



RAMCA NEWSLETTER

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VDOT PLANNING PAVING CONTRACTS IN RICHMOND

The Virginia Commonwealth Transportation Board (CTB) approved seven contracts with a total value of \$67.7 million for Richmond District construction and maintenance recently, including \$18.5 million to resurface select primary routes in Henrico and four other counties. That work will take place between now and December.

A \$3.3-million project for concrete patching on approximately seven miles of I-295 in Henrico (just north of the Varina-Enon bridge) will continue through October and involve several weekday single-lane closures and weeknight double-lane closures.

Additional projects planned this spring in the county include new pavement on Brook Road, New Market Road, Charles City Road and Pouncey Tract Road, as well as new pavement on a number of secondary routes.

In total, VDOT will spend \$84 million to pave and resurface more than 1,870 lane miles of roads in the 14-county Richmond District.



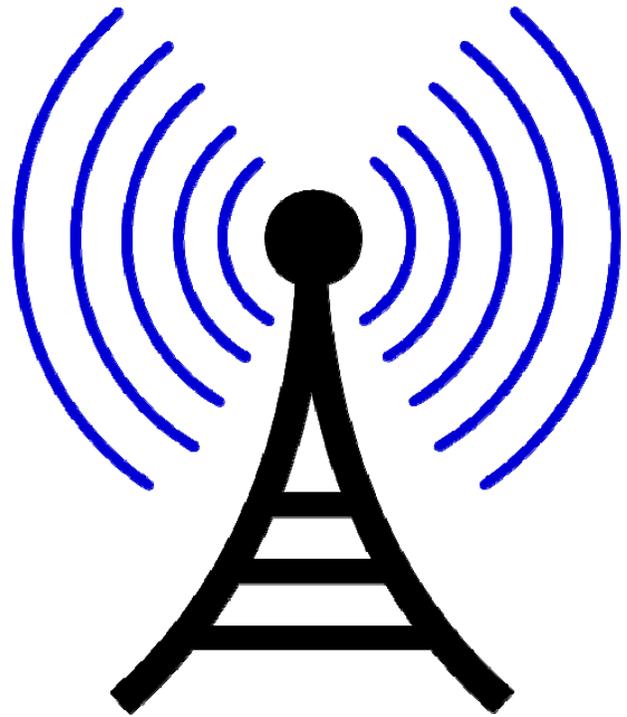
RAMCA HOSTS LEGISLATOR'S NIGHT AND INSTALLS NEW OFFICERS

RAMCA members and area legislators got together on May 1st on the grounds of the beautiful Virginia War Memorial to exchange thoughts about public policy issues, and to simply get to know each other better. In addition, RAMCA formally introduced the current members of the RAMCA Board of Directors and recognized outgoing board members for their leadership and commitment to the association. RAMCA would like to thank the many state elected officials and guests from agencies like the State Corporation Commission for attending and helping to make this RAMCA event such a success.



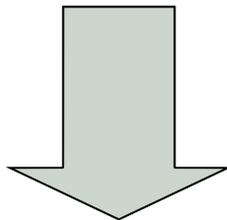
FCC Kills Wireless Network

A number of RAMCA members have contacted the RAMCA office over the last few months expressing concern about Virginia-based LightSquared Inc.'s permit request to build a new high speed wireless network after it became clear that doing so might interfere with GPS devices used by many of our members. Lobbying efforts sometimes do work and in this instance the industry was heard loud and clear, and the Federal Communications Commission denied the permit.



In addition, LightSquared, Inc. has declared bankruptcy.

DATES TO REMEMBER



June 7th

**George Bickerstaff Memorial Golf Outing
The Federal Club**

Registration packets have been emailed. Get your foursome now!



TRANSPORTATION FUNDING STILL STALLED

Last week the 2012 session of the Virginia General Assembly finally adjourned as legislators agreed on a compromise version of the 2012-2014 state budget. Despite countless hours of testifying and lobbying in support of new, sustainable, and adequate revenue sources to address the state’s transportation funding shortfall, essentially nothing of consequence was achieved.

The two proposals that would have generated the most meaningful, although still grossly insufficient, revenue streams were the governor’s proposal to allocate a small portion of the state sales tax (over eight years) to VDOT, and the bill introduced by the chairman of the House Appropriations Committee to index the gas tax. Both proposals died without much of a fight, leaving many business and local government officials wondering what it is going to take to force action by state legislators.

The chart below represents the dollar impact of both the sales tax transfer and the indexing of the gas tax for the next six years. These are conservative projections (dollars in millions) and must be weighed against the fact that current data suggests that just in Virginia’s maintenance program there is at least a \$500 million dollar annual deficit in funding. As you can see, even if both proposals had passed, the total new revenue generated just doesn’t come close to addressing the problem.

