



HCCA Contractors Work Hard to Protect the Environment

Volume 13, Issue 1
January, 2009

WELCOME

**THE NEWSLETTER OF THE
HEAVY CONSTRUCTION CONTRACTORS ASSOCIATION**

Two HCCA Contractors walked away with the majority of the awards at the annual Fairfax County Department of Public Works and Environmental Services' (DPWES) Land Conservation Awards. The award presentation was held at the Fairfax County Boardroom at the Fairfax County Government Center on Friday, January 23rd.

The Fairfax County Land Conservation awards honor developers, designers, site superintendents and contractors whose projects best demonstrate excellence in erosion and sediment control design and implementation; or a commitment to tree preservation and replacement in Fairfax County.

HCCA member firm William A. Hazel, Inc. won the award in the Large Commercial Project category for their work on the Pender Village Campus Project. In addition, Hazel's work on the Pender Village Campus Project was selected as the best example of soil and erosion control in 2008. HCCA Past-Presidents' David Hazel (COO) and Dave Speed (VP of Engineering) were on hand to receive the award for their firm.

HCCA member firm Total Development Solutions (TDS) won four

awards in the categories of single family residential, large single family residential, linear project, and best protected environmentally sensitive site. TDS managing partner (and HCCA Vice-President) Doug Coleman was on hand to receive the many awards. TDS' four awards in a year were the most a contracting firm has ever received in the thirty year history of the program.

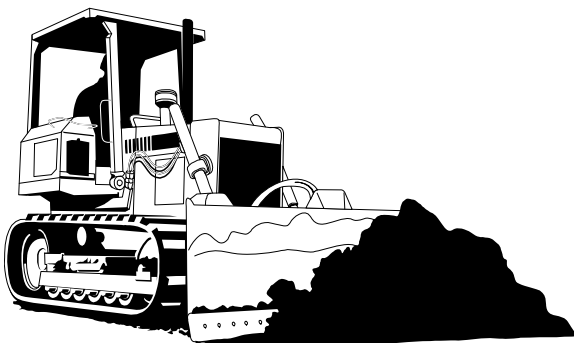


HCCA Executive Director Jim Stepahin thanked the Fairfax County DPWES for their partnership throughout the years in his opening remarks on behalf of the association. He presented a short powerpoint presentation that highlighted many of

the community initiatives that the association has participated in recent years.

The association congratulates both TDS and the Hazel Company on their awards and encourages other contractor member firms to participate in this competition. Interested firms are directed to contact Mr. Pete Schumann at the Fairfax County DPWES. Pete can be reached by phone at (703) 324-1956 or by email at:

peter.schumann@fairfaxcounty.gov



Inside this issue:

HCCA Contractors Work Hard to Protect the Environment	1
HCCA Announces New Officers and Board of Directors	2
Telling The Truth to a Nation of Cockeyed Optimists	3-4
Virginia Announces Anticipated Stimulus Money Estimate	8-9
Association Bulletin Board	11

HCCA Announces New Officers and Board

President



Kurt Rodgers
S.W. Rodgers Co.

Vice-President



Doug Coleman
Total Development
Solutions, Inc.

The Heavy Construction Contractors Association is pleased to announce the new slate of officers and board members who will serve a two year term beginning in 2009 and ending in 2010.

The new officers are:

President—Kurt Rodgers, S.W. Rodgers Company
Vice-President—Doug Coleman, Total Development Solutions, Inc.

Treasurer—Greg Ridge, Ridge Limited Company
Secretary—Dann Nash, Atlantic Contracting and Material Company, Inc.

Treasurer



Greg Ridge
Ridge Limited Co.

Secretary



Dann Nash
Atlantic Contracting

Immediate Past-President



David Hazel
William A. Hazel, Inc.

Past-President



Jim Mitchell
Superior Paving Corp.

Immediate Past-President—David Hazel, William A. Hazel, Inc.

Past-President—Jim Mitchell, Superior Paving Corporation

The HCCA Board of Directors for 2009 and 2010
Returning Members

Blair Keeler—Luck Stone Corporation

Jon Davison—Ricky L. Brown, Inc.

Mike Amos—Shirley Contracting Co., LLC

New Members of the HCCA Board of Directors for 2009 and 2010

Paul Miklich—Vulcan Materials Company

Wayne Feigenbutz—RAM Development Corporation

Michelle Flinspach—H&E Equipment Services

Brad Kline—Ferguson Waterworks

Past-President Jim Mitchell will be leaving the HCCA Board of Directors after serving as either a board member and officer for the past eight years. Jim will be honored for his dedicated service at the HCCA February membership dinner meeting.

