



# RAMCA NEWSLETTER

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## RAMCA ANNOUNCES VDOT SAFETY TRAINING PROGRAM



RAMCA contractor members were recently mailed information about a convenient new way to meet VDOT requirements regarding work zone safety. If you perform work in the roadway these educational certifications are required and you are strongly encouraged to take advantage of these training opportunities. RAMCA has negotiated a special rate for members, and arranged for the training to take place at a convenient Richmond location. If you need further information please contact the RAMCA office.

## NO PIPE SAWS ON ASBESTOS PIPES

RAMCA’s utility contractors need to be aware that using pipe saws when cutting asbestos concrete pipe without the aid of HEPA ventilation and other approved methods to control asbestos exposure levels is a violation of OSHA asbestos standards. These controls also include air sampling to substantiate that the methods are sufficient to meet OSHA standards. RAMCA members involved in this work should consult their safety experts for more information and consider using snap cutters, rather than abrasion saws, when possible.

## HENRICO UPDATING FORCE ACCOUNT RATES

RAMCA was recently contacted by the Senior Purchasing Officer at Henrico County for assistance in the County’s effort to revise their force account rates. As a result of our input, a number of RAMCA members have been contacted by the County and asked to provide cost input for certain equipment and operators. RAMCA thanks our members for supporting this important effort. It is also gratifying to know that Henrico officials believe it is valuable to contact RAMCA when making such revisions. All in all, a win/win!

## VA GENERAL ASSEMBLY CONVENES JANUARY 11<sup>TH</sup>. RAMCA WILL BE THERE.

The 2012 session of the Virginia General Assembly is scheduled to convene for a long (60 day) session on Wednesday, January 11<sup>th</sup>. As has been the case in the past, RAMCA, through our affiliation with the Virginia Utility and Heavy Contractors Council (the VUHCC), will maintain a strong presence at the session in an effort to protect your interests.



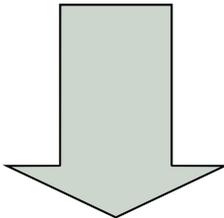
VUHCC is already aware of legislation that will be introduced that will impact RAMCA members, and therefore will require the attention of our lobbying team. These proposals include increased transportation funding legislation, changes to Virginia's Mechanic's Lien laws, and modifications to Insurance Certificates that could impact contractors. There will certainly be other issues that arise during the session that require our attention. We will keep you informed of all of them.

# WATCH FOR LEGISLATIVE REPORTS

Starting the third week in January through mid-March RAMCA members are encouraged to check the RAMCA web site ([www.ramca.info](http://www.ramca.info)) for weekly comprehensive updates of matters of interest coming before the 2012 session of the Virginia General Assembly. From the RAMCA home page just click on the **Legislative News** button. This is members only protected area of the website and you will be asked for a password, which is – politics. This is an important RAMCA service so check in weekly and stay abreast of happenings that affect your business at the upcoming General Assembly session.



## DATES TO REMEMBER



**Jan. 11th**  
**Mar. 15th**

Virginia General Assembly Convenes for 60-day session  
 General Membership Meeting / Legislative Recap  
 (Hilton Short Pump)



## CONVERSATIONS CONTINUE WITH SCC ON ABANDONED LINE ISSUE

As you may already know, a group of stakeholders, including RAMCA representatives, have been meeting over the past few months in an effort to improve the current law as it relates to how various parties must, or should, react when a possible abandoned line is discovered during excavation. Previous meetings seemed to produce a consensus but at the last minute numerous utility representatives backed out of the deal. At the strong urging of the State Corporation Commission, another meeting has been scheduled in an effort to resolve this ongoing issue. RAMCA will be a major player in those discussions and will keep members posted regarding the final outcome.



## ANNUAL MEETING HEARS REPORTS, ELECTS NEW BOARD OF DIRECTORS

The Annual Meeting of RAMCA was held on November 17th at the Short Pump Hilton. Members heard reports from all of the association's standing committees, as well as comments from RAMCA President Johnny Glazebrook (Branscome Richmond) and the Executive Director. Planned activities for 2012 were introduced and the financial status of the association was discussed. Members concluded the meeting by voting on the slate for the 2012 RAMCA Board of Directors and recognizing outgoing RAMCA Treasurer Mike Todd (Keiter) for his many years of service to the association. A copy of the newly-elected Board for 2012 is on page 5. Congratulations to the new RAMCA Board. Members are encouraged to contact any of these individuals or the RAMCA staff should you have an issue that you believe needs to be brought to the attention of the RAMCA Board of Directors.



