

CALIFORNIA ASPHALT INSIDER

The latest news and views from the California Asphalt Pavement Association

Nov. 14, 2016



www.calapa.net

IN THIS ISSUE

[California voters deliver a mixed bag for transportation](#)

[Registration open for CalAPA Annual Dinner Jan. 19 in Los Angeles](#)

[Event set for Nov. 21 in Orange to remember longtime industry figure Tom Davis](#)

[Next NAPA 'sustainability' webinar on green rating systems for roads set for Nov. 16](#)

[Tech Term of the Week: SAMI](#)

[Quote of the Week: John F. Kennedy](#)

CALENDAR

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

*

REGISTER NOW!
CalAPA Annual Dinner
Thursday, Jan. 19, 2017
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](#).

*

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.

→ California voters deliver a mixed bag for transportation

California voters on Nov. 8 generally favored transportation-related measures on the ballot, but a two-thirds requirement for tax increases caused some measures to fall short.

In Los Angeles County, Measure M, a local sales tax increase, was passed by nearly 70 percent "yes" votes. It is expected to generate \$22.5 billion over 40 years for local streets and road improvements, plus fund rail, transit, accessibility and other programs. Learn more about it [HERE](#).

Other transportation-related local measures that were endorsed by voters via the state's process of direct democracy were Measure X in Monterey County (more information [HERE](#)), Merced County's Measure V (more information [HERE](#)), San Francisco County's Proposition J (more information [HERE](#)), Santa Clara County's Measure B (more information [HERE](#)), Santa Cruz County Measure D (more information [HERE](#)), Stanislaus County Measure L (more information [HERE](#)) and a multi-county BART rail proposal, Measure RR (more information [HERE](#)).

Elsewhere, voters did not approve 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.

In all but one case, the defeated measures received more than a majority of "yes" votes but could not overcome California's difficult two-thirds majority requirement for raising taxes. Heading into Election Day, voters in 20 of California's 58 counties, mostly in urban areas, have agreed to tax themselves via sales taxes to help pay for transportation programs. Learn more about so-called "self-help" counties [HERE](#).



A statewide measure, Proposition 53, which would impose a new voter-approval mechanism for large projects funded by revenue bonds of more than \$2 billion, was defeated. Opponents said it could hamper large-scale infrastructure projects.

The uneven results at the ballot box on local transportation measures further highlighted the lack of action on transportation at the statewide level. For the past two years there have been press conferences, hearings and other activity but no meaningful action on a comprehensive transportation plan.

SOCIALIZE

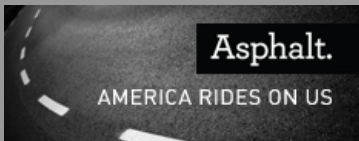


Follow us on **twitter**



CHOOSE ASPHALT

Asphalt is used on about 94 percent of paved roads in America. 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'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.

The funding crisis is largely due to the fact that the state's fuel taxes, which have shouldered the bulk of road funding for nearly a century, have not been raised or adjusted for inflation since the 1990s. Higher-mileage vehicles, hybrids and electric cars also proliferate in California, using less gas and therefore generating less fuel taxes to pay for road upkeep. Meanwhile, an unexpected drop in crude oil prices in recent years resulted in lower gas prices overall, a fact cheered by motorists, but also further stressed the state's road coffers under a complicated "fuel-tax swap" scheme negotiated during a state budget crisis of a few years ago.

Finally, loud voices in the Legislature and elsewhere are calling for cutting of bureaucratic red tape, regulations and other obstacles perceived as wasting scarce transportation dollars and needlessly delaying improvement projects.

As roads continue to deteriorate, studies have shown that motorists pay for it in other ways in the form of higher fuel consumption and increased car repairs to the tune of \$762 per motorist per year.

Transportation advocates continue to press the governor and the Legislature to pass a comprehensive transportation funding plan to address the crisis.

"The election results just reinforce the need for the state to step up to invest in our infrastructure," said Will Kempton, executive director of Transportation California, a good-roads advocacy group. "We can't rely only on limited local and federal contributions."



