



*We Dig Virginia!*

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**W E D I G**

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

# State of Prince William County

On Thursday, February 10, 2011 representatives of the HCCA attended an event hosted by the Prince William Chamber of Commerce called the "State of Prince William County." The panel of speakers included Corey Stewart, Chairman of the PWC Board of Supervisors, Frank Jones, Mayor of Manassas Park, Andy Harrover, Vice-Mayor of Manassas, and Dr. Sam Hill, Provost NVCC. The panel was moderated by Bruce Potter, Publisher News & Messenger newspaper. Each of the panelists spoke briefly about the state of their respective jurisdictions (PW County, Manassas City and Manassas Park) while Dr. Hill provided an overarching perspective of workforce development demands and supply for the entire area.

Chairman Stewart indicated that the county was number one in job growth in a recent survey of all US counties. He said that the county's recent AAA Bond Rating was also proof of investors' inclination to spend their funds on PW initiatives and business climate. Overall he felt that the county represented a "fertile field" for business growth now and into the future.

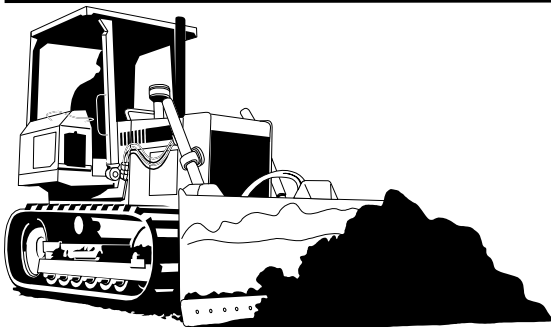
Mayor Jones, speaking on behalf of Manassas Park, felt that at this juncture it is vital for MP to find ways to "remain relevant" by not only providing "essential services" to businesses (and potential businesses) but to ensure that some level of planning was included. The Mayor stated that Manassas Park, unlike other areas in the County, had very little real estate with which to expand and entice businesses to relocate here.

He stressed that as far as The Park is concerned, the term "development" should actually be "re-development." Manassas Park's tax base is currently 85% residential and 15% commercial, so development/redevelopment cannot be "carried on the backs of residents alone" but must be a combined effort between the citizens and business interest along with "seed" funds wherever they can be obtained.

Vice Mayor Harrover, addressing the state of the City of Manassas echoed some of the same concerns as Manassas Park in terms of physical areas for growth. The actual "downtown" area of Manassas has little or no available space, so growth will need to continue along the southern boundary of the city. He stressed that great care must be taken in choosing new projects since the bell weather for success these days is the degree to which a development project is considered "transit oriented."



City of Manassas is placing a very high reliance on the future of VRE to be able to increase daily service – including morning southbound service – to allow businesses to locate/relocate to Manassas and be able to bring in employees and customers without the necessity of further highway congestion. He also mentioned (as did Chairman Stewart and Mayor Jones) that we are approaching the 150<sup>th</sup> anniversary of the start of the Civil War, and it is anticipated that large numbers of visitors will be coming to the Prince William area to take part in the doings associated with that landmark event



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# Political Junkies Page #1

## WMATA BOD Composition (HB 2000)

**HB 2000** requires that in appointing Virginia members to the Metropolitan Washington Area Transit Authority (WMATA) Board of Directors, the Northern Virginia Transportation Commission (NVTC) shall include the Virginia Secretary of Transportation's designee as a principal to represent Virginia's interest on the WMATA Board.

The bill passed the House 72-27, but the slope could be steeper in the Senate as recent action indicates.

The Washington Metropolitan Area Transit Authority's serious management and operational problems are well-documented in a comprehensive Greater Washington Council of Governments Joint WMATA Governance Task Force report.

A major Task Force recommendation is that Virginia and the other two WMATA Compact signatories (Maryland and the District of Columbia) take a more active role in improving and participating in the WMATA management structure.

The Commonwealth of Virginia currently contributes approximately 54.7% (\$130 million) of Virginia's WMATA share, excluding fare box collections. Governor McDonnell's 2011 transportation program makes another one-time contribution in excess of \$200 million.

State tax dollars deserve representation on the WMATA Board.

## Congestion Prioritization Bill (HB 1998)

**HB 1998** requiring Northern Virginia road and transit projects to be ranked on their ability to reduce congestion, improve mobility and save lives in the event of a Homeland Security emergency, is scheduled to be heard by the Senate Transportation Committee at 2:00 p.m., Thursday, February 17th.

