

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association
Dec. 26, 2016



www.calapa.net

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CALENDAR

(Always on-line [HERE](#))

"Essentials of HMA Pavement Smoothness" class
Tuesday, Jan. 17, 8 a.m. to noon
University of Phoenix, San Diego Campus,
9645 Granite Ridge Dr.
Building 9665, Room #301
San Diego
Contact: Ritha Nhorn (916) 791-5044
Click [HERE](#) to register.

*

"Asphalt Pavement 101" class
Wednesday, Jan. 18, 8 a.m. to noon

Greetings!

This weekly bulletin contains the latest news and information of interest to the asphalt pavement industry in California. Please feel free to distribute this newsletter to others who may be interested in asphalt pavements.

→ [The year in review: Our picks for the Top 10 news stories that impacted the asphalt industry in California in 2016](#)

Editor's Note: As 2016 draws to a close, we highlight our choices for the Top 10 stories that impacted the asphalt industry in California over the past year. Click [HERE](#) for our Top 10 stories of 2015. Look for our 2017 predictions in next week's California Asphalt Insider newsletter.

1. There was plenty of optimism at the start of 2016 that after many years the governor and the Legislature would finally hammer out a deal on a long-term transportation funding plan. Everyone was in agreement of the problem -- fuel-taxes have not been increased since the first Bush was in the White House and, because they were never indexed for inflation, have only about half the buying power they had in the 1990s. But, despite hearings, press conferences, a "special session" of the Legislature devoted to transportation and furious lobbying by the good-roads movement, no meaningful action was taken and the state's transportation coffers continued to dwindle. California's transportation funding crisis has been well-documented. Caltrans has reported a \$59 billion backlog of projects and an annual shortfall of \$5.7 billion per year in its highway maintenance program. Cities and counties report a \$7.8 billion annual shortfall in money needed to fix local pavements and warn that a quarter of local streets could slip into "failed" condition by 2024 if current trends continue. Meanwhile, a recent study by TRIP, a research group, reported that bad roads cost California motorists \$756 million a year in car repairs, lost fuel economy and other costs. The silver lining is that several counties endorsed local sales tax measures devoted to transportation programs despite a difficult two-thirds requirement for voter approval. (See No. 9 below).



2. An independent state panel of scientists agreed in November with an industry recommendation, deeming further study of paving asphalt as a potential public health risk a "low priority" during a meeting where paving asphalt, roofing asphalt and a number of other substances were evaluated. The state Office of Environmental Health Hazard Assessment (OEHHA) on Sept. 9, 2016 officially opened a 45-day public comment period leading up to the Nov. 15 meeting of the Carcinogen Identification Committee (CIC) in Sacramento. The CIC is a panel of five scientific experts, appointed by the governor, who provide guidance to the state on which substances should be considered a priority for further study and possible inclusion on the

National University, Rancho Cordova Campus,
10901 Gold Center Drive
Room #118,
Rancho Cordova. Contact:
Ritha Nhorn (916) 791-5044
Click [HERE](#) to register.

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"HMA Pavement Smoothness" class
Wednesday, Jan. 18, 8 a.m. to noon
University of Phoenix,
Gardena Campus,
1515 W. 190th St., Ste. 200,
Room #227, Gardena
Contact: Ritha Nhorn (916) 791-5044
Click [HERE](#) to register

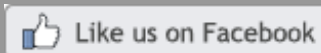
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CalAPA Annual Dinner
Thursday, Jan. 19,
5:30 p.m. to 9 p.m.
Jonathan Club
545 S. Figueroa St.
Los Angeles, CA
Contact Sophie You at (916) 791-5044 for sponsorship information.
Details [HERE](#).

*

"HMA Pavement Smoothness" class
Thursday, Jan. 19, 8 a.m. to noon
University of Phoenix,
Bakersfield Campus, 4900 California Ave., Suite A300,
Room #111, Bakersfield
Contact: Ritha Nhorn (916) 791-5044
Click [HERE](#) to register.

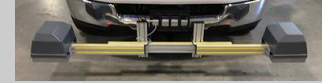
SOCIALIZE



California's official list of Proposition 65 chemicals.

Proposition 65, a ballot measure approved by voters in 1986, requires the state to develop a list of substances known to cause cancer and birth defects in humans and that the public be warned about such hazards. Currently, the official Proposition 65 list includes more than 800 substances, and Proposition 65 warning signs are ubiquitous throughout California. CalAPA, along with the National Asphalt Pavement Association and the Asphalt Institute, joined forces to respond to the evaluation.

