

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association
Vol. 12, Issue 05 <> Feb. 4, 2019



www.calapa.net

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CALENDAR

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

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REGISTRATION OPEN!

CalAPA 'Fly-in' to the State Capitol in Sacramento
Tuesday & Wednesday,
March 5-6
Sacramento.

Contact: Russell Snyder (916)
791-5044

Register [HERE](#).

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.

→ With billions in SB1 funds in the pipeline and protected, agencies re-calibrate once anemic road improvement budgets

For more years than anyone would like to remember, public works directors faced an dreaded annual ritual: Assessing their inventory of deteriorating pavements and spreading around increasingly scarce dollars to fix them. These days dread has been replaced by anticipation.

Two years ago, the California Legislature passed SB1, the Road Repair and Accountability Act of 2017, which included the first increase in the state's fuel taxes devoted to transportation since the early 1990s. The measure is expected to generate more than \$5 billion per year over a decade, with the funds divided evenly between the state and local governments.

Last year, voters weighed in, endorsing Prop. 69 on the June ballot to protect fuel-tax dollars from being utilized for other purposes. Another measure on the November ballot, Prop. 6, sought to repeal the taxes, but it was soundly defeated. Meanwhile, the first SB1-funded projects were put out to bid, and completed. A very impressive array of "before" and "after" photos, along with project descriptions, can be found on the SB1 "Rebuilding California" page [HERE](#).



Now, transportation planners at the state and local level are preparing the first transportation budgets free of gaping holes created by years of deferred maintenance, and not under the threat of a repeal. The contrast from just a few years ago is stark.

Newly elected Gov. Gavin Newsom released his first state spending plan for the 2019-20 fiscal year that begins July 1, and SB1 monies are prominently featured in the transportation budget. The California Department of Transportation (Caltrans) is projected to receive \$14.6 billion, which is an increase of about \$408 million from the year prior.

The budget includes an increase of \$502 million in capital outlay expenditures, which the department says reflects the implementation of SB1. "SHOPP (State Highway Operation & Protection Program) projects are now being delivered at a higher rate, requiring the shift in funding," a department budget summary notes. The governor's detailed Department of Transportation budget is [HERE](#).

As for cities, "SB1 will double the amount of revenues they receive from the state for their local street maintenance and rehabilitation

SAVE THE DATES!

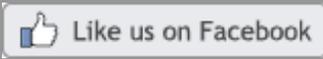
Spring Asphalt Pavement
Conference & Equipment
Expo

Wednesday & Thursday,
March 20-21, 2019

DoubleTree Hotel, 222 N.
Vineyard Ave., Ontario
Details soon!

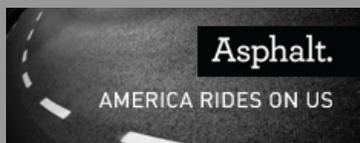
For exhibitor and sponsorship
information, contact Sophie
You at (916) 791-5044

SOCIALIZE



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

needs," notes the League of California Cities. "Annually, \$500 million to \$650 million will go to cities statewide, allocated on a per-capita basis."

This year the League has published an estimate of what that will mean for every city in California. That document is [HERE](#). In the tiny town of Lone, in Northern California's Amador County, the maintenance allocation increased from \$358,000 in 2018 to \$352,000 in 2019. In the sprawling Southern California city of Los Angeles the streets budget jumped from \$149 million to \$171 million.

The California State Association of Counties (CSAC) has just published its estimates of what SB1 will mean for California's 58 county road budgets in the coming year. You can read it [HERE](#). Counties from Del Norte to San Diego all saw their budgets goosed by SB1.



A street paving operation in West Sacramento.

Another feature of SB1 is additional scrutiny placed on all of those additional dollars. A new entity, the Office of Inspector General, is being beefed up to look for waste, fraud and abuse, while the California Transportation Commission has additional oversight responsibilities. SB1 also called for Caltrans to generate \$100 million in cost-savings through efficiencies and other reforms. That was the "accountability" part included in the comprehensive "Road Repair & Accountability Act of 2017."

Road-builders will be anxious to see all those dollars converted into biddable projects soon. More importantly, it will be the ultimate proof to long-suffering motorists that a smoother ride is indeed ahead.

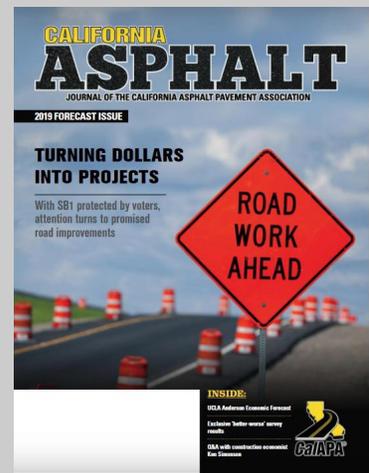
→ Annual forecast issue of *California Asphalt* magazine now on-line

The highly anticipated 2019 forecast issue of CalAPA's association magazine, *California Asphalt*, is arriving in mailboxes statewide this week. You can view an on-line version of the issue [HERE](#).

The issue features an exclusive Q&A with noted national construction industry economist, Ken Simonson, and the UCLA Anderson Forecast for the national and state economy.

The magazine also features reports on the association's exclusive "Better or Worse" survey, and reports on inductees into the association "Hall of Fame" at the CalAPA Annual Dinner held Jan. 10 in Los Angeles.

For information on advertising in the magazine, contact Kerry Hoover of Construcion Marketing Services at (909) 772-3121. An archive of past issues of the magazine can be found [HERE](#).



