



Director's Message



Happy New Year to all. I hope everyone had an enjoyable and safe Holiday Season!!

First I want to thank Kerry Sutton from the Michigan Concrete Association for making the trip to Massachusetts and presenting at our November meeting. Kerry spoke about what their association has been able to accomplish in the Michigan pavement market over the past 10 years. It was an inspirational speech and many thought it was one of the best MaCAPA meetings ever.

Since the meeting I have taken the Michigan legislation that Kerry spoke about and re-written it to reflect our current situation here in Massachusetts. Guy Glodis had a meeting with State Senator Michael Moore to explain the draft legislation, and on January 18th the legislation was filed on behalf of the Concrete Industry with Mr. Moore as the lead sponsor. The bill is entitled ***"An Act relative to life cycle costs for long term pavement solutions."*** (A copy of the legislation can be found at the end of this newsletter.) **The bill number is SD 1094 and we need as many State Representatives and Senators as possible to sign on as co-sponsors of the bill. I'm asking all of you to reach out to your local legislators get their support.** I will be more than happy to speak with any of them and explain the bill in detail if necessary. The more sponsors we have and initial support we get, the stronger the legisla-

tion becomes. We need everyone who lives and works in Massachusetts to help work on this and **we need your help now!!** There is a very small window of time when legislators can sign on to the bill. So please make the call as soon as possible. If they have questions or would like a one-on-one to explain the details of the act, I am available to meet with them or talk over the phone. When talking with legislators, please point out that legislation would basically require the State to design and put out to bid any pavement project over a million dollars in both asphalt and concrete. Once the initial bids are in for both products a life cycle cost formula is applied to determine the lowest cost over the life of the pavement. The product with the lowest overall cost would win the bid and the project.

Many states across the northern part of the country have similar laws and they work very well. The state affiliates in those states I have spoken with say the results of this system are impressive!! They see a much more competitive bidding process and much better quality. The bill is fiscally responsible and could save taxpayers millions by utilizing this Life Cycle Cost Procurement System. Please reach out to me or Guy with legislators you have spoken with or anyone we need to contact.

This is truly a chance for the concrete industry to play offense and go after a piece of the pavement market! The word on the street is the asphalt industry is already aware of our intentions to gain pavement market share and our starting to "circle the wagons at the State House." As a follow up to the legislation being filed, Guy arranged a meeting with the Lieutenant Governor Karyn Polito. On January 18th we went to the State House and spent an

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Upcoming Meetings & Events

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|------------------|-----------------------------------|
| April (Date TBD) | MaCAPA Board of Directors Meeting |
| July 20, 2017 | MaCAPA Night a the PawSox |



(Continued from page 1)

hour discussing the legislation and the benefits of concrete pavement to the Administration and the Commonwealth. It was a very productive meeting and I think we provided the Lt. Governor with a clear picture of what benefits concrete pavement could bring to the MassDOT and the taxpayers. We also asked her for help with the MassDOT upper management team to keep the process moving forward.

In addition to the proposed legislation, MaCAPA is working with the MassDOT. On January 6th I met with the head engineering team at 10 Park Plaza in Boston. Accompanying me was Ken Justice from the NRMCA and Bill Cuerdon from the ACPA. We had a very productive 90 minute meeting that focused on the benefits of concrete intersections, rotary's and downtown city streets. Ken and Bill are both engineers and very knowledgeable about concrete pavement and were able to alleviate many of their concerns and misconceptions. One of the main goals for this meeting was to let MassDOT know that there is both local and national support and we can help with project selection, design, installation and oversight. I believe we made great strides towards getting another opportunity on some pavement projects.

On the "Build with Strength" front I am pleased to announce that the NRMCA has hired Michelle Roberts as Senior Director, Building Innovations. Michelle lives in Central Massachusetts and has deep knowledge and understanding of building designs and their relationship to resilient and high performing residential, commercial and industrial construction. Michelle is well known in the architectural and construction specification world here in Massachusetts serving on several high level committees through the years. On January 16th Michelle and I presented to 60 building officials at the Metro West Building Officials Association. Our presentation focused on

fundamentals of concrete, concrete technology, ICF construction and other concrete related topics. We presented for around 90 minutes followed by an hour of questions. The presentation was well received and MaCAPA and the NRMCA will become a resource for building departments across the Commonwealth. We are in the process of scheduling presentations for 2 more regional Building Officials Association groups. Michelle and I will meet soon to develop a strategic plan to promote low to mid-rise residential structures in Massachusetts and Rhode Island.