	Indexing	Sales Tax	Total New Revenue
13	\$7.10	\$46.50	\$53.10
14	\$10.10	\$48.10	\$58.20
15	\$28.70	\$100.60	\$129.30
16	\$58.40	\$105.40	\$163.80
17	\$90.10	\$165.00	\$255.10
18	\$123.60	\$171.60	\$295.20

Cont’d page 5

TRANSPORTATION FUNDING STILL STALLED

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As the Virginia Assembly tried to reach consensus on whether after a quarter century it might actually be “time” to put serious new money into transportation, consider the following:

- FY 2012 year-to-date transportation revenues are running below FY 2011 levels.
- State gas tax revenues (\$3.7 billion) are nearly 12% less than FY 2007 (\$4.1 billion).
- With the exception of revenue sharing and a few other minor programs all state transportation revenues are consumed by maintenance (and yet 27,000 lane miles of secondary roadways have substandard surfaces).
- Doubling the current gas tax rate (17.5 cents per gallon) to 35 cents per gallon would mean Virginians would pay the same per gallon rate in today’s dollars they did 25 years ago in 1987 dollars.

Local government officials from the state’s major population centers are now trying to organize their own lobbying effort to address this problem, and the RAMCA lobbying team continues to work with them, the governor’s office, and others seeking a viable solution. It continues to be a very uphill battle.

UNDERGROUND DAMAGE PREVENTION CONFERENCE HELD



The State Corporation Commission recently held their annual Underground Damage Prevention Conference in Virginia Beach. The two-day program featured an array educational breakout and general sessions designed to get excavators, utilities, locaters and local governments on the same page when it comes to damage prevention. A small contingent of RAMCA members attended and found the event extremely worthwhile. RAMCA hopes our participation will improve at the 2013 conference, and will advise members of that program as soon as it becomes available.

FINAL LANGUAGE ON ABANDONED LINES APPROVED

After many months of meetings and hours of lengthy and sometimes contentious discussions, all parties and the State Corporation Commission have agreed on language that RAMCA has fought very hard to achieve dealing with what happens when an excavator comes across what appears to be an abandoned line on an excavation. Currently a responsible contractor will contact locators and/or the possible utility involved in an effort to resolve the status of the line. There were, however, no time limits for a response which meant the excavator might wait days or even weeks for a response and the ability to move forward with the project. The new language now in effect is stated below, and provides both clear timelines and defined responsibilities for all stakeholders. If you excavate, please be sure your field personnel are aware of this new language.



20 VAC 5-309-190. Operator's responsibilities for abandoned utility lines.

Upon receipt of an additional notice to the notification center pursuant to § 56-265.24 C of the Code of Virginia, if the operator determines that an abandoned utility line exists, the operator shall provide the status of the utility line to the excavator within 27 hours, excluding Saturdays, Sundays, and legal holidays, from the time the excavator makes the additional notice to the notification center. The excavator and operator may negotiate a mutually agreeable time period in excess of 27 hours for the operator to provide such information to the excavator if site conditions prohibit the operator from making such a determination or extraordinary circumstances exist, as defined in § 56-265.15 of the Code of Virginia. If the site conditions prohibit the operator from making such a determination or extraordinary conditions exist, the operator shall notify directly the person who proposes to excavate or demolish and shall, in addition, notify the person of the date and time when the status of the utility line will be determined. The deferral to determine the status of the utility line shall be no longer than ninety six hours from 7:00 AM on the next working day following the excavator's additional notice to the notification center. The operator shall record and maintain the location information of the abandoned utility line as determined by the operator. Such records need not include abandoned underground electric, telecommunications, cable television, water, and sewer lines connected to a single family dwelling unit.

FEDERAL PRISM PROGRAM COMING TO VIRGINIA

The Virginia Department of Motor Vehicles (DMV) is working toward full implementation of the federal Performance and Registration Information Systems Management (**PRISM**) program, with a target implementation of the registration components of the program in October 2012. In addition to Virginia implementing PRISM, the Federal Motor Carrier Safety Administration (FMCSA) is anticipated to make PRISM changes at the federal level that will impact many Virginia carriers. Effective September 1, 2012 FMCSA is expected to discontinue issuing USDOT numbers for customers they currently classify as “registrants”. Additionally FMCSA is expecting existing customers classified as “registrants” to take action to change their status or to inactivate their USDOT number if they are leased to a motor carrier. FMCSA is planning to send letters to the affected carriers over the summer.

PRISM implementation for Virginia will play out over the course of October 2012 through December 2013. As customers renew their International Registration Plan (IRP) vehicle registrations their accounts will be transitioned into PRISM. Key requirements will be to demonstrate compliance with USDOT number requirements as well as annual filing of an MCS 150 form with FMCSA. IRP customers will be required to report the carrier responsible for the safety of each vehicle being registered. Customers that have not complied with the FMCSA “registrant” conversion described above will be required to do so. All of these requirements must be met before IRP credentials can be issued.