*Members listen to Buddy Hummel  
(Henkels & McCoy) at the Annual  
Meeting on January 17th, 2011.*

## RAMCA 2012 BOARD OF DIRECTORS

### Officers

### Term Expires

<b>President</b>	<b>Johnny Glazebrook</b> Branscome—Richmond 2150 Ashland Rd, Rockville, VA 23146	<b>12/31/2013</b>
<b>Vice President</b>	<b>Buddy Hummel</b> Henkels & McCoy, Inc. 3249 Coastal Blvd., Richmond, VA 23224	<b>12/31/2013</b>
<b>Secretary / Treasurer</b>	<b>Mason Ayers</b> J.E. Liesfeld Contractor, Inc. 1851 Bennington Road, Rockville, VA 23146	<b>12/31/2013</b>
<b>Immediate Past President</b>	<b>James H. Martin, Jr.</b> J. H. Martin & Sons Contractors P.O. Box 34745, Richmond, VA 23234	<b>12/31/2013</b>

### Directors

#### **Contractors**

<b>David Cosby</b> Sovereign Paving, Inc. P.O. Box 34389, Richmond, VA 23234	<b>12/31/2012</b>
<b>Monty Gatewood</b> Lee Hy Paving Corp. P.O. Box 5036, Glen Allen, VA 23058	<b>12/31/2012</b>
<b>Richard E. Smith</b> R.J. Smith Construction 1711 Reymet Rd, Richmond, VA 23237	<b>12/31/2014</b>

<b>David Houser</b> Blakemore Construction P.O. Box 27404, Richmond, VA 23262	<b>12/31/2014</b>
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#### **Associates**

<b>Steve Rhyne</b> MSC Waterworks 5500 Jefferson Davis Hwy, Richmond, VA 23234	<b>12/31/2012</b>
<b>Bill Chenault</b> Luck Stone Corporation P.O. Box 29682, Richmond, VA 23242	<b>12/31/2013</b>

#### **At-Large Directors**

<b>Lee White</b> Draper Aden Associates 8090 Villa Park Drive, Richmond, VA 23228	<b>12/31/2013</b>
<b>Dave Moore</b> Slurry Pavers, Inc. 1277 Mountain Road, Glen Allen, VA 23060	<b>12/31/2012</b>

## TRANSPORTATION FUNDING ISSUES AND FACTS OF IMPORTANCE

Virginia maintains the third largest highway system in the country; however maintenance needs are far greater than the current maintenance allocation. About two-thirds of transportation funding in Virginia comes from the gas tax, which has been set at 17.5 cents per gallon since 1986. The General Assembly has regularly beaten back efforts to raise the levy. Between inflation and improved vehicle mileage, in real dollars, Virginians pay less than half of what they did 25 years ago!

Last year the VUHCC lobbied the General Assembly hard and successfully in support of the governor's legislative efforts to increase funding allocations (of \$3.2 billion) to transportation infrastructure. This action is certainly a step in the right direction. However, these new funds were largely debt-based, and are only a short-term fix to a much larger problem. It does not provide for long-term, sustainable revenues for transportation. Virginia needs a minimum of one billion new and sustainable dollars annually to address its transportation needs.

Virginia will run out of state money to build new roads in about five years, state Transportation Secretary Sean T. Connaughton (pictured on page 7) said on October 5th. "By 2017, we will have no money left in construction." By law, road maintenance is the first priority for funding in Virginia, but the recession has beaten down funding for the state's overburdened and aging transportation system by billions of dollars. Because of revenue shortfalls, money initially intended for new highway construction has to be used to cover critical road maintenance needs. For the fiscal year that began July 1, the estimated transfer or "crossover" of funds from construction to maintenance was \$447.8 million. In the prior fiscal year, the transfer was \$511 million. The Virginia Department of Transportation plans to spend \$2.2 billion on highway construction in the current fiscal year and \$1.8 billion on road maintenance. The agency's budget for the current fiscal year is \$4.76 billion. That includes nearly \$1.3 billion in borrowed money. "If we solve the maintenance problem, we have four or five hundred million dollars a year for construction," Connaughton said. To stop the drain from the new construction fund, Connaughton said the administration of Gov. Bob McDonnell is considering seeking additional revenue sources dedicated to maintenance, cutting costs, increasing efficiency through changes in policies and procedures, and shifting responsibility for local roads to the state's counties. Additional funds can't come soon enough for northern Virginia where a research group at Texas A&M University recently reported that the Washington, D.C. region ranks No. 1 in the country as having the worst traffic congestion.