The association extends its congratulations to all members of the HCCA Board and thanks them for their commitment to advance the issues of the industry in a very challenging economy.

Telling the Truth to a Nation of Cockeyed Optimists

Editor's Note: The following op-ed was written by Mr. Rod Dreher, editorial columnist for the Dallas Morning News. It appeared in the Fredericksburg Free-Lance Star on Sunday, January 11, 2009. Although not necessarily an industry related article it is nevertheless very thought provoking. My life experience reinforces Mr. Dreher's belief that "great men rarely run with the herd.." I hope that you find this article as interesting as I did. JMS

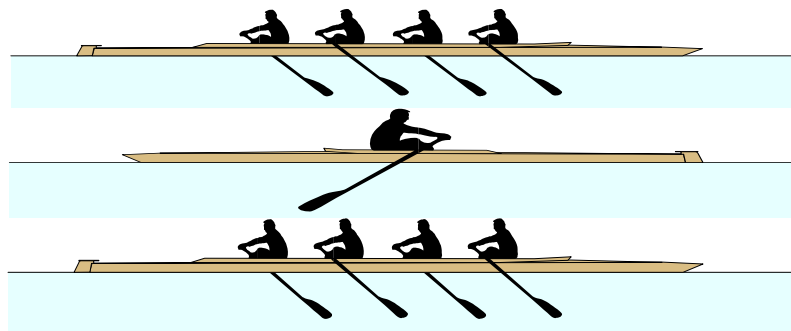
If 2008 taught us anything, it was the danger of listening to people who tell us what we want to hear. Anybody with a lick of sense should have seen that we were living inside a bubble of Panglossian optimism that had little basis in observable fact. But as George Orwell quipped, "To see what is in front of one's nose needs a constant struggle."

Samuel P. Huntington, the eminent Harvard political scientist who died on Christmas Eve, was used to being derided for his ability to see what was in front of our collective nose and to describe it to people who didn't want to hear. In 1957, he rankled the academic establishment with his first book, "The Soldier and the State," which argued that protecting our liberal political and social order required a professional military that held a far less idealistic view of human nature than many of us tender.

His thesis appalled academic elites of the day, who misread it as a defense of militarism. In fact, Huntington—all his life a New Deal Democrat—argued that liberals favor individualism because they take security for granted. Conservatives, including soldiers, understand that security is not in the natural order of things and that protecting our liberal order in a hostile world requires rejecting the standard liberal view of good, evil, and human nature.

"The Soldier and the State," despite its seeming paradoxical, ideologically inconvenient message, went on to become a realist classic—and Huntington's brilliant career was launched.

If you've heard of Sam Huntington at all, it's probably because of his 1996 book, "The Clash of Civilizations and the Remaking of World Order." He was the Cassandra who showed up at the post-Cold War victory party to point out that history hadn't ended at all and that Western liberal democracy hadn't been vindicated as a universal ideal.



In fact, he said, the world was headed into a time of multi-polar conflict in which culture was the dominant factor in international relations.

This was heresy to the globalized

cosmopolitan elites, who had convinced themselves that capitalism and democracy had trumped older loyalties of race, religion, and soil. Huntington struck a particular nerve by drawing attention to what he called "Islam's bloody borders"—the plain fact that Muslims were involved in far more intergroup armed conflicts than members of any other of the contemporary world's nine great civilizations.

Far from the smug racist many critics accused him of being, Huntington was attempting to shake arrogant Americans out of their delusion that the rest of the world's people are like them—or want to be. Believe that nonsense, he said, and you'll blunder into all kinds of trouble. Within a decade, the 9/11 attacks and the Bush administration's catastrophic moral crusade to turn Muslims into good Western liberals would do much to prove Huntington's point.

His final book, "Who Are We? The Challenges to America's Identity" (2004), drew the usual caterwauling from multiculturalist *bien-pensants*. He argued that the essential American identity is rooted in the Anglo-Protestant (continued on page 4)

Telling the Truth to a Nation of Cockeyed Optimists

(continued from page 3)

culture of the founding generations. Immigrants from the world over have been grafted successfully onto this essential culture and its ideals, hence the historical success and dynamism of our nation.

We are at a crossroads now, he contended, because the nation is being overwhelmed by an unprecedented level of Latin American immigration at precisely the moment when its ability to assimilate them to traditional Anglo-Protestant norms (as inculcated in U.S. Catholics, Jews, and other non-Anglo, non-Protestants) is flagging because our elites no longer believe in them.

