

# CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association  
May 1, 2017



[www.calapa.net](http://www.calapa.net)

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## CALENDAR

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

**L.A. Area Technical Committee Meeting**  
Wednesday, May 3, 9:30 a.m. to noon  
County of Orange, RDMD Conference Room, 1152 Fruit Street, Santa Ana  
Contact: Brandon Milar (916) 995-0086  
RSVP [HERE](#).

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**San Diego Technical Committee Meeting**  
Wednesday, May 10, 9:30 a.m. to noon Caltrans District 11 Materials Lab, 7177 Opportunity Road, San Diego.  
Contact: Brandon Milar (916) 995-0086.  
Details [HERE](#).

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## 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.

## → **NEWS ANALYSIS: Big transportation bill will create pressure to show results quickly**

As expected, Gov. Jerry Brown on Friday signed into law SB1 and related legislation that were part of the biggest transportation funding overhaul in state history, intended to reverse years of neglect to state and local roadways and other infrastructure.

The measures are expected to generate an estimated \$52 billion over 10 years through a variety of tax and fee increases, including a 12-cent per gallon hike in pump prices. In all, the various tax and fee increases are expected to cost the average motorist about \$10 more per month.

"Safe and smooth roads make California a better place to live and strengthen our economy," Brown said in a statement. "This legislation will put thousands of people to work." The full text of the governor's press announcement, which includes quotes from many others who supported the legislation, is [HERE](#). A previous *Asphalt Insider* report on the compromise bill is [HERE](#).

CalAPA members should consult previous "Member Alerts" that provide additional analysis about what the legislative package will mean for the asphalt industry. In addition, the next issue of CalAPA's *California Asphalt* magazine will be devoted almost entirely to the topic.

The action is the first time since the 1980s that members of the California Legislature have stood up to vote directly to raise gas taxes to pay for transportation. Nearly all of the measures intended to generate tax dollars for transportation in recent decades have been approved by voters, and many were bonds that must be paid back by future generations. The Legislature's action, in an era when difficult decisions are often deferred or avoided altogether, was a bold return to the state's "pay as you go" model that worked well for most of the 20th Century and fueled California's rise to the economic powerhouse -- the world's six largest economy -- that it is today.

For an industry battered by years of recession, there's no doubt the expected tide of funds to be generated by SB1 will be welcome news to asphalt producers, paving contractors and others connected to the industry. Public agencies also will welcome the influx of funds to address a huge backlog of road repairs.



Transportation Construction Coalition "Fly-in" to Washington, D.C.

Wednesday & Thursday, May 17 & 18

Hyatt Regency Washington, 400 New Jersey Ave. NW, Washington, D.C.

CalAPA members intending to participate should contact Russell Snyder at (916) 791-5044.

Register [HERE](#).

\*

SAVE THE DATE!

CalAPA "Day at the Races" at Del Mar Race Track Saturday, July 22

Details Soon!

Contact: Sophie You (916) 791-5044

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SAVE THE DATE!

CalAPA Fall Asphalt Pavement Conference & Equipment Expo

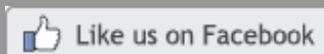
Wednesday & Thursday, Oct. 25 & 26

Doubletree Hotel, 2001 Point West Way, Sacramento Details soon!

For sponsorship and exhibiting opportunities, contact Sophie You at (916) 791-5044.

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## SOCIALIZE



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## CHOOSE ASPHALT

As with anything, one problem (not enough money to fix crumbling roads) will soon be replaced with another: Getting needed funds converted to pavement repairs as quickly as possible. This will create enormous pressure on public works agencies to get the money on the street quickly in a way that will be noticeable by motorists.

Those same motorists will be driving to the polls in November of 2018, and any member of the Legislature who voted to increase their taxes will need to show that the money is being spent prudently. Already the drumbeat of anti-tax forces is echoing around the state, and at least one recall election has been initiated against a member of the Assembly from a swing district in Southern California who voted for SB1. Expect to see more negative campaign ads next year.