Virginia's cities and Henrico and Arlington counties already handle their own road work with state financial support. Nearly 80 percent of Virginia's 69,000-mile highway network consists of secondary roads. Despite this, the construction and maintenance budgets continue to decline, while the network's condition deteriorates and the cost to restore it is on the rise. Virginia is one of only four states that are responsible for the maintenance of its secondary roads, and yet the Virginia Department of Transportation (VDOT) is required to continue to accept new roads into the secondary system. This adds to the Commonwealth's responsibility to maintain and operate it. *(cont'd pg 7)*

## TRANSPORTATION FUNDING ISSUES AND FACTS OF IMPORTANCE

*Cont'd from page 6*

This summer Secretary Connaughton announced the publication of a new study titled *Policy Options for Secondary Road Construction and Management in the Commonwealth of Virginia*. The study, authored by Dr. Jonathan L. Gifford, a professor



at the George Mason University School of Public Policy, discusses Virginia's secondary roads policy, issues facing secondary roads in Virginia and possible solutions for the Commonwealth's secondary roads. The study examines options to adequately address current and future secondary road system needs, and identifies 10 findings related to the secondary roads program -

- **The secondary road system as currently configured is not an appropriate administrative apparatus for maintenance and operations of the roads it contains;**
- **The condition of the secondary system is deteriorating;**
- **In recent years the VDOT secondary construction program has provided minimal funding support for constructing new roads in the secondary system;**
- **The current budget allocation process for maintenance funds gives relatively low priority to the secondary system;**
- **The current "devolution mechanisms" for construction and maintenance are not attracting county participation;**
- **County officials generally agree that state payments will not cover all the costs of a local road program for maintaining secondary roads;**
- **Many counties have limited capacity to assume secondary maintenance responsibilities;**
- **Local control over local roads and streets affords significant opportunity to integrate decision making over transportation and land use and improve development outcomes;**
- **Local option transportation taxes have been used throughout the U.S. to generate revenue for local road construction and maintenance programs; and**
- **Current secondary road acceptance procedures have and may continue to add roads to the secondary system in ways that exacerbate the maintenance budget shortfall.**

## TRANSPORATATION FUNDING ISSUES AND FACTS OF IMPORTANCE

*Cont'd from page 7*

Amidst all this data crying out for more funding, the Governor recently announced his transportation funding plans for the 2012 session which include:



- **Increasing transportation's share of year-end surpluses to 75 percent. This measure will provide transportation with additional revenues without jeopardizing other key areas of need. Over the past 2 years, \$100 million in surplus has been sent to transportation;**
- **Authorizing the Commonwealth Transportation Board to implement a version of tax-increment financing. When the state funds a major new piece of transportation infrastructure, transportation should receive a portion of the growth in state tax revenues that result from economic development surrounding the project. These revenues will be reinvested in additional projects that can help spur additional development;**
- **Increasing the dedicated transportation allocation of the sales tax from .5 percent to .75 percent over the next 8 years. During the upcoming budget, increasing the dedicated sales tax percentage to .55 percent generating over \$110 million in new transportation funding going to maintenance;**
- **Proposing that the first 1 percent in revenue growth over 5 percent each year be dedicated to transportation;**
- **Expanding VDOT's Revenue Sharing Program to include maintenance. Currently, the state will match local money dollar-for-dollar on capital improvements within a locality; Enabling maintenance projects to be eligible for this program will help make our maintenance dollars go farther;**
- **Legislation to restructure and fund the Virginia Commercial Space Flight Authority and turn it into a true independent agency to develop the Mid-Atlantic Regional Spaceport into the number one commercial space flight facility in the nation.**

There are clearly lots of facts to consider. But there can be no dispute that Virginia's transportation funding sources remain inadequate and with each passing year, the need to resolve this problem becomes more apparent and more critical to the well being of the state.

**RAMCA Officers**

*President*

Johnny Glazebrook  
Branscome Richmond

*Vice President*

Buddy Hummel  
Henkels & McCoy

*Secretary/Treasurer*

Mason Ayers  
J.E. Liesfeld Contractor

*Immediate Past President*

James H. Martin, Jr.  
J.H. Martin & Sons  
Contractors, Inc.