HB 1998 passed the House by a wide margin, but that was then. This is now.

As previously noted, with the nation's worst congestion and as a major terrorism target, Northern Virginia taxpayers have a right to know and the Commonwealth has an obligation to help find the answers as to which projects provide the greatest return on the dollar when it comes to reducing daily congestion and saving lives in the event of an emergency.

Please let Senate Transportation Committee members know how important HB 1998 is to seriously addressing Northern Virginia's transportation needs.

(Note: Do not confuse HB 1998 with HB 1999. HB 1998 deals with objective analysis of regional highway and transit projects. HB 1999 deals with objective, smart investment of regional transportation dollars.)

# Political Junkies Page #2

## Congestion Relief (HB 1999)

After passing the House 85-Y 12-N, HB 1999 was assigned to Senate Transportation which referred it to Senate Finance. The Senate slope could be steeper, but the rationale for HB 1999 remains stronger than ever.

Northern Virginia traffic congestion exceeds L.A.'s. As an integral part of the National Capital Region, Northern Virginia is a prime international terrorist target.

Given these realities, HB 1999 directs new regional transportation funding to congestion relief and homeland security related transportation improvements by requiring that --

- After debt service has been paid,
- After 40% of the remaining money has been distributed to localities,
- After the Metrorail system receives \$50 million/year,
- After the Virginia Railway Express system receives \$25 million/year,
- Any remaining funds that go to the Northern Virginia Transportation Authority should be focused on highway and transit projects determined to significantly reduce congestion on a daily basis and/or maximize mobility and save lives in the event of a homeland security emergency.

Not surprisingly opposition is coming from the same special interests that have opposed the 2002 transportation referendum, the new Woodrow Wilson Bridge, Capital Beltway and most transportation investments that seriously reduce congestion and improve evacuation capabilities.

Other critics suggest the region needs more flexibility to invest *regional* transportation funds elsewhere.

## Arlington County Drops HOT Lanes Lawsuit

The Arlington County Board announced Tuesday that it would drop a controversial HOT lanes lawsuit against state and federal transportation officials and agencies.

"With the announcement last week by [Virginia Transportation] Secretary [Sean T.] Connaughton, it is clear that the county's objectives have been achieved and the lawsuit can be terminated," said Christopher Zimmerman, the board chairman, in a statement.

Connaughton announced a new High Occupancy Toll lane project Thursday that would run along new or current High Occupancy Vehicle lanes from Garrisonville Road in Stafford County to Edsall Road in Fairfax County. The lanes would connect to HOT lanes under construction on I-495 or return to HOV lanes after Edsall Road.

The nearly \$1 billion HOT lanes project will be managed as a public-private partnership with Fluor-Transurban, officials said.

The new project will go through an environmental assessment process, which Arlington officials wanted. Since the proposed project does not include the six miles of HOT lanes in Arlington, their complaints regarding traffic congestion no longer apply. The secretary also said that the Virginia Department of Transportation will include the public and officials in the affected counties throughout the process.

"It is crucial that the impacts of the implementation details of this new I-95 project be carefully evaluated and appropriately mitigated before turning the facility over to a private company for decades," Zimmerman said.



**HCCA**  
**2011**



# **SAFETY DAY AND EQUIPMENT RODEO**

*No Cost to Attendees*

**March 25, 2011 11:00AM – 4:00PM**  
**Prince William County Fairgrounds**  
**10624 Dumfries Road, Manassas, VA 20112 (703) 368-0173**

**Seminars and Lunch 11:00AM – 1:00PM**  
**Equipment Rodeo 1:00PM – 4:00PM**  
**(Competition for Trophies and "Bragging Rights")**

**Indoor Displays**

**Outdoor Displays**

**Sponsors Encouraged...and Very Welcome**

**Separate Package Available for Those Interested in Participating**



# HCCA 2011



## SAFETY DAY AND EQUIPMENT RODEO

March 25, 2011

### Competition Registration Form

The individual listed below will be participating in the competition events as follows:

- Timed Tennis Ball Event with Stationary Excavator
- Timed Egg Roll Event with Scratcher
- Timed Tires-on-Pole Event with Mini-Excavator
- Timed Barrel P/U and Delivery Event with Mini-Front-End-Loader

Operator: \_\_\_\_\_

Company: \_\_\_\_\_

Representative: \_\_\_\_\_

Please complete this form and return to the HCCA, 8424 Quarry Road, Manassas, VA 20110, 703-392-7410 or fax to 703-392-7249.

