

KCRW

newsletter

Note from the President



Yes! Our Back To School Luncheon for KCRW is right around the corner! Don't miss this one as we are honored to have Susan Combs, the Comptroller of Public Accounts for the State of Texas since 2007, speak to our membership. This will be a special luncheon featuring a silent auction as part of our annual fundraising activities by Mary Himlin, Ways and Means Chair. Pat Scrivano, our Caring for America Chair plans to resume our food drive for the the Hill Country Daily Bread Ministries.

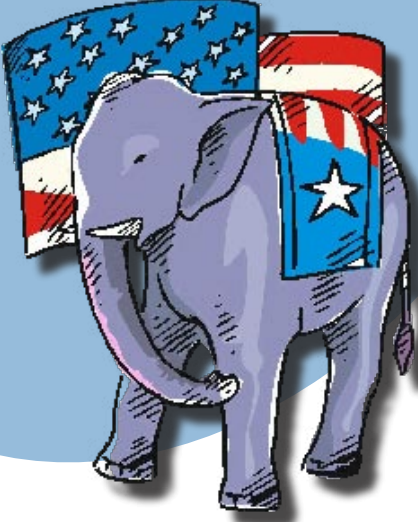
Our contributions really help our neighbors who are struggling in this economy. Thanks to the many who have participated. Barbara Racinowski, membership chair, is asking members to invite a potential new member. Let's strive to introduce some of our friends and neighbors to our wonderful club! With 2012 looming, we have a lot to do in order to regain the White House! As always, lunch reservations for the luncheon September 13th at Ye Kendall Inn, should be made with Jana Rogers at janar@gvtc.com or 830-537-4322. Please make reservations early! This will be the last luncheon to vote on delegates to the TFRW Convention before the September 15th deadline so please let me know asap if you would like to be considered as a delegate or alternate. We still have allocations available! Exciting news from TFRW: Donald Rumsfield is the special guest at the Opening Night Gala!!!

With so much news to share, I will try to keep this message brief but really want to share a recent inspiring experience. Often I hear that people are getting turned off from politics because the media seems to concentrate on highlighting the political bickering, etc, and that concerns me, especially for our young citizens. While attending a regional TFRW Conference Meeting in Austin, our members had the privilege of a visit by Presidential candidate, Herman Cain. Mr. Cain addressed our group in an atrium restaurant as young folks attending a sports event in Austin were in the process of checking into their rooms. Mr. Cain obviously commanded their attention because before long, young folks were seen hanging on his every word from the balconies above the restaurant. It was such a rewarding sight to see their interest. When Mr. Cain offered the opportunity for photo ops and hand shaking after his address, the teens crowded the elevators to join in. I hope this is a good indication that the media is not affecting the younger generation's interest in engaging with the government that they will inherit.

Fran Graves
KCRW President



UPDATES



KCRW - 2011 Officers

President	<i>Fran Graves</i>	830-230-5220
Vice President	<i>Jana Rogers</i>	830-537-4322
Secretary	<i>Susan Dietzmann</i>	210-488-4851
PAC Treasurer	<i>Sheryl D'Spain</i>	830-249-9124

Upcoming Events:

Sept. 13, 2011

KCRW monthly Luncheon & Meeting
 Speaker : Susan Combs
 Comptroller of Public Accounts for Texas
 Ye Kendall Inn
 social 11:30 am - lunch 12:00 pm
 Boerne, TX

Sept. 29 - Oct. 2, 2011

36th Biennial NFRW Convention
 Kansas City, MO

Oct. 18, 2011

Kendall County Republican Club
 Meeting & Dinner Buffet (\$15)
 The Vistro - 6:00 pm
 Boerne, TX

November 16-20, 2011

TFRW Convention
 Fort Worth, TX

February 4, 2012

Leadership Survival Skills Camp



September 2011 KCRW Legislative Article

By Barbara Larson, VP – Legislative Chairman

The following information (see pg. 3) was sent to me. I am passing it along for your information. The legislation deals with transportation funding, but more importantly its focus is to ***save taxpayer money*** and ***increase transparency in government spending***.