In Rhode Island I had the opportunity to present at the Annual Rhode Island Transportation Forum at the University of Rhode Island. This is generally an asphalt dominated event but Professor Wayne Lee was gracious enough to add MaCAPA to the list of speakers for the event. My presentation focused on concrete intersections and included plenty of pictures that show the pushing and shoving that happens with asphalt intersections followed by pictures of 15-20 year old concrete intersections that look like the day they were installed. With each concrete intersection I provided a narrative detailing the pavement design, traffic volume, pavement age and additional related information. The audience, consisting of Federal Highway personnel, RIDOT staff, URI engineering students & professors, local pavement design engineers, members from the asphalt industry and other associated trades asked several questions after the presentation was finished. The information was well received and gave food for thought for all in attendance. Special thanks to Mike Buckley of Lehigh for introducing me to Professor Wayne Lee and the event, as well as being in the audience during my presentation.

We have some great opportunities in 2017! We have the support of the NRMCA, the ACPA, other State Concrete Associations, our Lobbyist Guy Glodis, and State Legislators for pavement and

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The Glodis Group Update

We are off to a quick start on the legislative front. Craig and I had a productive meeting with Lt. Governor Karyn Polito and will be meeting with MassDOT Officials, and the Chairmen of the Joint Legislative Committees on Transportation.

Craig and I also met with Michael Moore (D) Milbury, and he has agreed to file and be lead sponsor of our legislation SD1094 "An Act Relative to Life Cycle Costs for Long Term Pavement Solutions".

The Bill would require the Commonwealth to design and put out to bid any pavement project over a million dollars in both Asphalt and Concrete. Once the initial bids are in for both products, a life cycle cost formula is applied to determine the lowest long term cost and sustainability over the life of the pavement.

If any MaCAPA member has a relationship with their State Representative or State Senator, please call them and ask them to support SD1094. If they are inclined to support the bill, ask them to call Senator Michael Moore's office at 1-671-722-1485, and co-sponsor our bill. This bill is fiscally responsible, creates checks & balances, and ensures that taxpayers are getting the best long term product.

We are presently in full force meeting with Legislators on Beacon Hill and in their districts. These meetings are to educate legislators about the short and long term benefits of concrete, the positive economic impact our industry has on the Commonwealth, business development opportunities, and most importantly soliciting support for our legislation. A special thanks to Mike Buckley for arranging a meeting this week with Representative Stephen Howitt from Seekonk. We are also watching other newly filed legislation that is relevant to our industry. I will continue to keep you keep a close eye on these and will continue to keep the members updated on future developments.

All the Best,

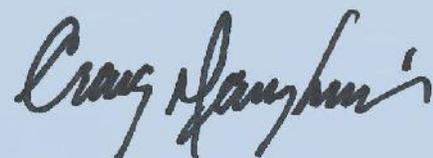
Guy Glodis



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buildings. All of these organizations and people are ready and willing to help us achieve our goals, but all of our members need to help as well. Now is our time! We are forming a great support team that believes in our Industry and our products. I need all of you to take time to participate. Make an appointment for us to meet with your local legislator, a town DPW Director, Town Manager, Planner, City Councilor etc. We need to continue to educate them about concrete and the benefits of it to them in their communities. Make the call and I will be there, and if we need the NRM-CA or ACPA, they will be there as well.

Best Regards





Save the Date!

THURSDAY

JULY 20th 7:05



MaCAPA NIGHT

at
Paw Sox

on the
Left Field Party Terrace
At McCoy Stadium

Menu includes:

- Stuffed Clams
- BBQ Ribs
- Steak Tips
- Roasted Red Potatoes
- Corn on the Cob
- Garden Salad
- Cookies and Brownies
- Water/Lemonade/Tea



VS.



RSVP to Craig Dauphinais
hq@macapa.org



2/2/2017

Bill SD.1094

SENATE DOCKET, NO. 1094 FILED ON: 1/19/2017

SENATE No.

