



NJ ASPHALT PAVEMENT ASSOCIATION OCTOBER 2024 MEMBER UPDATE

NJAPA Members Attend Northeast Asphalt User Producer Group Meeting

NJAPA Members recently attended the Northeast Asphalt User Producer Group (NEAUPG) meeting in Springfield, Massachusetts. This annual event is a joint meeting with the Northeast State Materials Engineer meeting and is attended by several hundred representatives from Northeastern DOT's and industry. Some of the topics this year included:

- Asphalt Producer's Experience with Performance Testing
- Modern Look at RAP Binder Availability and Proven Improvement Methods
- Asphalt Milling Best Practices through Enhanced Understanding of Milling Operations
- Validation of Performance Related Specifications for High RAP Content Surface Mixtures Placed on High Volume Roads

Presenters included representatives from Maine DOT, University of Massachusetts, Cargill, Federal Highway Administration, Rutgers University and others.



Pictured at the recent NEAUPG meeting are Kai Qualben from TilconNY, Anthony Caito with Instrotek and Russ Berger of Braen Stone Industries.



Kai Qualben with TilconNY, David Powers from All States Materials Group and Trap Rock Industries representatives Mike Jopko and Kyle Kelly pictured at the NEAUPG meeting.

Women of Asphalt NJ Branch Visit Tilcon NY Mount Hope Quarry and Asphalt Plant

Tilcon recently hosted more than 30 Women of Asphalt members for a quarry and asphalt plant tour followed by a networking lunch.

Attendees were issued personal protective equipment prior to boarding a bus for the tour of the Mount Hope facility. The group was joined by Quarry Manager David Rhymers and Asphalt Plant Manager Phil Cozzubbo. Attendees learned about the quarrying operations the asphalt production process and had an opportunity to visit both the asphalt control room and the quality control lab.

Special thanks to Clif Morris, Rosalie Serapiglia and Erin Bolan from Tilcon for hosting and making all arrangements for an educational, informative and interesting experience.



Industry Advocates Against Soon to be Implemented Advance Clean Truck Rule

NJAPA is working cooperatively with a number of other industry trade associations to advocate for the elimination or delay of New Jersey's Advanced Clean Truck Rule.

In December of 2021, New Jersey adopted the Advanced Clean Trucks (ACT) Rule based on California regulations of the same name. According to NJDOT, this regulation is intended to accelerate a large-scale transition to zero-emission medium and heavy-duty vehicles. Manufacturers are required to sell zero-emission trucks as an increasing percentage of their annual sale from 2025-2035. This requirement is met through a series of credits and deficits.

Business and Industry groups have raised a number of issues with this new regulation including:

Lack of Charging Infrastructure: The lack of available chargers for EVs is well known for passenger vehicles, as are concerns about long-distance battery viability. For trucks, these concerns are even more pronounced as these vehicles are heavier and travel longer distances more frequently than private passenger automobiles. Regrettably, New Jersey has not made any significant progress on building a public charging network that is appropriate for either private passenger EVs or commercial EVs.

Impractical Charging Delays: The lost time to fleets to charge a ZEV truck is a serious challenge to all industries that rely on trucks to deliver goods. Charging a long-haul electric truck can take up to ten hours; contrast this to the fifteen minutes required to fuel a comparable diesel truck.

Cost and Lack of Truck Availability: The average cost of a new, clean-diesel commercial truck is between \$180,000 and \$200,000. That range is in stark contrast to the cost of a battery-electric truck which is nearly \$500,000. Equally disruptive is the order-delivery schedule. It currently takes an average of 18 months from the time an electric truck is ordered to the time it can be delivered to the customer. The double negative impact of lack of commercial charging infrastructure plus at least double purchase-costs presents major hurdles for fleets to turn away from their current trucks.

Smaller Payloads: Even if these obstacles were removed tomorrow, the logistics industry would be altered irreparably. The significant battery weight of electric trucks requires smaller payloads to offset the battery weight being hauled. Smaller payloads result in more trucks on the road, which exacerbates the charging issues previously raised and lessens the environmental benefits. Moreover, the limited range of EV trucks creates a national challenge to trucking as the backbone of the US economy. The average range for a Class 8 electric truck is about 150 miles. In

comparison, a diesel truck can travel 1,500 miles without refueling. And, lastly, heavy-duty truck dealers tell us that without the state incentives that have dried up, there is just no widespread demand for electric trucks that are costly and compromise performance.

NJAPA has raised our concerns with the Murphy Administration and Legislative Leaders and will continue to update NJAPA members on this issue.

NJAPA Members Participate in Construction Materials Industry Day of Advocacy on Capitol Hill

Representatives from NJAPA and the recently formed NJ Construction Materials Association participated in policy briefings and congressional office visits sponsored jointly by the National Asphalt Pavement Association, National Stone, Sand & Gravel Association and National Ready Mixed Concrete Association.