3. New specifications and technology on pavement smoothness continued to get plenty of attention in 2016, with contractors and owners often at odds over the difficulty in meeting the tighter standards while gaining familiarity with new technology making its way into the paving industry, such as inertial profilers. There was no doubt, however, that the public is taking notice of the smoother roads and cheering for more. CalAPA was at the forefront of educating the industry in all the changes, holding pavement smoothness classes around the state in 2016 and prominently featuring the topic during the association's Spring Asphalt Pavement Conference in Southern California and its Fall Asphalt Pavement Conference in October. Meetings between Caltrans and industry representatives are ongoing as industry and agency continue to understand the impact of the changes.



4. A federal court issued a temporary order in October halting implementation of a new law requiring the payment of prevailing wages on deliveries of concrete deliveries on public works jobs. Shortly afterward, Caltrans announced it would not enforce prevailing wage requirements on its projects until further notice while it seeks to get additional legal guidance on the order. While it did not directly impact the asphalt industry, the case was closely watched by companies that have both asphalt and concrete operations. The order was as a result of a union-backed bill, AB219, authored by Assemblyman Tom Daly, D-Anaheim, to expand California's prevailing wage law for public works projects to include deliveries of construction materials. Asphalt deliveries were part of the bill for a time but were latter removed from the version that was signed into law Oct. 10, 2015, by Gov. Jerry Brown. The bill called for implementation by July 1, 2016. A group of companies sued to block implementation of the new law in U.S. District Court for the Central District of California, which resulted in the court order temporarily halting implementation. Legal briefs on the matter are due to the court in January.

5. A voter rebellion of sorts swept across the country, resulting in the election of celebrity businessman and populist Republican candidate Donald Trump as the 45th president of the United States. On the campaign trail, and during his Election Night acceptance speech, Trump talked about the importance of rebuilding American infrastructure, particularly aging roads and bridges. A Republican-controlled Congress, however, was showing less enthusiasm for supporting huge investments in transportation. The mixed messages recalled the old political saw about how campaign platforms are meant to run on, not to stand on. Good-road advocates, meanwhile, pledged to keep fighting to protect our vital infrastructure as a linchpin of economic prosperity and enhancing our quality of life. Meanwhile former California Gov. Arnold Schwarzenegger, the last champion of transportation funding in Sacramento, is taking over for Trump as host of the reality TV show "Celebrity Apprentice."

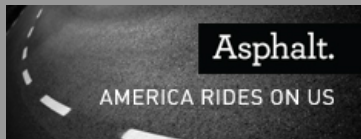
6. RAP took a beating in 2016. Caltrans released a policy directive that required a contractor to use blending charts to determine appropriate



CHOOSE ASPHALT

Asphalt is used on about 93 percent of paved roads in California and across the U.S.

Why? Because it's smooth, quiet, safe, durable and 100 percent recyclable. Visit the [Asphalt Pavement Alliance](#) website learn more about why asphalt is the right choice now more than ever.



GET TECHNICAL

Are you an engineer, designer or technical professional who makes decisions on pavement type selection? The DriveAsphalt website has technical reports and other resources may be just what you're looking for. Click [HERE](#) for more information.



CalAPA

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binder grade or Reclaimed Asphalt Pavement (RAP) percentage adjustments during the mix design as well as RAP binder grade testing on "live" stockpiles on a regular basis (1/500 tons of stockpile augmentation). This was implemented retroactively on all Caltrans projects. As a result of the additional testing requirements and the lack of available testing labs, many contractors were reducing the amount of RAP in asphalt mixes. In California, the industry and Caltrans have worked together to develop a specification that increases the allowable RAP from 15 percent to 25 percent by weight of mix. Contractors in the state have developed mixes with the new RAP requirements and have used them on mixes throughout California. Earlier this year, the Federal Highway Administration (FHWA) notified State DOTs that there is a concern with premature failures of asphalt mixes containing high percentages of RAP. As a result, Caltrans expressed worry that their current requirements, which include binder-grade adjustments, known as "bump down" language, may not address this concern. Industry provided research reports and specifications from other states that support the current Caltrans specification language. Nevertheless, Caltrans went ahead with retroactive specification changes. A 2012 bill passed by the Legislature and signed by the governor encourages Caltrans to strive for using up to 40 percent of RAP in pavement mixes, but national surveys show California falling well short of that mark and trending down while the nation as a whole is trending up.