# Association Bulletin Board



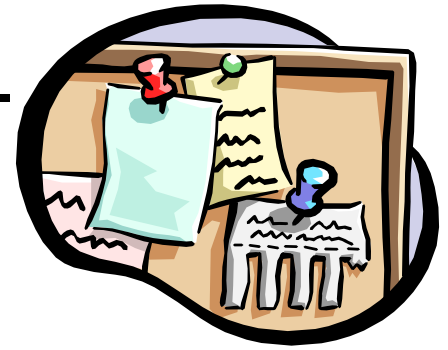
We have been informed that there were a number of organizational changes made at Superior Paving at the start of 2011. The role of Chairman and CEO will be assumed by **Frank Surface**. **Ron White** has assumed the role of Vice Chairman with **Jim Mitchell** becoming President and **Dave Helmick** to Executive Vice President. The HCCA extends congratulations to Frank, Ron, Jim and Dave on their well-deserved promotions.

## 2011 Legislative Reports



The HCCA's Lobbyist in Richmond (Mark Singer) follows the weekly activities of the General Assembly relative to bills relating to the heavy construction industry, and provides the Association with a weekly report with observations and the actual status of every bill as it makes its way through the session. These reports are posted to the HCCA and VUHCC websites every Sunday evening. You can access these reports (actually going back to 2004) by selecting the Member's Only button and entering the password "wedigva". These reports are significant documents, and we encourage every member to take the time to read them as they are in the best interest of all of the members.

**HCCA 2011 Membership Directory** has been sent to the printers. We can no longer make any changes to what will be printed. If you have changes that are not reflected in the directory we will be able to make them on-line, but not in the hard copy book until next year. Every member firm will receive a maximum of 2 copies of the directory this year for economic reasons.



## HCCA Business Partners Program

The following organizations have paid to advertise in our newsletters and on our web site. We encourage you to patronize these companies and take advantage of the discounts that they offer to employees of HCCA member firms.

SPECIAL OFFER HCCA MEMBERS

**\$3 off**  
any service  
of \$21 or more

Includes shampoo and conditioning rinse. Offer not valid on Value Packages. Long hair charges apply for select services. Cannot be combined with any other coupons, discounts or offers. Not valid on any previous services or toward the purchase of gift cards. Valid only at participating salon(s) with original coupon. Coupon must be surrendered when redeemed. Associates are not eligible. Offer expires 11/24/11.

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Agent for United Van Lines

## State of Prince William County... continued

Dr. Hill of Northern Virginia Community College said that his perspective on growth was a little different. He saw it all as “welcome pressure”, and cited that enrollment growth was at an all-time high, and that the two major campuses of NVCC located within PWC (Manassas and Woodbridge) topped the enrollment growth at all the other schools combined. He spoke of the shifting of job skill requirements within the county and the need for NVCC to orient their programs to take care of the workforce requirements of the area. To this end the Manassas campus has a significant focus on the life sciences, an area where there has been particular growth in Western PWC. His emphasis was not on the comprehensive NVCC program itself, but only on those portions that are oriented toward workforce reformation. This involved offering the right curriculum for a changing population, and forming partnerships with local businesses and municipalities to ensure that such a curriculum is in lock-step with the needs of those that will represent a significant portion of the tax base – small businesses.



In the responses to prepared-in-advance questions, each panel member had an opportunity to address specific areas of interest. Chairman Stewart said that PW's growth mandates preparation in terms of additional schools and road projects. Vice Mayor Harrover stated that everything they consider doing from this point forward must be measured against the yardstick of transportation. Mayor Jones reiterated his theory that Manassas Park must focus on re-development, especially in the city center area and must be wise in thinking through traffic issues associated with such growth. Dr. Hill wanted to ensure that everyone keep in mind that the educational needs of the workforce cannot be met by NVCC alone, and that solid partnerships between NVCC and the municipalities is required with George Mason University, which has a significant presence in PWC already.