→ CalAPA webinar on Environmental Product

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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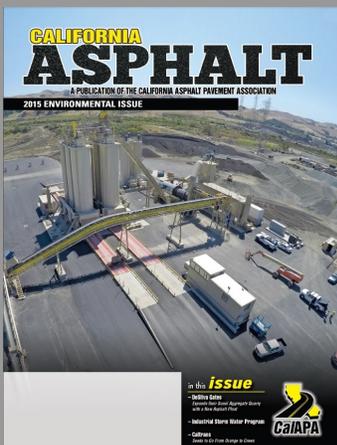
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BACK ISSUES

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

Declarations now accessible on-line

An information-packed "webinar" on Environmental Product Declarations, presented last month by CalAPA, is now posted on-line. In response to numerous requests, CalAPA has uploaded the 90-minute webinar to the CalAPA YouTube channel so that audio and slides can be easily accessed by anyone interested in the topic. It can be viewed [HERE](#).

EPDs, which seek to provide detailed information about a product's impact to the environment over its life cycle, continue to grow in prominence in California and nationally. Project owners are increasingly looking to EPDs to better understand how their projects, and the materials used to build them, may affect the environment and incorporate more sustainable choices into product decision-making.

At the webinar, Caltrans announced it has published the initial list of four asphalt pavement projects set to advertise this year that will request EPDs as part of the bid. Details about those EPD pilot projects, along with other Caltrans EPD information, can be found [HERE](#). The PowerPoint presentation delivered by Jackie Wong of Caltrans during the webinar can be viewed [HERE](#). Caltrans anticipates EPDs may be required in the future and so is releasing a few pilot projects with EPD language to discern industry's ability to produce the documentation.



The Jan. 8 EPD "webinar" underway at CalAPA's broadcast studios in West Sacramento.

Dr. John Harvey, director of the University of California Pavement Research Center, also presented during the webinar about the state of EPD research. His PowerPoint presentation can be viewed [HERE](#).

The National Asphalt Pavement Association (NAPA), a CalAPA partner, also presented during the webinar about an EPD tool developed by NAPA, the "Emerald-Eco Label." The NAPA presentation on that topic is [HERE](#). More information on the NAPA Emerald-Eco Label" can be found on the NAPA website [HERE](#).

→ Welcome aboard: TransTech Systems, Inc.

CalAPA is pleased to welcome its newest associate member, TransTech Systems, Inc.

TransTech Systems, established in 1994, is an equipment manufacturing company that produces the Notched Wedge Joint Maker, the Shoulder Wedge Maker and its flagship product, the Pavement Quality Indicator (PQI).

The PQI is the original non-nuclear asphalt density gauge. Although TransTech is a small company based in Upstate New York, the company's products are used in over 87 countries around the world. In 2019, TransTech Systems is looking to expand the West Coast presence and is happy to join the CalAPA membership. Find them on Facebook, YouTube, LinkedIn, and Twitter.



For more information about TransTech Systems, Inc., click [HERE](#) to visit the company website, or contact them, at 800-724-6306.

[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

GET CERTIFIED!



The Caltrans-industry Joint Training & Certification Program (JTCP) for materials technicians is holding classes in Northern and Southern California. Click [HERE](#) to visit our JTCP resource page to learn more.

DESIGN!



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

LEARN!

We can bring CalAPA's popular training classes to your facility at a date and time convenient to you! Click

→ Tech Term of the Week

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

ADHESION: Interaction between two substrates such as the bond between a sealant material and the crack or joint sidewall or the bond between asphalt cement and aggregate. This may be physical, chemical or physiochemical in nature.

→ 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. More tips can be found in our Asphalt Parking Lot Construction Checklist [HERE](#).

TONNAGE CALCULATION: Are there enough trucks on the run to haul the mix needed to complete the job? If you have five trucks on the round each carrying 25 tons = 125 tons per round. If each round takes one hour to make, then the production rate is 125 tons per hour. If the job requires 1,000 tons at 125 tons per hour = eight hours to get the mix to the job.

→ Quote of the Week

"If there is no struggle, there is no progress."

Frederick Douglass

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, events and trends in California that may impact the asphalt pavement industry. Click [HERE](#) to contact us with any comments or suggestions.

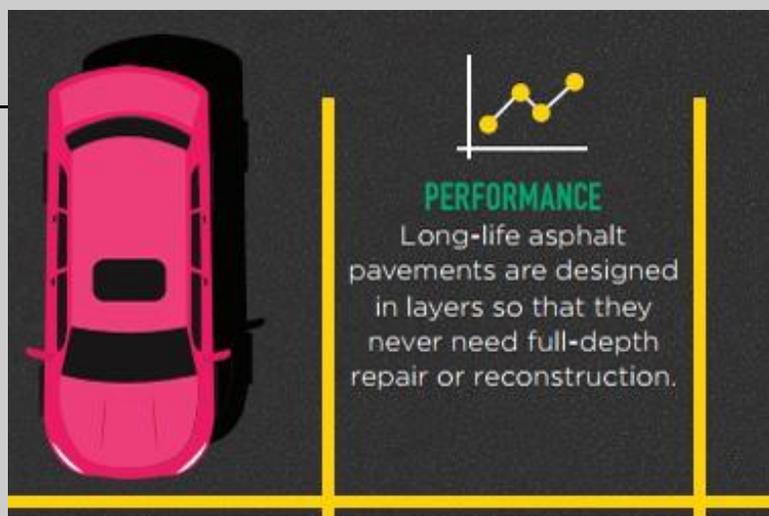
Sincerely,

Russell W. Snyder, CAE

Executive Director

California Asphalt Pavement Association (CalAPA)®

[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.



PERFORMANCE
Long-life asphalt pavements are designed in layers so that they never need full-depth repair or reconstruction.

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