Protestant norms (as inculcated in U.S. Catholics, Jews, and other non-Anglo, non-Protestants) is flagging because our elites no longer believe in them.

Either we figure out how to revitalize our Anglo-Protestant culture—which is not the same thing as ethnicity—or we could see the fracturing of America along linguistic and cultural lines.

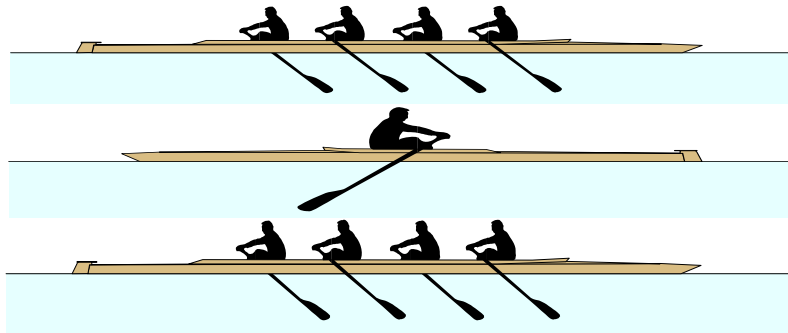
For describing the world as it is, not as elites would like it to be, and for defending liberalism against the mindless orthodoxies of liberals,

Huntington was savaged as a bigot. But he had been there before. History suggests that sooner or later, even his critics will catch up to Sam Huntington.

The professor's cant-piercing insights derived from his tragic vision. He deeply believed in liberal

values and liberal institutions, but he understood as few Americans of his class do how little we can take for granted in this fallen world.

To protect and preserve what is best in our political and social order, we have to see clearly how contingent it all is. Defenders of liberalism had better be conservative about human nature— or else.



Legislative Report

Editor's Note: The following article is a summary of the legislative report that was given to the association by VUHCC legislative representative Mark Singer. It was published on January 25. JMS

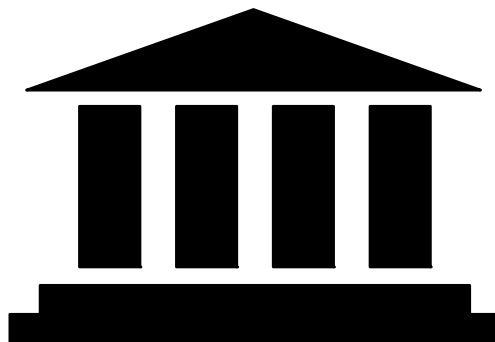
Politics

A political standoff in the House of Delegates continued this week over seating the apparent winner of the special election in the Alexandria-based 46th District. The House of Delegates leadership and majority party have refused to seat Charniele Herring (D-Alexandria) until the results of an official recount, which might be concluded by Monday or Tuesday, January 26 or the 27.

Redistricting

Several of Governor Tim Kaine's initiatives on voting reform and redistricting met with stiff resistance from the House Privileges and Elections Committee. The Committee defeated both a measure to expand absentee ballot voting and a bill that would establish a bi-partisan redistricting commission. Both measures were defeated on a party-line vote, with Republicans

opposing the bills Democrats supporting the Governor's initiatives. The Senate Privileges and Elections Committee endorsed the absentee ballot measure (continued on page 5)



Legislative Report

(continued from Page 4)

(and the Committee is also expected to embrace the redistricting commission bill as well). It appears likely that if either measure finds its way to the House, both will face the same partisan division in the House Committee.

The Budget

One issue that both Republicans and Democrats in the House and Senate appear to agree on is the fact that the administration may have underestimated Virginia's escalating budget deficit by a billion dollars (or more). Legislators are now putting the budget shortfall as high as \$4 billion. The realization that the deficit goes even deeper than initially anticipated means that the General Assembly will be forced to cut deeper into what is considered the core services of government, including public education, health care and public safety.

Transportation

There appears to be little hope that legislators have any appetite for finding additional long-term sustainable revenues for transportation. At the end of the week, a House Finance Committee unanimously defeated HB 1661, which was a measure offered by Delegate Jim Scott (D-Fairfax County) that would have converted the cents per gallon sales tax on gas to a percentage, which could help stop the erosion of the gas tax's value, and perhaps provide a measure of additional funding for transportation. There is still a similar gas tax conversion bill (HB 1846) that has been offered by Delegate Scott Lingamfelter (R-Prince William County). Delegate Lingamfelter offered a similar conversion bill during the special transportation session last year. While members of the House Republican leadership have said that any gas tax related legislation would most likely not survive, Delegate Lingamfelter has told us that he would continue to refine the bill in hopes of gaining some support within the anti-tax House Finance Committee.