Gearing up for all that road work will take time. For example, collecting the additional funds from the increase in fuel taxes will not begin until Nov. 1, which means any increase in roadwork will not begin until well into 2018.

Pavement projects are the fastest and easiest to deliver, so they should benefit from the first increases in funding. Further, they will also be the most conspicuous to the motorists who are paying for the work, rather than off-highway programs that also will be funded by SB1, such as transit, culvert repairs, research and other elements of the compromise bill.

Pivoting quickly to road-repair mode will also pose challenges for industry, and the term "industry capacity" will no doubt return to vogue, as it did during the Proposition 1B infrastructure bond era of the Schwarzenegger administration, and the 2009 Obama-era economic stimulus known as the American Reinvestment & Recovery Act, or ARRA.

Unlike previous road-building booms, however, the construction industry is much smaller than it used to be, and workers who left the industry during the Great Recession are unlikely to return. This will place fresh pressure on the industry to recruit and train the next generation of workers and ensure that they work safely and efficiently in delivering the road construction projects.

Similarly, public agencies will need to design and advertise projects quickly, and ensure that they are constructed properly, which will create its own recruitment and training challenges. Caltrans, for one, has lamented the "Silver Tsunami" of senior workers who are poised to retire.



Caltrans State Pavement Engineer Jesse Bhullar told a meeting of the joint Caltrans-industry Rock Products Committee last month that 20 percent of the civil servants in the pavement program could retire in the next two years, and up to half could be gone in five years.

The Democratic governor will be retiring next year and won't face voters over the big transportation bill. But scores of state Senators and members of the Assembly will, and they will be in no mood for excuses about bureaucratic hurdles or workforce challenges to fixing roads. They will want to show success, early and often, to demonstrate to their

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

California Asphalt Pavement Association (CalAPA)

Mailing address:  
P.O. Box 981300  
West Sacramento, CA 95798

Main office:  
1550 Harbor Blvd., Suite 211  
West Sacramento, CA 95691

(916) 791-5044 (phone)

## 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](#)

constituents that they chose action over gridlock, and that it is returning showing tangible results. Their jobs, literally, will be on the line.

With all the back-slapping of the past few weeks since the Legislature passed SB1, perhaps one of the most telling comments came in an e-mail from Bob Alvarado, a longtime member of the California Transportation Commission and head of the Carpenters' Union in Northern California. "Nice work everybody," he typed into his phone Friday. "The main thing is to keep the main thing the main thing!"

The "main thing" for the past few years has been money -- the lack of it, and a relentless campaign to prod our elected officials to do something about it. Now the "main thing" will shift to delivering on the work, and that will place people and processes squarely in the limelight. It will be the biggest challenge public works agencies and their industry partners have faced in generations, and will require everyone's best efforts to meet it. Are we ready?



*The governor, legislators and supporters announce transportation bill compromise March 29 on the steps of the Capitol. (Photo by John Larimore, Governor's Office of Emergency Services.)*

And then there's Washington, D.C. A new president has made bold pronouncements about infrastructure investment, but so far Congress has produced nothing tangible. Desperate for a legislative win, could a big infrastructure bill be the bipartisan ticket out of the doldrums? California has clearly thrown down the gauntlet to Washington as if to say, "If we can do it, why can't you?"

Senate President Pro Tem Kevin De León minced no words with his statement Friday after the governor signed SB1: "While Washington can barely get its act together, in California we stepped up to address one of the most pressing concerns facing our residents. This plan is fiscally responsible and will improve the quality of life for all Californians while creating jobs. Our roads will be safer and our cities and towns will be better connected to each other - finally bringing our transportation infrastructure into the 21st century."

Are you listening, Washington? 2017 is shaping up to be the year of transportation. Hold on. It's going to be a bumpy ride.

