

RAMCA NEWSLETTER

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LOBBYING EFFORTS CONTINUE TO FOCUS ON ROAD FUNDING...

Here's Why:

Virginia's secondary and primary highways will not meet even the state's minimum standards for acceptable pavement conditions with the money available. \$709 million is needed to maintain state highways next year, according to the Virginia Department of Transportation, and \$318.2 million is the amount budgeted for highway upkeep in fiscal 2010-11. The percentage of state roads deemed deficient by VDOT: interstate 20.1%; primary 24.3%; and secondary 31.1%.

In essence, the state is allocating less than half of what the Virginia

Department of Transportation believes is needed to keep Virginia's highways from falling apart. And although maintenance of existing highways is, by law, the state's first priority for transportation funds, Virginia is falling way behind in this important area as well. Even with an increasing share of Virginia's transportation money being spend on maintenance, the 57,867-mile state-maintained road system will fall short of VDOT's targets for limiting deficient pavements, officials said. "We're beating the existing lane-miles to death," said J. Douglas Koelemay, a Commonwealth Transportation Board member from Springfield.

Squeezed by the recession, VDOT's budget for next year, \$3.32 billion, is 1.6% smaller than its budget for the 2010 fiscal year. The state's 2011-16 transportation capital-improvement program provides \$7.8 billion for highway construction and rail and public transit projects, down 26.4% from the six-year program adopted only two years ago.



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GOVERNOR RECOMMENDS PRIVATIZING ABC STORES WITH PROCEEDS GOING TO TRANSPORTATION

Governor McDonnell is recommending depositing the \$500 million it estimates will be generated from the privatization of ABC stores into a newly created Virginia Transportation Infrastructure Bank (VTIB) that would make loans and grants to localities, transportation authorities, transit agencies, and private entities for projects that reduce congestion and promote economic development.

Specifics include:

1. VTIB would be capitalized solely with state funds. Funding would not be subject to federal regulation, which means lower costs and faster project delivery.
2. Funds could be used for construction and maintenance of roads, bridges, public transit, passenger and freight rail and ports.

3. VTIB financing will result in considerable savings over traditional private activity bonds.

4. Bank resources would be supplemented by periodic year-end General Funds, General Assembly appropriations and “possible dedicated revenue streams”.

RAMCA supports the ABC privatization plan because it does generate some sorely needed new transportation funds. RAMCA cautions, however, that such a plan is nowhere near what is needed to address the state’s crumbling transportation infrastructure. RAMCA has joined with a number of other prominent transportation construction associations and issued a press release (attached with this newsletter) stating our support, with conditions, to the Governor’s proposal.

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Lobbying Efforts...

Rural areas are bearing the brunt of deteriorating roads as scarce state dollars are diverted to match federal funds for work on the state’s most heavily traveled arteries, which largely serve major urban regions. To avoid loss of federal funds VDOT is being forced to allocate funds based on the source of those funds, instead of using a need-based criteria. Virginia’s secondary and primary highways will not meet even the state’s minimum standards for acceptable pavement conditions with the money available, according to state highway officials. VDOT rates a fifth of Virginia’s interstate highways and almost a third of all state-maintained secondary roads — rural roads and suburban streets — as deficient.

Making the problem worse, Virginia has no state money for primary, urban and secondary road systems construction, much of which traditionally has come in the form of major rehabilitation projects for inadequate roadways.

In light of these disturbing facts RAMCA continues to meet with senior officials of the McDonnell administration and other industry lobbyists in an effort to “keep the fire lit” regarding the serious funding crisis facing Virginia’s transportation infrastructure. But at this point, there is not much optimism regarding adequate, sustainable funding solutions.

MISS UTILITY TICKETS MAY REQUIRE MORE PRECISE INFORMATION

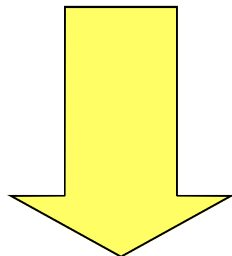
There is a growing interest among utility companies and the State Corporation Commission (SCC) to require more specific, or additional information on Miss Utility tickets. These concerns stem from the large number of tickets that are being called in with inadequate marking information regarding where the excavation is to take place, thereby causing the locator to spend additional time determining what area to paint, or requiring he or she to “overmark”, or even contact the excavator and request detailed information. All three options are unacceptable to the utilities that are paying for the locator’s services and should be equally unacceptable to excavators whose jobs may get held up during the time it takes to more accurately determine the dig locations.

Both the Commission and the utilities have talked about mandatory white-lining by the excavator, which RAMCA strenuously objects to, or requiring more descriptive language on the ticket regarding the dig location such as mandatory listing

of the nearest cross streets. In addition, the SCC has scheduled a meeting for later this month to explore moving forward with new language intended to enhance the information currently required on a Miss Utility ticket call in. RAMCA will be in attendance at that meeting to represent your interests.

Given these facts RAMCA wants to encourage our excavating members to instruct the appropriate employees to be as specific as possible when calling in a ticket, or using web ticket entry to post a ticket. Continued evidence of grossly inaccurate excavation areas will most certainly lead to more strenuous requirements being imposed on all excavators. Being a bit more thorough when calling in a Miss Utility ticket will go a long way towards avoiding that outcome.