Members of the two groups conducted seven congressional office meetings, including discussions directly with Congressman Jeff Van Drew (R-2), Congressman Tom Kean (R-7) and Congressman Josh Gottheimer (D-5).

The focus of our advocacy was the continued need for adequate, stable, dedicated and long-term funding for our transportation infrastructure network. The current infrastructure bill expires in September of 2025. Work to reauthorize the measure will begin early in the next Congress.



Hey NAPA Tool Helps Answer Asphalt Related Questions and Provides Access to Significant Research Resources

The National Asphalt Pavement Association continues to promote the use of their Artificial Intelligence powered research tool, known as “Hey NAPA” which can be accessed at www.HeyNAPA.com

As an example, here is an article generated in response to the question, “What are the benefits of warm mix asphalt”.

Warm Mix Asphalt (WMA) offers several benefits that make it a choice for asphalt paving. Here are some of the key advantages:

1. **Reduced Production Temperatures:** WMA is produced at temperatures that are 30°F to 100°F lower than conventional hot mix asphalt. This results in significant energy savings during production.
2. **Environmental Benefits:** Lower production temperatures lead to reduced emissions, including greenhouse gases. This contributes to a smaller carbon footprint and improved air quality.
3. **Improved Workability and Compaction:** WMA enhances the workability of the asphalt mix, making it easier to compact, especially in cooler weather or with stiffer mixes. This can lead to improved pavement density and performance.
4. **Extended Paving Season:** Because of its improved workability at lower temperatures, WMA can extend the paving season into colder months, allowing for more flexibility in project scheduling.
5. **Longer Haul Distances:** WMA can be transported over longer distances without losing temperature as quickly as hot mix asphalt, which can be advantageous for remote paving sites.
6. **Reduced Fuel Consumption:** The lower temperatures required for WMA production result in decreased fuel usage, leading to cost savings for producers and contractors.
7. **Increased Use of Recycled Materials:** WMA technology can accommodate higher percentages of reclaimed asphalt pavement (RAP) and recycled asphalt shingles (RAS), promoting sustainability and resource conservation.
8. **Improved Working Conditions:** The reduced temperatures and emissions contribute to better working conditions at both the plant and paving site, with less exposure to fumes and odors for workers.
9. **Potential for Better Performance:** The reduced aging of the binder during production can potentially improve the long-term performance of the pavement by reducing cracking and other distresses.

Overall, WMA presents a sustainable and efficient option for asphalt paving, with benefits that extend from environmental impact to improved performance and cost-effectiveness.

Nuclear Gauge Safety Training Plus Hazmat Training Course

This course is for nuclear moisture density gauge operators. This course provides the certification required to operate and transport nuclear moisture density gauges. A quiz will be given at the end and a certificate issued with a passing score. The program will be presented by Robyn Myers, Radiation Safety Officer of Troxler Electronic Laboratories, Inc.

Topics covered include:

- Radiation safety fundamentals and principles
- Regulatory requirements
- Portable gauge theory, design and operation
- Gauge maintenance and troubleshooting
- Operating, emergency, maintenance and transportation procedures
- Leak testing
- Storing, packaging and transporting gauges

The class will be held on Wednesday, November 13, 2024 at Forsgate Country Club, Jamesburg, NJ from 8:00am to 3:30pm.

Please [click here](#) to register and for more information. If you have any questions, contact the NJAPA office at (609) 838-1867 or email Stacey Lindenmuth at staceyl@njapa.com

NJAPA 2025 Membership Directory Advertisement

The NJ Asphalt Pavement Association is offering you an opportunity to support your Association by placing an ad in their 2025 Membership Directory. The 2025 Membership Directory will include membership listings, addresses and telephone numbers of key public officials and other information.

Please e-mail your ad to Stacey Lindenmuth at staceyl@njapa.com along with the advertisement

form. You can complete the form by [clicking here](#). **Ads will be in color! The deadline to place an ad is November 18, 2024. However, if you would like to place an ad and the ad will not be ready, please let us know and we will save you a space in the directory.**

If your company placed an ad in the 2024 Membership Directory and would like to place the same ad, please contact Stacey Lindenmuth in the NJAPA office at staceyl@njapa.com

Any questions, please contact the NJAPA office at (609) 838-1867 or Stacey Lindenmuth at staceyl@njapa.com

Thank you for your company's support!

Don't Miss These Upcoming NJAPA Events

- November 1, 2024 - Principles of Quality Asphalt Pavement Class - Forsgate Country Club, Jamesburg, NJ - [click here](#) to register
- November 13, 2024 - NJAPA Nuclear Gauge Training Class, Forsgate Country Club, Jamesburg, NJ - [click here](#) to register
- December 3, 2024 - NJAPA Executive and Board of Directors Meetings, Forsgate Country Club, Jamesburg, NJ
- December 5, 2024 - NJAPA Holiday Luncheon - Forsgate Country Club, Jamesburg, NJ
- February 2-5, 2025 - NAPA Annual Meeting - Maui, HI

Contact the NJAPA office if you have any questions.

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