Overweight Truck Fees and Permits

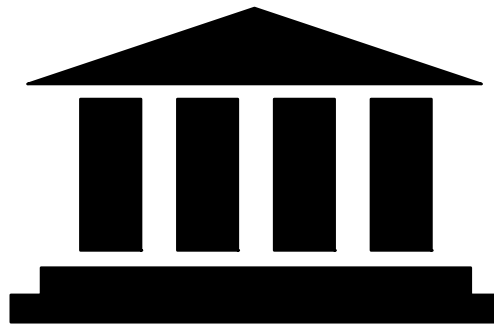
Senator Miller's SB 1048 is the Administration's bill that places large increases on overweight truck permits and certain DMV registration fees. SB 1048, as drafted, would have increased the permitting fee on certain vehicles by \$500 or more. In a meeting with Secretary Pierce Homer, He informed a group of industry lobbyists that the bill was not drafted correctly, and the measure should have only increased fees by \$250. He said that Senator Miller would be offering a substitute to reflect that important

change. Secretary Homer understood the concerns we articulated about the difficult financial times, and the questions we raised about the study's methodology (the study does not take into account the amount of revenue trucks generate to support the Commonwealth's infrastructure

through gas taxes and other fees). Secretary Homer said that the fee increases could have been much more significant, given the study's conclusion regarding the damages overweight trucks inflict on the road, but he believes the suggested increases strike an appropriate balance.

Federal Economic Stimulus Package

Industry representatives also asked Secretary Pierce Homer about the federal economic stimulus package, and what the Commonwealth could expect. Secretary Homer said that he anticipated that the total package would end up being worth between \$700 and \$800 billion dollars by the time it is approved on Capitol Hill. The priority for the money would be pavement and bridges. Secretary Homer said that the money should be placed into context with both the need and the significant reductions that have taken place in the Six Year Plan. The entirety of the prospective stimulus package would only cover approximately 25% to 30% of the projects that have been removed from the Six



Legislative Report

(continued from Page 5)

Year Plan. Secretary Homer has not disclosed a list of projects that would be considered for the stimulus package. The administration's protection of the list of eligible projects has upset some legislators who believe they should be kept apprised of the development of such a list. VDOT Commissioner Ekern took some very pointed questions from members of the House Appropriations Committee regarding this issue this past week. Commissioner Ekern told the Committee that highway engineers are planning the Virginia projects and no political considerations will be given. The Commissioner promised return to the Appropriations Committee with a list of projects as soon as he could ascertain what the federal package will actually look like.

Parking Restrictions For Certain Vehicles

The heavy construction industry has continued our discussions with Delegate David Albo (R-Fairfax County) regarding his bill that would restrict parking of construction company trucks in certain residential areas in several Northern Virginia localities. HB 1694 came before the House Transportation Committee this week, but at Delegate Albo's request, in consultation with industry, he has asked the Committee to hold his bill to see if he can offer alternative language that will substantially narrow the focus of his bill to larger weight vehicles and not smaller company trucks. Industry has also had

discussions with Delegate David Marsden (D-Fairfax County) regarding HB 2231, which is even broader than Delegate Albo's bill. Delegate Marsden has acknowledged the problems in his bill, but he has said that the problem in his community is significant, and both he and Delegate Albo are looking for a workable solution. It appears that such a solution will be difficult to fashion, but we will continue to monitor these bills closely.

New Transportation Commission Proposed

Delegate Joe May (R-Loudoun County), has introduced a resolution that would establish a new transportation commission. House Joint Resolution 770 would create the "Commission on Virginia's Transportation Needs". The new commission would be charged with looking at transportation needs in the Commonwealth, including examining alternatives for planning and financing of the state's transportation system. The Commission will be led by former governors Gerald Baliles and George Allen, who have both expressed interest in leading such a panel.

January 23 marked the last day for bill introductions, consequently, most (and we highlight, most) of the bills that will have an impact on our members will be "on the table" at that time.

Motivational Corner: The Special Day

A young recently-married couple were having breakfast. The husband knew that their anniversary was rapidly approaching as well as his wife's birthday. Unfortunately he had just misplaced his blackberry and was in a hurry to get to work, so he didn't have time to check his calendar.

His wife, a very sensitive woman who was very touchy about remembering important dates said to her husband very excitedly:

"I'll bet you don't know what day this is, Do you?"