DATES TO REMEMBER



September 22nd
October 14th
November 11th

Lunch and Learn: New VDOT Specs—Draper Aden Associates
General Membership Meeting—Short Pump Hilton
Annual Business Meeting—Short Pump Hilton

MEMBERS IN THE NEWS

Joseph L. Gomer - In Memoriam

RAMCA members were deeply saddened to learn of the passing of long time RAMCA member Joe Gomer, President of J.L. Gomer Equipment Inc. for some 30 years. Every RAMCA member will always remember Mr. Gomer for his honesty and integrity as a businessman, and for his unending support of RAMCA and the numerous charities that greatly benefited from his kindness and financial support. When a man like Joe Gomer leaves us, he takes a little of our industry with him. Our condolences to his employees and loved ones.

Kudos to Don Wagner

Don Wagner was recently recognized by Hanson Pipe and Precast for his 25 years of dedication and contributions to the company. Don is currently Vice President of Sales for the Mid-Atlantic and DC area. RAMCA members offer our congratulations to Don.

Mainline Supply (MSC Waterworks)

Mainline Supply is now doing business under the new trademark, MSC Waterworks. The business name (Mainline Supply), phone number and location have not changed.

OCTOBER RAMCA MEETING TO FOCUS ON ELECTRONIC WHITE-LINING

The October General Membership Meeting of RAMCA will feature a program on electronic white-lining as it pertains to the filing of Miss Utility tickets. While some want to talk about requiring excavators to essentially outline in paint the area of the proposed excavation for the purpose of generating a Miss Utility ticket, RAMCA believes the future is not going to be about requiring contractors to become painting contractors, but rather is about using GPS technology to call in the coordinates of a proposed excavation, and having locators use that same technology to mark the site. The technology even exists to install warning indicators on the actual excavating equipment which will signal the operator when he or she is working too close to an underground line.

To take the mystery out of all this technology, and to hopefully encourage excavators to move in this new direction, our dinner speaker for our October dinner meeting is Mr. Rick Pevarski, CEO of Virginia Underground Protection Services (VUPS) and an expert in these new marking applications. Aside from being a good RAMCA Associate member, VUPS works closely with contractors, contractor groups like RAMCA and the State Corporation Commission to improve underground damage prevention in Virginia.

You won't want to miss this excellent educational program offered at the next RAMCA General Membership meeting, on October 14th, at the new Short Pump Hilton. Make plans now to attend.

RAMCA Officers

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Rhyne Contractors, Inc

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**RAMCA OFFERS LUNCH AND LEARN:
NEW VDOT DRAINAGE REQUIREMENTS**

RAMCA is teaming up with another RAMCA Associate Member, Hanson Pipe and Precast, to offer a “Lunch and Learn” training seminar on VDOT’s new post-installation testing requirements for drainage systems that will be taken into the state road system. This two-hour program will bring members up to speed on what inspections are now required, and how to comply with the new standard, including enhanced enforcement of stone bedding requirements which are typically 21-A’s under the pipe and 26-B’s up to the springline. (Most contractors are currently using #57 stone in these installations.)

There is no charge for RAMCA members to attend the seminar which is scheduled for Sept. 22nd at Draper Aden Associates. Lunch is also being provided. **WHAT A DEAL!!**

If you install, or are contractually responsible for the installation of, storm water drainage for VDOT roads or in subdivisions that will eventually be taken into the VDOT system, attendance at this session is a **must**.

A special thanks to Hanson Pipe and Precast for sponsoring the lunch and to Draper Aden Associates for providing the training facility.

SEPTEMBER 9th GOLF OUTING — A PERFECT DAY

A large contingent of RAMCA golfers turned up at Mattaponi Springs Golf Course on a perfect summer day and enjoyed a great golf event and lots of networking afterwards at the awards buffet.

RAMCA would like to thank our Hole and Raffle Sponsors for their support of this event, along with our Beverage Cart Sponsor—James River Equipment. Special thanks to Slurry Pavers for sponsoring the Grand Prize, and to Carter Machinery for assisting with all signage at the event. Please refer to the attached sponsorship sheet to view all of the firms whose financial support helped make the RAMCA summer golf event a success.

**DON'T FORGET TO CHECK THE RAMCA WEBSITE FOR PHOTOS OF THIS
RAMCA EVENT (www.ramca.info)
COMING SOON**

Winners cont'd page 6

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**SEPTEMBER 9th GOLF OUTING — A PERFECT DAY
THE WINNERS!!**

**Closest to the Pin / Hole 3
DON WAGNER**



**Longest Drive / Hole 6
PAUL TARSOVICH**

**Longest Putt / Hole 14
CLIFF BICKFORD**



FIRST FLIGHT

**SLURRY PAVERS
SCORE—61**



**Dave Moore
Carter Dabney
Eugene Cifers
Doug Wiedeman**

SECOND FLIGHT

**REPUBLIC SERVICE
SCORE—65**



**Tim Loveland
Tim Torrez
Ray McGowan
David Haskin**

THIRD FLIGHT

**MSC WATERWORKS
SCORE—67**



**Buddy Woodruff
Dave Redford
Blake August
Rick Pinkleton**