DMV is in communication with RAMCA about developing web based self guided e-learning modules, speaking at association conferences, and holding informational sessions at a few key locations around the state as the deadline for compliance approaches. RAMCA will keep you informed of these training opportunities. If you require more information now, please contact Ms. Rena Hussey at DMV (804.367.0999)

PRISM

Performance and Registration Information Systems Management

CELL PHONES ARE BANNED FOR INTERSTATE COMMERCIAL DRIVERS



The U.S. Department of Transportation (DOT) has made effective a new hand-held cell-phone ban that was announced in late November and published in the Federal Register on December 2, 2011.

The rule — issued jointly by the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) — prohibits interstate commercial motor vehicle (CMV) drivers from using hand-held cell phones while driving. For intrastate drivers, the ban only applies to those hauling hazardous materials for now, but the states are expected to apply the ban to all in-state commercial drivers in coming years.

Under the new rule, CMV drivers will not be able to hold, dial, or reach for a hand-held cell phone, including those with push-to-talk capability. Hands-free phone use is allowed, as is the use of CB radios and two-way radios.

Specifically, the rule prohibits drivers from:

- Using at least one hand to hold a mobile phone to conduct a voice communication;
- Dialing or answering a mobile phone by pressing more than a single button; and
- Reaching for a mobile phone in a manner that requires the driver to maneuver so that he or she is no longer in a seated, belted, driving position.

Drivers will not be able to use hand-held phones while temporarily stopped due to traffic, a traffic control device, or other momentary delays, but they will be able to use them after moving the vehicle to the side of, or off, the highway and stopping in a safe location.

Drivers who violate the new ban will face federal civil penalties of up to \$2,750 for each offense and disqualification for multiple offenses. Companies that allow their drivers to use hand-held cell phones while driving will face a maximum penalty of \$11,000.

In September 2010, the FMCSA issued a regulation banning text messaging while driving a CMV and PHMSA followed with a companion regulation in February 2011, banning texting by intrastate hazardous materials drivers.

TRANSPORTATION FUNDING ISSUES AND FACTS OF IMPORTANCE

Earlier this year RAMCA conducted a CPR/First-Aid training session for members conducted by RAMCA member, Training Consultants of Virginia Inc. A large group of employees of member firms attended and obtained their new or renewed CPR/First-Aid Certification Cards. Special thanks to the folks at Draper Aden Associates for making their training facility available for this important session.



RAMCA Officers

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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.

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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

MEMBERS IN THE NEWS

RAMCA is pleased to welcome a new Contractor Member:



Mr. Glen Wiederholt

RAMCA is also pleased to welcome two new Associate Members:



Mr. Marshall Hubbard



Mr. Jerry Gordon

Please consider these new members' products and services as you plan your future projects.

Curtis Smith Named President of Louis Smith Construction

Congratulations to Curtis Smith who has been named President of Louis Smith Construction. We at RAMCA are confident that Curtis will carry on his father's proud legacy. We wish him and the company all the best in the coming years.



RAMCA GETS CLARIFICATION ON NEW WORK ZONE REQUIREMENTS

Over objections from RAMCA the 2012 Virginia General Assembly passed new highway work zone rules requiring “flashing lights” on road and utility projects executed after July 1st of 2012 where there is a maximum work zone speed limit established. The final version of this new law reads as follows:

46.2-878.1. Maximum speed limits in highway work zones; penalty.

Operation of any motor vehicle in excess of a maximum speed limit established specifically for a highway work zone, when workers are present and when such highway work zone is indicated by appropriately placed signs displaying the maximum speed limit and the penalty for violations, shall be unlawful and constitute a traffic infraction punishable by a fine of not more than \$500.

For the purposes of this section, "highway work zone" means a construction or maintenance area that is located on or beside a highway and marked by appropriate warning signs and, for projects covered by contracts entered into on or after July 1, 2012, with attached flashing lights or other traffic control devices indicating that work is in progress.

Nothing in this section shall preclude the prosecution or conviction for reckless driving of any motor vehicle operator whose operation of any motor vehicle in a highway work zone, apart from speed, demonstrates a reckless disregard for life, limb, or property.

RAMCA was concerned that these new requirements could apply broadly to many small road and utility projects that clearly do not rise to the scope and size of a project requiring flashing lights. Given that fact, RAMCA has explored the matter further with senior VDOT officials who have stated that reduced speed limits for work zones (and thus the flashing lights requirement) only apply on projects as follows:

- Limited access highways with a work duration of 60 days or longer;
- Projects on non-limited access highways with a posted or statutory speed limit of 35 mph or greater that will have a maximum work duration of 120 days or more;
- Projects (both limited and non-limited access highways) where safety will be enhanced based on engineering judgment or the Regional Traffic Engineer.