



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

August 6, 2010

Mr. Fred Malek, Chairman
Governor's Commission on Government Reform and Restructuring
Patrick Henry Building
1111 East Broad Street, Third Floor
Richmond, Virginia 23218

Dear Chairman Malek:

On behalf of the Fairfax County Board of Supervisors, I am writing in regards to the transportation suggestions that may be considered by the Commission on Government Reform and Restructuring. The Fairfax County Department of Transportation has reviewed a list of 129 transportation suggestions that were submitted for consideration to the Commission on Government Reform and Restructuring. These suggestions cover a range of transportation topics and issues. On July 27, 2010, the Fairfax County Board of Supervisors approved the specific comments on those recommendations included in Attachment I.

If you have any questions or would like to discuss any of our comments, please contact Noelle Dominguez with the Fairfax County Department of Transportation at (703)877-5665. We thank you for your time and consideration.

Sincerely,

Sharon Bulova
Chairman

Attachment

cc: The Honorable Sean Connaughton, Secretary of Transportation
Members, Fairfax County Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant County Executive
Susan E. Mittereder, Legislative Director
Katharine D. Ichter, P.E., Director, Department of Transportation (FCDOT)
Thomas Biesiadny, Chief, Coordination and Funding Division (FCDOT)

County of Fairfax
 Transportation Government Reform Initiatives – State Code
 Comment Form

Name/Organization: Fairfax County

Contact: Noelle Dominguez: Legislative Liaison,
Department of Transportation

E-mail Address: noelle.dominguez@fairfaxcounty.govPhone Number: (703) 877-5665Date: August 6, 2010

Initiative Number and Title	Comments
4. Idea Title: CTB Contract Approval Threshold	Fairfax County supports these changes.
13. Idea Title: Water Quality: Stormwater Utility Fees	Fairfax County believes that exempting state agencies from stormwater utility fees would force localities to bear the financial burden of implementing stormwater maintenance without financial assistance from the Commonwealth. This is especially worrisome since the term "VDOT facilities" is ambiguous and such facilities may require substantial plans to be implemented.
24. Idea Title: Maintenance Activities at Rest Areas – Use of Inmate Labor	Fairfax County currently uses this type of labor for certain county facilities and supports the use of this labor for these purposes if it results in significant transportation budget savings. Although, there are no rest areas in Fairfax County, this suggestion could reduce VDOT's overall maintenance spending and allow more funds to be used on other transportation projects and services.
92. Idea Title: General Powers of the Commissioner	The Commonwealth Transportation Commissioner is charged with maintaining our roadways, while the Director of Rail and Public Transportation maintains public transportation. Fairfax County believes that including greater coordination between the two positions may be a better way to ensure coordination and maintaining the importance of transit.
93. Idea Title: Board to develop and update Statewide Transportation Plan	Fairfax County generally agrees with this suggestion. "Projects" should be expanded to include transit operations and maintenance when developing needs within the plan. Additionally, while the Commonwealth should not be constrained by local, district, regional or modal plans, coordination between the Commonwealth and these entities should be referenced within the language. Finally, if the statewide transportation plan is not to be an aggregation of local, district, regional or modal plans, it should focus on the connections between regions.

Attachment I

94. Idea Title: Distribution of certain federal funds	Fairfax County believes that if the section of the code relating to MPO's is rewritten, specific attention should be paid to clarifying the differences between the National Capital Region Transportation Planning Board (the multi-state MPO for the Washington area) and other MPOs in the Commonwealth, as well as the role of the Northern Virginian Transportation Authority which has transportation planning responsibilities through §15.2-4838 and §15.2-4840.
95. Idea Title: Toll Facilities Revolving Account	Fairfax County believes that the definition of "projects" should be expanded to ensure that services, operations, and maintenance are allowable uses of funding.
96. Idea Title: Concession Payments Account	Fairfax County believes that the definition of "projects" should be expanded to ensure that services, operations, and maintenance are allowable uses of funding.
97. Idea Title: Statements to be filed with Board by transit systems	Fairfax County believes examination of this section of the code is warranted. Due to the fact that DRPT requires all transit systems to provide data as a condition of receipt of state funds, this language may be redundant.
101. Idea Title: Per Diem for Boards and Commissions	Fairfax County supports requiring per diem equity among NVTC board members.
103. Idea Title: Rail Enhancement Fund	Fairfax County supports allowing the waiver of the 30 percent match requirement for those projects deemed to be in the public interest, as well as allowing the funds to be used as a local match for federal funding.
104. Idea Title: General powers and duties of the Board	Fairfax County believes it is important that all transportation alternatives, including rail and transit, be evaluated for major highway construction projects. Projects should be looked at on a mode neutral basis from the beginning to ensure the most beneficial and effective will be implemented.
105. Idea Title: SYIP to demonstrate progress	Fairfax County believes the SYIP should include annual progress towards meeting project goals, maintaining transit operations and increasing capacity in metropolitan areas.
106. Idea Title: Intermodal Planning and Investment Office	The Office of Intermodal Planning coordinated VTrans2035. As part of the process, representatives of all of the modal agencies, as well as Northern Virginia, Hampton Roads, and Richmond participated in the process regularly. It has proven to be effective and inclusive of all relevant parties, so it may be more effective to revise its mandate and provide additional resources, instead of repealing it and implementing a new approach.

