back into San Diego and trying to increase the footprint of those mines to capture those resources; however, those applications will in no way be able to meet the overall aggregate demands.

7) NEW TOPIC / OPEN DISCUSSION

Rich Fitterer, Kleinfelder Construction Services

- There are 21 topics and corresponding guidance being developed by the subcommittees. If there are additional topics or types of training, or if anyone is interested in joining a subcommittee group please contact Rich Fitterer, Bill Morgan or Keith Kezer.

8) NEXT WORKING GROUP MEETING / CLOSING

Rich Fitterer, Kleinfelder Construction Services

- Working Group Meeting No. 6 scheduled for February 10, 2020 at 1:30 PM.
- Subcommittee leads will be reengaging for the next meeting
- For Working Group, look for RAP White Paper; please review it and comments.

Bill Morgan, County of San Diego – DPW

We are in an environment where we need to think about how to reuse material. We need to think about sustainability and land uses. We are all subject matter experts either with our industry or agency. We can all have influence on the information we feed to elected officials and the people we work with. It is really important. Thank you to everyone for attending and I encourage everyone to reach out to their counterparts and invite more people to participate in the Building Better Road Working Group.