Technically, a "special session" of the Legislature devoted to transportation remains in effect until Nov. 30, although no actual meetings have been scheduled. If nothing happens, it will be for a new Legislature that convenes in January to take up the task once again.

For additional analysis of the election results and how they may impact the road-building industry in California, CalAPA members should consult a special "Member Alert" that was sent out Nov. 9.

→ Registration open for CalAPA Annual Dinner Jan. 19 in Los Angeles

Registration is now open for the CalAPA Annual Dinner, to take place Thursday, Jan. 19 at the elegant Jonathan Club in Los Angeles. Click [HERE](#) for details and to register on-line.

Assemblyman Jim Frazier, chairman of the Assembly Transportation Committee, will be the keynote speaker. He is author of a comprehensive transportation funding bill that would result in \$7 billion more per year above

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)

current funding levels.

The Jonathan Club is located at 545 S. Figueroa St. in downtown Los Angeles. There are a limited number of rooms available at the historic venue.

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

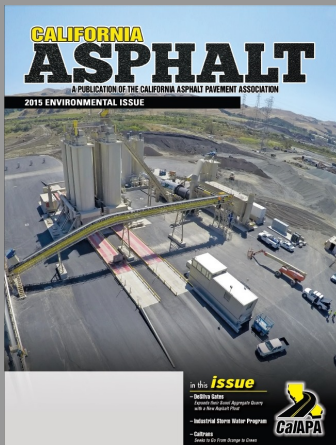


Assemblyman Jim Frazier

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.

STAY INFORMED

→ Event set for Nov. 21 in Orange to remember longtime industry figure Tom Davis

A remembrance event will be held on Monday, Nov. 21 in Orange County to mark the passing of longtime industry figure Tom Davis.

Davis, 63, president of Davis Consulting Services, based in Orange, Calif., passed away Oct. 13 in Villa Park, according to his daughter, Kristen Davis, a project consultant with the firm.

Davis was well-known to the asphalt pavement industry in California, having previously worked for CaLAPA-member firms before starting the company that bears his name in 2010. The firm provides expertise in the areas of land-use, permitting and other services to the industry. His biography notes that he had more than 40 years experience.



Tom Davis

The remembrance event will take place at 11 a.m. on Monday, Nov. 21 at the Covenant Presbyterian Church, 1855 N. Orange Olive Road in Orange.

For more information about the company, click [HERE](#).

→ Next NAPA 'sustainability' webinar on green rating systems for roads set for Nov. 16

The National Asphalt Pavement Association (NAPA) continues to hold webinars on various sustainability topics. For more information on the series, click [HERE](#).

The next webinar, scheduled for Nov. 16, focuses on green rating systems for roads and is titled: "Specialization in Asphalt Sustainability Implementation Series: Tools: Green Rating Systems for Roads - Envision and Greenroads."

Participants will gain a greater understanding of how Envision and

SUBSCRIBE!

SUBSCRIBE!

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

WATCH



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

DESIGN!

PAVEExpress
Specify & Verify Pavement
Designs Online for Free
www.pavexpressdesign.com

Greenroads assess sustainability and their similarities and differences. The webinar also will cover recent advancements made to Envision and Greenroads, and identify the asphalt technologies and construction practices that meet Envision and Greenroads credit requirements.

The webinar will take place on Wednesday, Nov. 16 from 11 a.m. to 12:30 p.m. PST. The webinars are free for NAPA members and public agency representatives (state Departments of Transportation, Public Works departments and city/county engineers). The non-NAPA member price is \$129.

For more information or to register for the Nov. 16 webinar, 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.

STRESS-ABSORING MEMBRANE INTERLAYER (SAMI): A thin layer that is placed between an underlying pavement and an HMA overlay for the purpose of dissipating strain and stresses at a joint or crack in the underlying pavement before they create stresses in the overlay. SAMIs normally consist of a spray application of asphalt rubber as the stress-relieving material, followed by a layer of aggregate chips.

→ Quote of the Week

"Let us not seek the Republican answer or the Democratic answer, but the right answer. Let us not seek to fix the blame for the past. Let us accept our own responsibility for the future."

John F. Kennedy

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)

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.

Copyright © 2016 California Asphalt Pavement Association - All Rights Reserved.

www.calapa.net