"Of course I do," he answered, acting completely knowledgeable and somewhat offended. He finished his coffee, gave his new wife a kiss, and left for the office.

At 10:00 a.m., his wife answered the door and a dozen red roses arrived at the house. At 1:00 p.m., she answered the door and a delivery man handed her a two-pound box of chocolate. The designer dress arrived at 3:00.

The husband was sure that he had sufficiently showered his wife with any and all appropriate gifts to cover both her birthday or their anniversary.

When her husband came home, the woman ran to meet him and threw her arms around his neck.

"Wow, I know that you do these kind of things for birthdays and anniversary's, but this is the most wonderful Groundhog Day I ever had in my entire life!"

Virginia General Assembly “Eyes” Large Increases in Overweight Permits

Editors Note: A portion of this article was taken from an Associated Press article that was published in the Washington Times Newspaper on Thursday, December 25th. The HCCA and our lobbying organization, the VUHCC, are currently meeting prior to the Virginia General Assembly to monitor progress of this effort and find a way to convince legislators that this is not the time to consider placing an undue burden on an industry that is suffering severe economic hardships. JMS

House Bill 1551 passed the 2008 session of the Virginia General Assembly in spite of industry objections. The legislation called for VDOT and DMV to review the current fee structure for oversize and overweight trucks using Virginia highways to determine “what, if any, additional fees should be associated with damage and additional maintenance costs caused by such vehicles.

The legislation requires that this study be undertaken in consultation with a group of industry stakeholders (language that our industry asked to be included in the bill). The bill required VDOT by December 1st to send legislative recommendations to members of the General Assembly and the Governor for consideration at the 2009 session.

The first meeting of the study group was held in Charlottesville in the summer of 2008. Scientists and researchers from the Virginia Transportation Research Council (the research arm of VDOT located near the University of Virginia) described the methodology they will be using to determine damage caused by heavy trucks.

After research and consideration, the results of the study were presented to the Commonwealth Transportation Board in November. The study concludes that big trucks take a large bite out of

Virginia's highway maintenance budget.

Heavy loads hauled by trucks were, according to the study, responsible for \$211.4 million in damage to state roads last year, while companies paid only \$2.7 million in fees for permits to operate in excess of vehicle weight limits.

Truck-related road damage represents nearly one-fourth of the state's annual highway maintenance bill.

The findings were contained in a study by the Virginia Transportation Research Council at the University of Virginia.

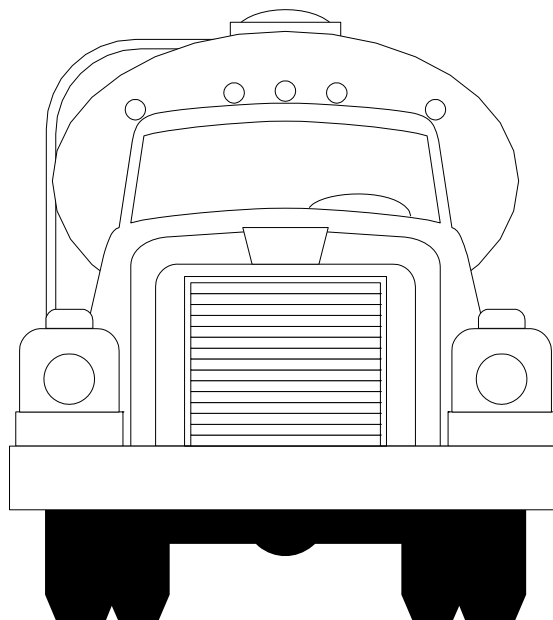
The Virginia Department of Transportation has proposed charging overweight trucks \$100 for a single-trip permit and \$250 for a yearlong, multi-trip permit. Raising the fee will require changing state law.

Dale Bennett, executive president of the Virginia Trucking Association, said now is not the time to be raising

taxes as companies struggle "to keep the doors open and keep people employed." The study "is based on a lot of assumptions," he said.

A heavily loaded tractor-trailer produces 8,000 to 9,000 times as much damage to highways and bridges as a passenger car, according to Gary Allen, VDOT's research chief. "Weight matters," he said.

