

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association
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CALENDAR

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

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Transportation Construction Coalition "Fly-in" to the U.S. Capitol in Washington, D.C.

May 15-16, 2018
Details [HERE](#).

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SAVE THE DATE!

CalAPA 'Day at the Races' at Del Mar Race Track, Del Mar, CA.

Saturday, July 21.
Contact: Sophie You (916)

791-5044
Details soon!

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.

→ Major action on infrastructure not happening this year, White House says

Buried in the middle of the regular White House briefing last week was something transportation advocates probably wish was "fake news" : The Trump administration conceded that any effort to pass a big infrastructure bill is dead for the year.

Responding to a question at the regular White House press briefing on Wednesday, Press Secretary Sarah Sanders delivered the grim news, sandwiched in the middle of other headline-grabbing events of the day related to on North Korea, Iran, Russian election meddling and porn-star hush payments.

"I don't know that there will be one by the end of this year," Sanders said when responding to a question about the prospects for a comprehensive infrastructure bill this year. "Certainly, the administration, as you mentioned, secured some funding for infrastructure projects. We also laid out priorities that we wanted to see in an infrastructure legislation package. We're going to continue to look at ways to improve the nation's infrastructure. But in terms of a specific piece of legislation, I'm not aware that that will happen by the end of the year."



The announcement comes just days before the construction industry, under the banner of the

"Transportation Construction Coalition," or TCC, descends on the nation's capitol to press for action on addressing the anemic Highway Trust Fund and other federal programs that candidate Trump made a centerpiece of his "America first" campaign for president, and has continued to highlight in speeches and an "Infrastructure Week" that was overshadowed by White House scandals and Beltway intrigue.

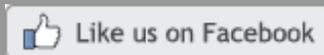
The December 4, 2015, enactment of the "Fixing America's Surface Transportation Act, " or FAST Act, temporarily stabilizes federal highway and public transportation investment. The law transferred \$70 billion from the federal General Fund to supplement an estimated \$208 billion in HTF revenue from existing sources over the ensuing five years.

As a result of failing to address the fund's permanent structural deficit, the TCC says disruptive uncertainty for states will return once the FAST Act expires absent remedial action by Congress. The HTF's cash-flow crisis will be exacerbated over the next three five years. Prior to the enactment of the FAST Act, existing trust fund revenues were short of being able to maintain current highway

SAVE THE DATES!

Fall Asphalt Pavement Conference, Oct. 24-25
Doubletree Hotel, 2001 Point West Way, Sacramento.
For sponsorship and exhibitor opportunities, contact Sophie You at (916) 791-5044.

SOCIALIZE

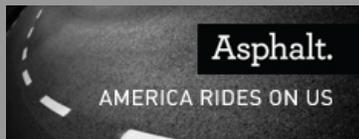


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GET TECHNICAL

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

and public transportation investment levels by an average of \$14.6 billion per year. Once FY 2021 begins on Oct. 1, 2020, the gap between incoming HTF revenues and the amount needed to preserve surface transportation funding levels will average nearly \$18 billion annually, the TCC says.

Transportation funding is often described as a three-legged stool, with federal, state and local funding sources each representing one leg of the stool. California has been at the vanguard of addressing the infrastructure crisis, most notably with the passage last year of the "Road Repair & Accountability Act of 2017," also known as SB1, that raised fuel taxes by 12 cents per gallon, hiked vehicle registration fees and other revenue enhancements to generate more than \$5 billion per year devoted to transportation.

At the local level, 24 so-called "Self-Help Counties" will fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions more into essential transportation programs and projects. Many cities have also taken steps to address local-street funding.

The federal leg of the stool, however, remains unstable, as the Republican-controlled House of Representatives shows no appetite for raising taxes to address the shortfalls in the Highway Trust Fund. In fact, Congressional Republicans are using campaign contributions to fund a repeal effort in California that could overturn SB1, with disastrous consequences. House Majority Leader Kevin McCarthy from Bakersfield is one of the most prominent proponents for overturning SB1, pitting him against Democratic Gov. Jerry Brown, who has vowed to campaign vigorously to defend it.



Kevin McCarthy

Longtime observers of transportation in California noted the irony of a confluence of events: A new Republican president champions infrastructure investment, and also calls for local jurisdictions to take on more of a role. When California does just that, members of Congress from California undercut the effort by seeking to overturn SB1.