107. Idea Title: contracts for public bodies other than the Commonwealth	Fairfax County already has design-build authority and agrees that other localities should have greater leeway in using design-build when developing a project, so long as safeguards are included in the process. This can expedite the process for projects and significantly shorten the timeframe for their completion.
108. Idea Title: Transit Responsibility	Fairfax County believes that regional commuter services are well served by having local officials, who know local issues, included in their administration and processes, rather than state-wide governance with less regional knowledge. Additionally, the Virginia Railway Express was initiated by local governments in Northern Virginia. The local governments developed the Virginia Railway Express (VRE) Master Agreement and have all backed VRE's bond issuances. Furthermore, the local governments continue to provide an annual subsidy to VRE. However, if the Commonwealth were willing to acquire full financial responsibility of VRE, including funding all of its expenses and assuming its debt, Fairfax County may consider reevaluating its role.
109. Idea Title: Improve Transportation and Land Use Reviews	Fairfax County recognizes that a multi-modal approach to transportation is necessary and desirable, and the Board continually works with applicants to address land use reviews in a holistic way. The Board also agrees that it may be helpful to enhance the transit discussion as part of the land use review process. However, transportation projects that are subject to VDOT approval in the zoning and site review process currently need to be reviewed by several divisions, including: Land Development, Traffic Engineering, Location & Design, and Permits. While DRPT's input can provide valuable perspective, we recommend that its inclusion into the process should be considered carefully, to ensure that the process is not further complicated and the review timelines are not excessively adversely affected.
117. Idea Title: Fairfax Bond Authority	This appears to be an antiquated statute. Also, though the Idea Title does say Fairfax Bond Authority, the Code Section does not pertain to Fairfax County's form of government.
120. Idea Title: I-66 Economic Development Program	The I-66 Economic Development Program did not materialize, and, as such, it is doubtful that funds would currently be allocated to a non-existent project. Therefore, Fairfax County agrees with the suggestion.
121. Idea Title: Construction Districts/CTB Membership	Fairfax County believes a substantive change such as this should be considered in a more comprehensive way than is currently proposed. Additionally, if district realignments are considered, it would be beneficial to take population into account.
125. Idea Title: Establish one board to address all transportation issues in Virginia	Fairfax County believes a change such as this should be done in a comprehensive way with substantial time for all possible modifications to be considered.

<p>127. Idea Title: Northern Virginia Transportation group consolidation</p>	<p>Fairfax County is concerned about this suggestion. While the proposal argues that this consolidation might create greater efficiencies, it needs to be noted that there is currently little overlap in operations of the NVTA, NVTC, and the PRTC. NVTA is charged with long range transportation planning, programming transportation funds, and advocating for Northern Virginia's transportation needs. NVTA currently has no staff and its operations are supported by its member local governments and state and regional agencies. NVTC is primarily focused and WMATA, VRE oversight, and transit issues and technologies. PRTC is focused on VRE oversight and transit issues, but also operates a significant amount of bus service for some of its member jurisdictions. While both NVTC and PRTC both have ownership of VRE and have similar authorities in regards to transit, their facilities and geography are entirely different. As tasks generally don't overlap, there would be little staff or office savings through a combination. While, theoretically, a comprehensive transportation agency could be developed that may achieve some efficiencies, it would take significant effort that would detract from each agencies' current missions.</p>
--	--

Franklin County recommend about the suggestion. While the proposal
argues that the consolidation might result in greater efficiency, it fails to
point out that there is currently little overlap in operations of the WVA,
WVTC and the FRTC. WVA is charged with local bus transportation
and a number of other functions, including the operation of the
WVA's transportation center. WVA currently has no staff and its
operations are supported by its member local governments and state and
federal agencies. WVTC is primarily focused on WVA's operations
and FRTC is a technology FRTC located on VEC's site and
transit hub. FRTC operates a significant amount of bus service for
some of its member jurisdictions. While both WVTC and FRTC both have
operations and have great resources in regard to transit, their
operations are not nearly as extensive as FRTC's. FRTC's operations are
overlaid with the staff of other agencies through a
consolidation. While there is a potential for a consolidation, it would
likely be a challenge that may require some efficiency. It would
take significant effort and would detract from other current
missions.

WVA, local transit
operations
Transportation
consolidation