Vehicles traveling on Virginia highways are limited to 20,000 pounds on a single axle or 34,000 pounds on a tandem axle; a truck's total weight can't be more than 80,000 pounds. But vehicle owners can buy overload permits from the state to run up to (continued on page 8)



General Assembly Assembly “Eyes” Large Increases in Overweight Permits

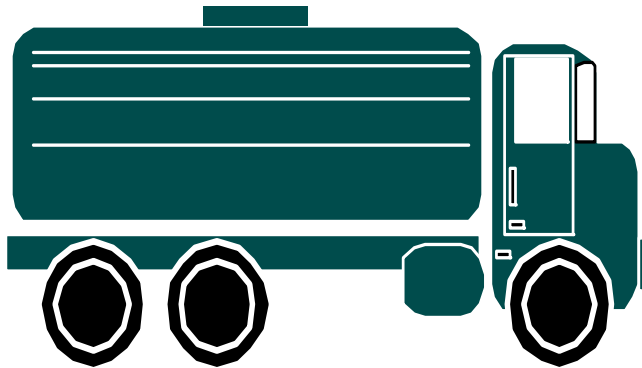
(continued from page 7)

5 percent over the normal weight limit. During fiscal 2008, the state issued more than 93,000 overweight load permits.

Wear and tear on Virginia's bridges last year was traced primarily to the 30,000 permitted vehicles that weighed more than the loads for which bridges are designed, Mr. Allen said.

VDOT estimates that a tractor-trailer weighing 116,000 pounds traveling the 325 miles of Interstate 81 in Virginia and crossing its 58 bridges should pay \$142.67 for the single trip, he said. In another example, Mr. Allen said a 100,000 pound tractor-trailer traveling 50,000 miles in a year should pay \$2,403 for an annual "blanket" permit.

The legislature has exempted certain commercial vehicles from overweight permit fees entirely. With



some conditions, coal-hauling trucks get permits without charge, as do trucks hauling gravel, sand, crushed stone and liquids produced by gas and oil wells.

Trucks hauling sealed, seagoing cargo containers bound to or from a seaport get free permits. Last year, 1.2 million containers moved through the marine terminals in Hampton Roads, according to Joe Harris with the Virginia Port Authority.

Last year, the Department of Motor Vehicles issued more than 11,000 free permits.

Your association will be working hard throughout the session to monitor this bill. It is the opinion of our industry that the effort to increase overweight truck fees and permits is a bad idea in a very bad economic time.

Virginia Outlines Anticipated Share of Stimulus Bill

Editor's Note: The following article was taken from an internet story on the Media General "Inside NoVA" Website. It was written by Mr. Tyler Whitley, Staff Writer for the Richmond Times-Dispatch Newspaper. JMS

Virginia's cash-strapped transportation program expects to get \$700 million to \$800 million from the federal government's economic-stimulus package, the state transportation commissioner told lawmakers yesterday.

David S. Ekern told the House Appropriations Committee that Virginia would use the money for repairing or replacing bridges — there are 1,739 structurally deficient bridges in Virginia — or for

maintenance of existing highways but not for new projects.

But, under sometimes angry prodding from the committee members, Ekern refused to say what projects are being considered. He said he wants to get a clearer picture of what kind of economic-stimulus bill Congress will pass before getting into specifics.

Ekern said the economic-stimulus bill being considered in the House of Representatives includes \$30 billion for highway construction. Virginia's share is expected to be \$700 million to \$800 million, he said. The U.S. Senate has not weighed in on (continued on page 9)

Virginia Outlines Anticipated Share of Stimulus Bill

(Continued from page 8)

the stimulus package.

Ekern said highway engineers are planning the Virginia projects and no political considerations will be given.

In answer to a question from Del. Mamy E. BaCote, D-Newport News, Ekern said the structurally deficient bridges are in no danger of falling down. VDOT inspects every bridge at least once every two years, he said. The state has 20,879 bridges, he added.

Under the House plan, at least 50 percent of a state's funding must be under contract within 120 days, or the state will lose funding to other states. All the funding must be obligated by Aug. 1, 2010, Ekern added.

If the state must obligate half the money within 120 days, it must know some of the projects that it proposes to build, said legislators, who appeared anxious to secure funding for their areas.

Under more prodding, Ekern promised to come back to the committee with a list of projects as soon as he knows the final shape of the federal package, several legislators said.

Facing a \$3.2 billion budget deficit and cuts in a number of state programs, the budget-writers also heard pleas from college presidents to spare them some of Gov. Timothy M. Kaine's proposed cuts. All said they would have to raise tuition next year because of the third round of budget cuts in the past six years. If tuition is not raised, the quality of Virginia's institutions will suffer, Charles W. Steger, president of Virginia Tech, told the committee. Faculty members will leave and research funding will dwindle, he said.