**RAMCA Directors**

*Contractors*

Dave Cosby  
Sovereign Paving

Monty Gatewood  
Lee-Hy Paving

Richard E. Smith  
RJ Smith Construction

David Houser  
Blakemore Construction

*Associates*

Steve Rhyne  
MSC Waterworks

Billy Chenault  
Luck Stone Corporation

**At Large Directors**

Lee White  
Draper Aden Associates

Dave Moore  
Slurry Pavers, Inc.

**Staff**

*Executive Director*

Mark I. Singer

*Office Manager*

Tina Pollard

**NEW REPORT INDICATES THAT RICHMOND IS LOSING CONSTRUCTION JOBS**

Richmond is shedding construction jobs, according to a recent report by the Associated General Contractors of America .The Richmond metro area lost 1,300 construction jobs between October 2010 and October 2011, the report said. That is a decline of 4 percent, leaving the number of people employed in the industry locally at 33,100. The figure also includes jobs in the mining and lumber industry.

That puts Richmond in 254th place among 337 metro areas. The latest report is a reversal from the previous year’s trend, which reported a 4 percent increase in construction jobs for the area. Statewide, 900 construction jobs disappeared over the past year for a 1 percent drop from 2010. Virginia Beach/ Norfolk lost 1,800 construction jobs, while Northern Virginia gained 2,100. Nationwide, construction employment declined in 146 metro areas and remained unchanged in 51.

One reason for the decline is a lack of new infrastructure spending by the federal government, according to AGC economist Ken Simonson. “Declining federal investments in infrastructure projects, including highway and transit work, are making matters worse for construction employment in many communities,” Ken Simonson, the association’s chief economist, said in a statement. “If it wasn’t for a slight increase in private sector demand, construction employment would be down in even more communities.”



**ANNUAL REMINDER  
Virginia and Federal Labor Law Notices**

Each year RAMCA tries to remind our members of the state and federal requirements regarding labor law notices that must be posted in a prominent location in your place of business where your workers will see this information. Please be sure you have this information displayed as required and that the information is the current version of the required posters. For more info contact the RAMCA Office.

## NEW HANOVER WATER/SANITARY SEWER STANDARDS IN EFFECT

Please be advised that the new 2011 Hanover County DPU Water and Sanitary Sewer Standards are now available on the County's Web Site for reference and printing. All new plan submissions should use the 2011 Standards as their design basis. The 2004 Standards will still apply to projects active in the review process. Projects that have been dormant for more than 2 years should utilize the 2011 Standards for their resubmission.

You are encouraged to take the time to review the entire document as there were quite a few minor clerical changes made. The Index of Substantial and Noteworthy Text and Detail Changes may be used to assist you when reviewing updates that may affect your projects. It can be accessed here:

[http://www.co.hanover.va.us/utilities/2011\\_Standards/Index\\_of\\_Substantial\\_and\\_Noteworthy\\_Text\\_and\\_Detail\\_Changes\\_06-30-2011.pdf](http://www.co.hanover.va.us/utilities/2011_Standards/Index_of_Substantial_and_Noteworthy_Text_and_Detail_Changes_06-30-2011.pdf)

You may access the web page where the 2011 W & S Standards are located at:

[http://www.co.hanover.va.us/utilities/standards\\_2011.htm](http://www.co.hanover.va.us/utilities/standards_2011.htm)

Also, several forms have been updated in the 2011 W&S Standards. The majority of these are fillable in PDF and/or Word format and are also available on the Web Site at:

<http://www.co.hanover.va.us/utilities/forms2.htm>

The 2004 Standards will remain on the Web Site for a while as a reference for those active plans in the review process.

The following details should be included on all "new" plan submissions:

DES-2 and DES-3 (new general notes)

Where applicable, the following details should be included on plans dependent on your proposed improvements:

MET-6, MET-7, MET-11B, MET-11C, MET-12 (Details pertaining to 1.5" and 2" meters)

SEW-12 (Sanitary Sewer Cleanout, traffic rated)

WAT-3 (Flushing Hydrant; for 4" or 6" Waterlines)

WAT-4 (Typical 4" and Larger Blow-off; for waterlines 8" and greater)

WAT-6 (Lowering Water Main or New Installation)

WAT-13 (Double Check valve Assembly for Isolating New Mains During Testing)

Also, you may also be requested to include other details in the plan set on a case-by-case basis depending on the improvements proposed/required. An example would be the MET-8 and MET-10 Details for 3" & 4" or MAN-10 and MAN-16 Details for drop stack manholes as these items are not installed on a routine basis.

Feel free to contact Mike Nannery with the Hanover DPU if you have any questions. He can be reached at: 804-365-6021.