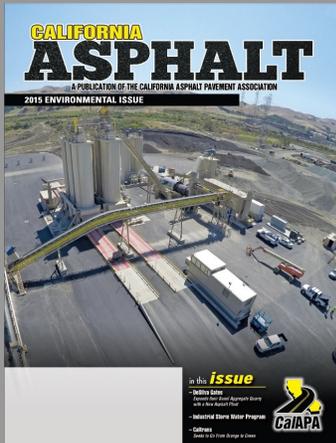
## → San Diego Technical Committee meeting scheduled for May 10

The San Diego Technical Committee meeting is set to take place on Wednesday, May 10. All CalAPA members and agency personnel are welcome to attend.

During the meeting, technical information and best practices about Hot Mix Asphalt production, placement and acceptance testing will be discussed in an informal setting. CalAPA Technical Director Brandon Milar, P.E. will provide an update on specification and testing issues happening on the state level.

The meeting will include a roundtable discussion so participants can ask questions or elevate issues for group discussion.

## 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.

## STAY INFORMED



Click [HERE](#) to receive *California Asphalt Insider* each week via e-mail FREE!  
Or visit our website at:  
[www.calapa.net](http://www.calapa.net)

## WATCH



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

The meeting will take place from 9:30 a.m. to noon at the Caltrans District 11 materials lab, 7177 Opportunity Road in San Diego. Details about the meeting are [HERE](#). For more information or to request that an item be placed on the agenda, contact Milar at (916) 995-0086.



## → Tech Term of the Week

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

**SELECT MATERIAL:** Suitable material obtained from roadway cuts, borrow areas, or commercial sources and designated or reserved for use as foundation for the sub-base, for sub-base material, shoulder surfacing, or other specific purposes.

## → Quote of the Week

"The best way to find yourself is to lose yourself in the service of others."

**Mahatma Gandhi**

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, analysis 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)

Smooth asphalt roads provide drivers up to a **4.5% improvement** in fuel economy compared to other pavements.<sup>4</sup>

**+4.5%**

**APA** ASPHALT PAVEMENT ALLIANCE  
DriveAsphalt.org

## DESIGN!

**PAVE**Express  
Specify & Verify Pavement  
Designs Online for Free  
[www.pavexpressdesign.com](http://www.pavexpressdesign.com)

## LEARN!

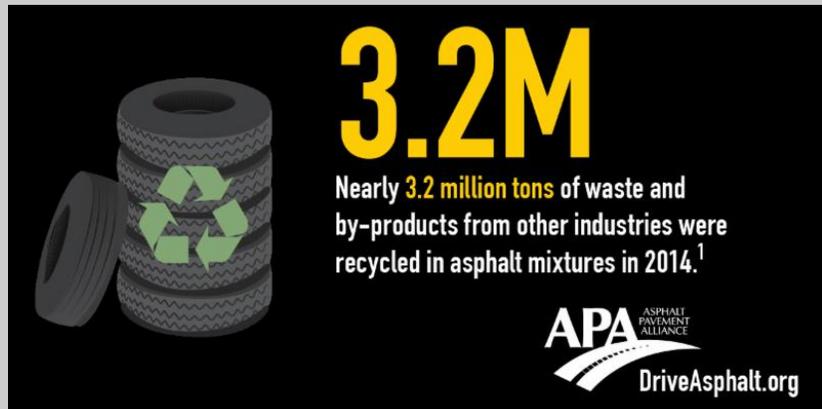
We can bring CalAPA's popular training classes to your facility at a date and time convenient to you! Click HERE to view our "hosted" training class flier, or contact CalAPA at (916) 791-5044 for details. This service is available to public agencies and CalAPA members only.



Learn more about sustainable asphalt pavements [HERE](#).



Learn more about sustainable asphalt pavements [HERE](#).



**3.2M**  
Nearly 3.2 million tons of waste and by-products from other industries were recycled in asphalt mixtures in 2014.<sup>1</sup>

**APA** ASPHALT PAVEMENT ALLIANCE  
DriveAsphalt.org

Learn more about sustainable asphalt pavements [HERE](#).

The *California Asphalt Insider* is an official publication of the California Asphalt Pavement Association. For more information or to inquire about membership, call (916) 791-5044, or click [HERE](#) to send us an e-mail.

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