Eddie Moore Jr., president of Virginia State University, said that without tuition increases the school would fall back into the same status it had when he became president 16 years ago. At that time, he said, VSU's books were kept so badly that they could not be audited.

Kaine has proposed cutting funding for higher education by \$296 million, about 5 percent to 7 percent in fiscal 2009 and 15 percent in fiscal 2010, beginning July 1.

All the college presidents said it was too early to say how much tuition will be raised for the 2009-10 school year.

Kasimer & Annino Celebrate 25th Anniversary

Editor's Note: The following news release was forwarded onto the HCCA from HCCA member firm Kasimer & Annino. The association congratulates Joe and Steve and the entire firm for their service to the heavy construction industry. JMS

Kasimer & Annino, P.C. is pleased to announce that February 1, 2009 marks the firm's 25th anniversary. We want to take this opportunity to thank all of you who have trusted us to represent your interests over these many years, and to tell you of some exciting developments in our firm over the last few months.

Gina Schaecher has been named a principal with the firm, and Michael Crowley and Scott Hofer have joined our firm as associates. In addition to adding new members to our firm, we have also opened a second office in Loudoun County, Virginia. These changes will help us better serve our clients and face the challenges to the practice in the years to come.

Gina Schaecher joined Kasimer & Annino, P.C. in November of 2003. Ms. Schaecher has represented owners, contractors, developers and design professionals in matters before state and federal courts in the (continued on page 10)

Kasimer & Annino Celebrate 25th Anniversary

(continued from page 9)

District of Columbia Metropolitan area, the Mid-Atlantic Region as well as the Mid-West. Her practice focuses on commercial and construction litigation. She is a graduate of the University of Nebraska College of Law and a former law clerk for the Nebraska Supreme Court. Ms. Schaecher is admitted to practice in Virginia, the District of Columbia, Nebraska and the U.S. Court of Federal Claims.

Michael Crowley joined Kasimer & Annino, P.C. in December of 2008. Mr. Crowley is a graduate of the University of Baltimore School of Law. Prior to attending law school, Mr. Crowley owned and operated a construction business in Durango, Colorado. From this experience, Mr. Crowley brings a valuable perspective to the practice of construction law at the firm. Mr. Crowley is admitted to practice in the State of Maryland.

Scott Hofer joined Kasimer & Annino, P.C. in January

of 2009. Mr. Hofer has represented contractors, owners and sureties in a variety of matters before state and federal courts in both the District of Columbia Metropolitan Area and the Philadelphia Tri-State Region.

Mr. Hofer is a graduate of George Washington University Law School, and a former intern for the Army Judge Advocate General Procurement Fraud Division. Mr. Hofer is admitted to practice in Virginia, Maryland, the District of Columbia, Pennsylvania, New Jersey, and the U.S. Court of Federal Claims.

Our new Loudoun County office is located at 39959 Catoctin Ridge Street, Paeonian Springs, Virginia 20129, and our telephone number is (540) 882-4747. The Leesburg Office will allow us to better serve our existing clients and help increase the presence of our practice in Loudoun County. We welcome you to visit us at either location.

McDonough Bolyard Peck and FAI Construction Consultants Announce Acquisition

January 7, 2009 -McDonough Bolyard Peck, Inc. (MBP) has announced the completion of MBP's acquisition of New York-based firm, FAI Construction Consultants (FAI). This acquisition will further enhance MBP's presence in the New York and Northeast construction market. "This acquisition brings together two firms who have a closely matched sense of values, integrity and hard work", states firm President and Chief Operating Officer Blake V. Peck, PE, CCM.

"We are very excited to have direct access to an even larger wealth of resources and experience within MBP in order to complement our New York operations", states FAI's former President/MBP Branch Manager, George Fink, Jr., PE.

MBP has begun a seamless integration of FAI employees, expertise and intellectual property to ensure a smooth transition which, in turn, will deliver increased value for the firm's clients.

Fink will manage the branch's operations and growth and can be reached at:

FAI Construction Consultants, a McDonough Bolyard Peck, Inc. company

2 Rector Street, Suite 1102

New York, NY 10006

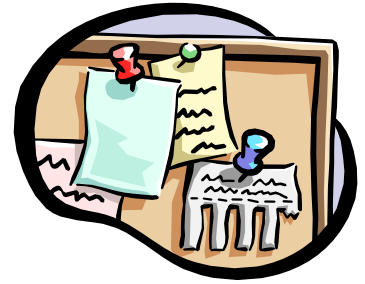
Tel: 646-839-4551

Email: gfink@mbpce.com or

gfink@faiconsulting.com

McDonough Bolyard Peck, Inc. is a multi-disciplined construction consulting firm experienced in assisting clients in managing the construction process from initial budget, through design and construction, to successful project closeout. Established in 1989, MBP is a nationally recognized Top 100 construction management firm and Top 40 program management firm with offices in North Carolina, Georgia, Virginia, Pennsylvania, New York and Maryland..