Finally, since we can never seem to get away from traffic, Chairman Stewart spoke about some of the top infrastructure projects in the County. Specifically the improvements of the interchange at Route 1 and Route 123 in Woodbridge (\$150M), and the widening of US 1 through “the city” itself (\$35M).



## HCCA Committee Chairs Present Status to the Membership

At the Membership Dinner Meeting on Wednesday, February 16, 2001, the Chairs of the various HCCA standing Committees presented the status of their committee's efforts to the assembled members.

**Education Committee Chair Ken McIlvoy** (HCCA) started the ball rolling by telling a bit of the history of HCCA's training efforts, toasting VDOT for helping to put our training efforts on the map, and posed a future where management training is part of the mix. He tried to get new members for the Committee by telling them of the great pay and benefits, but there were no takers just then.

**Golf Committee Chair Lewis Lee** (Luck Stone) explained the purpose and function of the golf committee and outlined a little of their thinking on ways to hold more events and make more money for the Association. He encouraged others to donate prizes for the raffles that go along with the outings.

**Human Resources Committee Chair Joe Pierce** (Kasimer & Annino) talked about how he envisions the role of his committee in keeping the members abreast of the wealth of legal and HR-practice issues that members face today and will face tomorrow, including comments on how important it will be for member firms to understand the codicils of the new health care law, should it remain in force.

**Legislative Committee Chair Roy Beckner** (SW Rodgers) explained to the members why it is so very important to understand what is happening in the General Assembly as to how it impacts on the business of the member firms. He shared some comments from your lobbyist in Richmond relative to the three bills most impacting Northern Virginia (HB1998, 1999 and 2000)

**Membership Committee Chair David White** (Superior Paving), brand new to his role, shared some very valuable insights of his own on the value of belonging to the HCCA. He outlined in brief his thinking on ways to increase membership, and told of some of his own family's long-term involvement with the Association (his father Ron White is a past President of HCCA.)

**Motorcycle Committee Vice Chair and HCCA President Doug Coleman** (TDS) substituting for Chairman Mark Pickett (Owens & Dove) described for the members not only the concept behind the Committee and the rallies, but somewhat in depth about the good things that the committee has done to help others within the association who are in need of help.

**Municipal Relations Committee Chair Jeff Kauffman** (The Kauffman Group) talked a bit about the role that his committee has and can play as an interface between HCCA member firms and the local regulatory bodies, especially at the county level. He made it clear that the committee could help you prevent getting at odds with the local jurisdictions. He also indicated that he would like for the committee to take a more active role in pressuring localities to make or change their regulatory policies.

**Public Relations Committee Chair Sue Knecht** (The Strittmter Companies) spoke briefly about the central role of that committee as it relates to the annual Silent Auction effort. She pointed out that it is no easy task to ask member firms for donations for the auction, but somebody has to do it. Starting early, rather than waiting until just before the auction, is the key to better support in her opinion. Of all the committees, this is the one that every member firm can count on hearing from before long.

**Safety, Trucking and Miss Utility Co-Chair Sean Knick** (Superior Paving) tried to skate off by saying that Ken McIlvoy has explained all that needed to be said about the educational role of his committee. He went on to explain the very important role that his committee plays in evaluating and selecting the winners of the HCCA's three different awards for safety-related activities. He encouraged all the members to take the time to consider nominating individuals for consideration.

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

## March

1-2—Work Zone Advanced  
7, 14—OSHA-10  
7, 14, 21, 28—OSHA-30  
7-11—OSHA-500  
12—Defensive Driving Falls Church  
12—Work Zone Basic  
16—Safety Awards Dinner  
18—Defensive Driving (Friday)  
21-22—Work Zone Intermediate  
23—First Aid/CPR FGB Spanish  
25—Safety Day/Equipment Rodeo  
26—Defensive Driving  
28-31—OSHA-50  
29—First Aid/CPR

## April

5—Trenching and Excavation  
7—Work Zone Basic  
9—Defensive Driving (Falls Church)  
12-13—Work Zone Intermediate  
20—Dinner Meeting  
23—Work Zone Basic

## May

7—Defensive Driving (Falls Church)  
13—Ditch Diggers Open  
21—Defensive Driving  
23-25—Rigger I/Signal Person  
Train the Trainer



**8424 Quarry Road Suite 201,  
Manassas, Virginia 20110  
Telephone: (703) 392-7410  
Fax:: (703) 392-7249**