By virtue of its sheer size and influence, California will play a role as these events unfold, one way or another. It was, after all, a California Senator, Barbara Boxer, who in her role as chair and later ranking member of the Environment & Public Works Committee, was instrumental in pushing previous infrastructure compromises, and received an award from the National Asphalt Pavement Association in recognition of her efforts.

McCarthy, who appears to be in line to be the next Speaker of the House when Paul Ryan retires, must hold on to a Republican majority for that to happen, and many vulnerable GOP seats are located in his home state. He reportedly views a campaign to repeal SB1 as an issue to motivate conservative voters to the polls, benefiting Republican candidates, improving his chances to become the next Speaker.

Another GOP member of Congress from California who could reap political benefit from gutting transportation funding back home is U.S. Rep. Jeff Denham. He's reportedly angling to take over the House Transportation & Infrastructure Committee chairman position, but can only happen if Republicans retain the majority in Congress after November's mid-term elections.

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](#).

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

Denham, from Turlock, is a scheduled speaker at a TCC event this week in Washington, which could be awkward. He's in one of those seats that could flip from red to blue in a wave election.



Jeff Denham

Another event last week added a poignant reminder of an era when transportation wasn't so politicized. George Deukmejian, the 35th governor of California who served two terms in the 1980s and early 1990s, passed away. The Republican who formerly served in the Legislature and as Attorney General, was known as a fiscal conservative and no-nonsense law-and-order candidate. However, he was part of a compromise with Democrats the last time the state's fuel tax was increased in the early 1990s to pay for transportation. Back then, good roads was a bipartisan issue. That notion seems almost quaint today.

➔ Job opportunity: Quality Control Manger

Sierra Pacific Materials, a division of Papich Construction, is seeking a motivated leader for a full-time Quality Control Manager at the company's quarry/plant facility near Coalinga.

This position is responsible for developing, maintaining and overseeing a Quality Control program; overseeing material compliance with project specifications and managing testing and resolving technical issues. This position supervises Quality Control Technician(s).

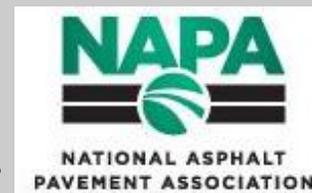


For more information, click visit the company website (www.papichconstruction.com), or contact Tracy Chitwood at (805) 473-3016, ext 222.

➔ Free webinar May 16 to delve into new EPA rules on asphalt tank inspections

The U.S. Environmental Protection Agency has recently adopted a revised Oil Spill Prevention Rule (SPCC), which requires owners and/or operators of facilities with tanks containing petroleum liquids like fuel and asphalt cement (AC) to have a tank inspection program.

One of the amendments to the rule requires periodic inspections and/or integrity testing of all AST's holding petroleum oil, including AC tanks. In 2016, EPA requested the National Asphalt Pavement Association (NAPA) to work with the Steel Tank Institute (STI) to develop a consensus-based tank inspection standard for thermoplastic materials like AC, which has now been incorporated into STI's SP-001 tank inspection standard and will be published in 2018.



NAPA is offering a free educational "webinar" on the subject titled, "New AC Tank Inspection Standards Are Now in Effect." The webinar will be held Wednesday, May 16 from 11 a.m. to 12:30 p.m. The featured presenter will be Bernard Bigham, president, Chesapeake Environmental Group, Inc.

STAY INFORMED



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DESIGN!



To visit the PAVExpress website, click [HERE](#). To view the companion website, PaveInstruct, click [HERE](#).

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

For more information or to register for this or other NAPA webinars, click [HERE](#).

→ Tech Term of the Week

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

RECLAIMED ASPHALT PAVEMENT (RAP): Removed and/or reprocessed pavement materials containing asphalt and aggregates.

→ Paving Pointer of the Week

Each week we highlight a key point or best practice of interest to asphalt paving crews, inspectors and others working in the field. We welcome suggestions.

COMPACTION/DENSITY: The plans and specifications should specify how density is tested. The inspector needs to monitor the specified compaction density with a gauge to ensure that final target densities are achieved. Regular visual inspection of the mat during compaction is also required: look for segregation, indentations, properly sealed joints, and under-compacted areas.

→ Quote of the Week

"Wise men speak because they have something to say; Fools because they have to say something."

Plato

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)

available to public agencies and CalAPA members only.



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