7. Oil prices internationally and in California continued to be relatively low and stable in 2016 compared to recent history, and that rippled far and wide through the economy to touch household pocketbooks as well as whole industries, including an asphalt pavement industry and its petroleum-based product. The drop in oil prices, which caught many by surprise in 2014, was now becoming more accepted as new sources of oil in the United States and abroad continued to make supplies plentiful. The posted Caltrans statewide crude oil index, drawn from California crude oil sources and used to calculate paving asphalt adjustments, stood at \$233 in December, compared to more than \$600 at times in 2013, helping to stretch scarce transportation dollars devoted to pavements.



8. Air quality and politics continued to clash in 2016, with pitched battles at the South Coast Air Quality Management District (SCAQMD) board and in the Legislature. A local election led the makeup of the SCAQMD board to tilt slightly toward business interests and led to the sacking of the agency's executive director. A bill in the Legislature intended to add more seats to the board died in committee, and as the year drew to a close longtime Republican Los Angeles County Supervisor Mike Antonovich and SCAQMD board member retired and was replaced by a liberal Democrat on the air board, promising to usher in more changes. Industry is watching these machinations closely due to the SCAQMD's "NOx RECLAIM" incentive program industry has utilized to reduce air pollution in Southern California.

9. If there was a silver lining in the 2016 road-funding picture, it came thanks to voters who imposed taxes on themselves in several California communities to pay for transportation. Overall in California, such "self-help" counties generate about 60 percent of funding for transportation in the state. On Election Day in November, more urban and Democratic-leaning areas tended to pass the local transportation measures, with

BACK ISSUES

Did you miss an issue of the *California Asphalt Insider*? No problem! Past editions of the newsletter are available at the CalAPA newsletter [archive page](#)

MAGAZINE



CalAPA produces a highly regarded magazine, *California Asphalt*, and an annual membership directory. To view current and past issues of the magazine, click [HERE](#).

For advertising sales information, click [HERE](#) or call Kerry Hoover with Construction Marketing Services at (909) 772-3121.

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www.calapa.net

WATCH

some notable exceptions, while the measures came up short in areas with a more balanced Democrat/Republican voter registration makeup. Significantly, all but one of the 15 county measures received a majority vote, but six were unable to muster the steep two-thirds Constitutional requirement for passing a tax increase. The transportation-related measures worth billions of dollars that passed were: Los Angeles County Measure M; Monterey County Measure X; Merced County Measure V; San Francisco Proposition J; Santa Clara Measure B; Santa Cruz Measure D; Stanislaus County Measure L; and a multi-county measure in the Bay Area to support BART, Measure RR. The Northern California measures will generate an estimated \$12.3 billion for transportation, according to the California Alliance for Jobs. Los Angeles County's massive Measure M was expected to generate \$840 million per year and could end up generating \$120 billion over 40 years. The transportation-related measures that came up short were: Contra Costa County Measure X; Humboldt County Measure U; Placer County Measure M; Sacramento County Measure B; San Diego County Measure A; San Luis Obispo County Measure J; and Ventura County Measure AA.



10. The highly anticipated Joint Training & Certification program for asphalt and concrete technicians, inspired by a 2014 letter to state Transportation Secretary Brian Kelly, began to take shape in 2016 with contracts signed, curriculum developed and a deployment plan established that calls for the first classes to be held in 2017.

The objective of the Joint Training & Certification Program, overseen by the Caltrans and supported by industry, is to achieve consistent training and certification for technicians involved field sampling and testing of construction materials. As currently envisioned there will be four modules: HMA 1 and HMA 2; soils and aggregates; and Portland Cement Concrete. The JT&C program is being developed in partnership with Cal State Long Beach's College of Engineering. Caltrans and contractor personnel will attend the same classes, receiving equivalent training. Ultimately, the JT&C program will allow individuals and agencies to track student progress and verify active certifications held by individuals.

→ CalAPA technical training classes set for January in Bakersfield, Gardena, Rancho Cordova

It's training time! Much is changing in the world of asphalt -- let CalAPA technical classes give your people the knowledge they need to deliver successful, problem-free projects.

Class curriculum is updated constantly so you are getting the latest practical and valuable information from our highly regarded industry experts. What you don't know can cost you! Investing in yourself and your people pays dividends all year long. Classes are a half-day long, and attendees receive a handy reference workbook and certificate of completion.

CalAPA classes are a great value! Early registration price for CalAPA members and agency representatives is just \$99. Click [HERE](#) to view our calendar of classes and events for January and to sign up.



Click [HERE](#) to visit our video page.

DESIGN!

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CalAPA's enormously popular "Asphalt Pavement 101" class is a good overview of everything asphalt, touching on how asphalt pavements are constructed and maintained. It is taught by Roger Smith, a former senior materials engineer with Caltrans and the Asphalt Institute, as well as former executive director of CalAPA. The class is perfect for those new to the industry as well as experienced personnel looking for a refresher on what's new. The next class will be held Jan. 18 in Rancho Cordova. Click [HERE](#) to view a class flier. The sign-up page is [HERE](#).