The Commonwealth of Massachusetts

PRESENTED BY:

Michael O. Moore

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act relative to life cycle costs for long term pavement solutions.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	
Michael O. Moore	Second Worcester	
Jonathan D. Zlotnik	2nd Worcester	1/26/2017
RoseLee Vincent	16th Suffolk	1/26/2017
Tackey Chan	2nd Norfolk	1/26/2017
Daniel M. Donahue	16th Worcester	1/26/2017
Angelo J. Puppolo, Jr.	12th Hampden	1/26/2017
Daniel Cahill	10th Essex	1/26/2017
Michael J. Finn	6th Hampden	1/26/2017
James J. Dwyer	30th Middlesex	1/26/2017
David K. Muradian, Jr.	9th Worcester	1/26/2017
Viriato M. deMacedo	Plymouth and Barnstable	1/31/2017
Timothy R. Whelan	1st Barnstable	1/31/2017
Brian M. Ashe	2nd Hampden	1/31/2017

SENATE DOCKET, NO. 1094 FILED ON: 1/19/2017

SENATE No.

[Pin Slip]

The Commonwealth of Massachusetts

In the One Hundred and Ninetieth General Court
(2017-2018)

An Act relative to life cycle costs for long term pavement solutions.



2/2/2017

Bill SD.1094

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

Section 1. Chapter 6C of the General Laws, as appearing in the 2014 Official Edition, is hereby amended by adding at the end thereof the following new sections:-

Section 77. (a) the following definitions shall apply for the purposes of this section:

“life-cycle cost,” the total cost of the initial project plus all anticipated costs for subsequent maintenance, repair, or resurfacing over the life of the pavement,

“plain jointed cementitious concrete,” cement concrete pavement with no reinforcement and proper joint placement

(b) the department shall develop and implement a life-cycle cost analysis for each project for which the estimated total pavement costs exceed \$1,000,000.00, funded in whole, or in part, with state funds. The department shall design each project in both “Hot Mix Asphalt” (HMA) and “Plain Jointed Cementitious Concrete” (PJCC), and award paving projects utilizing the material having the lowest Life Cycle Cost

(c) Except as otherwise provided in this section, life-cycle cost shall compare equivalent designs, and shall be based upon Massachusetts actual historic project maintenance, repair, and resurfacing schedules and costs as recorded by the Department pavement management system, and shall include estimates of user costs throughout the entire pavement life.

For pavement projects for which there are no relevant Massachusetts actual historic project maintenance, repair, and resurfacing schedules and costs as recorded by the pavement management system, the Department may use Either of the following as a substitute for the requirements listed in subsection (a)

1. actual historical and comparable data for reasonably equivalent designs from states geographic locations with similar climates, soil structures, or vehicle traffic

2. the department may determine appropriate estimated maintenance, repair, and resurfacing schedules for a project by using preliminary results from a demonstration project described in section that is underway at the time of the project. The schedules described in this subdivision shall be determined using the appropriate



2/2/2017

Bill SD.1094

engineering analysis techniques and shall be approved by the chief engineer of the department. The temporary schedules described in this subsection shall be superseded by actual performance data as it is developed

Section 78. (a) notwithstanding section 77, the department shall design and construct a minimum of 4 PJCC Demonstration Projects per year for a minimum of 10 years, for the purpose of generating historical information that can be utilized in the life cycle cost analysis, with at least one of these projects annually using thin concrete overlay, which may require synthetic fiber reinforcement to extend the life and performance of the pavement

(b) demonstration projects shall be selected by the department in consultation with representatives of the Massachusetts Concrete and Aggregate Producers Association, and shall meet at least one of the following criteria

1. Pavement designs intended to increase pavement life-expectancy in a manner that results in lower life cycle costs
2. Pavement designs intended to improve performance, including but not limited to, friction, surface stress, reduction of noise, and improvement of ride quality
3. Pavement designs intended to compare the performance of various types of pavement

(c) each demonstration project shall include measurable goals and objectives for determining the success of that project, and the department shall measure the interim success of each project and prepare an annual report that compares the cost effectiveness and performance of the materials and designs to the departments standard selection process. The report shall be provided to the department, the Speaker of the House of Representatives, and the President of the Senate