The “***Fiscal Accountability and Transparency in Infrastructure Spending Act of 2011***” would improve accountability and transparency by requiring a life cycle cost analysis (LCCA) which accounts for the direct and indirect costs incurred in initial construction, maintenance, and repair over a 50-year life-cycle window whenever the federal cost share exceeds \$5 million.

Attached is a one-page article explaining the issue, but in layman’s terms, this legislation will help make sure federal transportation budgets are open and transparent so that taxpayer money is not wasted.

Additionally, it creates competition with the design and bidding process and ensures that the most cost-effective project designs are considered for final selection.

Transportation infrastructure is a vital part of luring new businesses to our state and creating jobs. But it must be an open and honest process. For too long now, Washington cronyism has squandered our taxpayer money.

Our Senators in Texas need to hear from you.



UPDATES

LIFE-CYCLE BUDGETING

FISCAL TRANSPARENCY AND ACCOUNTABILITY IN INFRASTRUCTURE SPENDING

In this challenging economic climate, federal and state government budgets are mired in unprecedented budget shortfalls and running huge deficits. We cannot afford to continue the current approach to budgeting infrastructure projects which has derailed these critical investments. Currently, federal and state transportation officials focus on initial short-term project costs and fail to account for the actual, long-term life-cycle costs associated with infrastructure projects.

Failure to plan and account for the full costs of infrastructure projects creates a level of **budgetary uncertainty**, which only furthers the fiscal challenges facing state officials. **Short-sighted infrastructure budgeting is no longer acceptable:**

□ In New Jersey, Governor Chris Christie canceled a highly publicized transit tunnel project because he discovered the **full costs of the project would exceed projections by as much as \$5 billion.**

We need a comprehensive, data-driven approach to infrastructure spending that encourages savings and accounts for the total costs over the long-term. Three available policy tools include:

□ **TRANSPARENT LIFE-CYCLE COST ANALYSIS (LCCA)** Require – transparency in all infrastructure investments by accounting for the direct and indirect costs incurred in initial construction, maintenance, and repair over a 50-year life-cycle window.

□ **AASHTO'S MECHANISTIC EMPIRICAL PAVEMENT DESIGN GUIDE (MEPDG)** – Optimizes the efficiencies of structural engineering inputs based upon regional differences from the first stages of design, resulting in cost savings and roads that last longer and require less maintenance.

o In December 2010, Indiana DOT reported that use of **MEPDG on five completed projects resulted in total savings of over \$3 million in initial costs alone.** INDOT expects that the **cost savings for rehabilitation projects using MEPDG could surpass \$20 million for one construction season.** Based upon the INDOT data, the life-cycle savings of MEPDG for new construction and maintenance at the national level could be significant. (*Indiana DOT, 2010*)

□ **ALTERNATE DESIGN/ALTERNATE BID (ADAB)** – Creates competition and ensures that the most cost effective project designs are considered for final selection.

o According to the Louisiana DOTD, **ADAB project bids came in roughly 9% below estimates, while all other project bids were roughly 20% above estimates.** (*Louisiana DOTD, 2007*)

o The Missouri DOT reported that the **average pavement costs for alternate bid projects was between 14% - 17.4% lower** than non-alternate bid projects. (*Missouri DOT, 2007*)

Failure to plan and build long-lasting roads results in significant repair costs:

□ According to the California Department of Transportation, routine repairs **cost roughly \$20,000 per mile of road per year.** When roads break down, major reconstruction is needed, **costing up to \$2 million per mile per year.** (*Sacramento Area Council of Governments*)

We need life-cycle budgeting for infrastructure investments that would:

□ **Save taxpayer money** by reducing the cost to build and maintain infrastructure projects

□ **Increase transparency** by showing the true project costs to taxpayers

VOLUNTEER HOURS

Don't forget
to pick up an
Individual Report Form
and turn in your
Volunteer Hours

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NFRW Website:
<http://www.nfrw.org>



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