CalAPA classes are a popular way to stay up to date.

In our fast-paced "Quality Asphalt Paving" class, onetime paving company owner turned asphalt pavement consultant Skip Brown will provide a practical, "boots on the ground" course for what makes for a high-quality paving operation, best practices as well as how to identify and avoid problems. This class is perfect for paving crews and other field personnel. Skip's lively and engaging style and colorful stories make for a memorable class experience. The class will be held Jan. 25 in Rancho Cordova. Click [HERE](#) to view the sign-up page. Click [HERE](#) to view a class flier.

New pavement smoothness specifications and technology are changing faster than you can say "goodbye incentives, hello deductions." In our information-packed "Essentials of HMA Pavement Smoothness" class, engineer and noted pavement expert Mike Robinson will provide the latest information on new Caltrans smoothness specifications, the Inertial Profiler, the ProVAL software, paving best practices, tips on creating an effective grinding plan and more. Ideal for engineers, designers, inspectors and others. Click [HERE](#) to view a class flier. Click [HERE](#) to sign-up page for the Jan. 17 class in San Diego. Click [HERE](#) to sign up for the Jan. 18 class in Gardena. Click [HERE](#) to sign-up for the Jan. 19 class in Bakersfield.

CalAPA can bring technical training classes to your location. Contact Ritha Nhorn at (916) 791-5044.

→ Tech Term of the Week

Each week we highlight a word, acronym or other reference commonly used in the asphalt pavement industry in California.

LEVELING COURSE: An asphalt/aggregate mixture of variable thickness used to eliminate irregularities in the contour of an existing surface before superimposed treatment or construction.

→ Quote of the Week

"Courage is resistance to fear, mastery of fear, not absence of fear."

Mark Twain

→ CalAPA holiday hours

WHEN IT COMES TO A SAFE RIDE

DRIVABILITY MATTERS

ASPHALT DELIVERS DRIVABILITY



What's drivability? It's what makes a road the one you want to drive. When you're out driving, **SAFETY** is your top priority. It should be the top priority in road construction, too. Compared to other pavement types, asphalt is smoother, skid-resistant, and provides better visibility of roadway markings. That makes asphalt roads safe, especially in fog and poor weather. Asphalt is also quick and easy to maintain, keeping roads in the safe conditions drivers need without causing traffic delays. That matters.

Car accidents cost the U.S. almost **\$3 billion** annually in damages, health care, legal fees and lost wages.¹

Half of "for hire" drivers and 55% of emergency response drivers believe public safety should be the most important factor when it comes to building new roads.²



Asphalt increases the visibility of pavement markings, making it easier for drivers to see at night and during rainy weather.³



Well-maintained roads are safer roads, with a reduced rate of crash severity.⁴ Asphalt pavement is quick and easy to maintain and repair with minimal disruption for drivers.

Nearly 20 percent of all accidents occur when the pavement surface is wet.⁵

Open-Graded Asphalt Friction Courses (OGFC) increase roadway safety by **reducing hydroplaning**, pavement glare, and splash and spray from the wet pavement, which also leads to an increase in driver confidence.⁶

In a single year, Texas saw a **51% decrease in accidents and injuries**, despite an increase in rainfall, by adopting OGFC on roads with a high accident frequency.⁷



1. National Highway Traffic Safety Administration, "Fatalities and Economic Costs of Motor Vehicle Crashes," 2014. 2. National Highway Traffic Safety Administration, "Public Safety as a Factor in Road Construction," 2014. 3. National Highway Traffic Safety Administration, "Roadway Markings," 2014. 4. National Highway Traffic Safety Administration, "Roadway Maintenance," 2014. 5. National Highway Traffic Safety Administration, "Wet Weather Crashes," 2014. 6. National Highway Traffic Safety Administration, "Open-Graded Asphalt Friction Courses," 2014. 7. National Highway Traffic Safety Administration, "Texas Reduces Crashes by Adopting OGFC," 2014.

View full infographic [HERE](#).

CaLAPA offices will be closed on Monday, Jan. 2 to mark the New Year's Day holiday.

We hope you enjoy CaLAPA's *Asphalt Insider*. We are committed to providing you with the most up-to-date information on technical issues, regulation, news and events in California that may impact the asphalt pavement industry. Click [HERE](#) to contact us with any comments or suggestions.

Sincerely,

Russell W. Snyder, CAE
Executive Director
California Asphalt Pavement Association (CaLAPA)