Association Bulletin Board



New Members

Branscome Paving Co.

7812 Bethlehem Road
Manassas, Virginia 20109
Phone: (703)-335-1000
FAX: (703) 335-1657
Primay Member:
David Branscome
Email: bpaving78@aol.com
Alternate Member:
David Harrah
Email: branscome.paving@verizon.net
Description of Business:
Heavy highway asphalt paving

Insight, LLC

4280-F Henninger Ct.
Chantilly, VA 20151
Phone: (703) 378-9008
FAX: (703) 378-9033
Primary Member:
Dennis Showalter
Email:
Dshowalter
@planwithinsight.com
Alternate Member:
Anthony Riviello
Email:
ariviello@planwithinsight.com
Description of Business:
Insight, LLC is a local small business that locates utilities and performs vacuum excavation to safely locate utilities

HCCA Member firm **Iron Planet** announce that they have a new representative for the Virginia area. Members can contact Mr. John Brown at the following:

11103 Pond Fountain Court
New Market, MD 21774
Cell Phone: (240) 315-8121
Fax (301) 865-6910
E-mail: jbrown@ironplanet.com

Mr. Ron McClain is the alternate member for the firm. Please contact John Brown for Ron's contact information.

All HCCA member should have been already contacted about updating their member information for the upcoming release of the **2009 HCCA Membership Directory**. If you have not yet been contacted or if you have not yet responded to the request for updated information you need to do so immediately. The anticipated release of the directory is late February. So please contact the HCCA office ASAP and update your firm's information.

The **HCCA January dinner meeting** was cancelled due to the sleet, freezing rain, and snow on Tuesday, January 27th. The next dinner meeting is scheduled for **Tuesday, February 17th**. The association is in the process of making arrangements to have our January special guest

speaker, nationally known transportation consultant **Alan Pisarski**, come in February and give his presentation that was planned for January. We will contact you to confirm the program for February as soon as we finalize plans with Mr. Pisarski. Stay tuned.

All HCCA member firms are reminded that the flyers for the **HCCA Safety Awards** and the **Sidney R. Johnston Memorial Scholarships** have been mailed to the membership. The 2009 HCCA Safety Awards recognize member firms who have distinguished themselves by making an extra effort to maintain an excellent safety record in 2008. The association honors both member firms as well as those superintendents, foremen, operators, or laborers who have been designated by member firms for their efforts to promote and practice safety on the job. The Sidney R. Johnston Memorial Scholarship Trust awards two \$8,000.00 Scholarships to deserving high school seniors who are seeking a college education after high school graduation. Deadlines for the safe employee nominations are Monday, February 23rd. Applications for the HCCA Company safety awards are Wednesday, February 25th. The Deadline for the Johnston Trust Applications is Monday, March 23rd. Additional flyers can be downloaded from the HCCA Website at www.hcca.net.

Calendar of Events (Dates, Locations, & Times Subject To Change)

February

February 17th

HCCA Dinner Meeting
Evergreen Country Club
Haymarket, Virginia

February 25th

Fredericksburg Chapter
Dinner Meeting
Location: TBA

March

Tuesday, March 24th
HCCA Dinner Meeting
Evergreen Country Club
Haymarket, Virginia

April

April 21st - 23rd
Damage Prevention Conference-
Virginia Beach Hilton Hotel

Tuesday, April 28th
HCCA Dinner Meeting
Evergreen Country Club
Haymarket, Virginia

Saturday, April 25th
HCCA "Broken Pigeon Clay Shoot
Shady Grove Shooting Facility
Remington, Virginia

May

May 8th
HCCA Spring "Ditch Diggers Open
Golf Tournament
Shenandoah Valley Golf Club
Front Royal, Virginia

Tuesday, May 19th
HCCA Dinner Meeting
Evergreen Country Club
Haymarket, Virginia

Date and Location TBD
HCCA Fredericksburg Quarterly
Dinner Meeting
Fredericksburg, Virginia



**10756-B Ambassador Drive,
Suite 201,
Manassas, Virginia 20109
Telephone: (703) 392-7410
Fax:: (703) 392-7249**