

Department of Planning and Budget 2001 Fiscal Impact Statement

1. Bill Number HB1949

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed
Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron Hull

3. Committee House Transportation

4. Title Highway maintenance and construction; Fairfax County.

5. Summary/Purpose:

Highway maintenance and construction; Fairfax County. Provides, if so requested by a resolution adopted by the Fairfax County Board of Supervisors and transmitted prior to January 1, 2002, to the Commonwealth Transportation Board, that Fairfax County will be treated as a city for the purpose of highway construction and maintenance, beginning on July 1, 2002; requires the transfer to Fairfax County of land, structures, facilities, equipment, employees, and resources that had been involved with the programs thus transferred to Fairfax County; and provides that this shall not affect highway construction or maintenance contracts entered into prior to the effective date of the act for projects in Fairfax County.

6. Tentative Fiscal Impacts are:

6a. Expenditure Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00	0	
2001-02	\$1,993,171.00	30	NGF
2002-03	\$1,704,761.00	30	NGF

b. Revenue Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00	0	
2001-02	\$0.00	0	
2002-03	\$0.00	0	

7. Budget amendment necessary: NO

8. Fiscal implications: This bill would require:

- The transfer of 315 FTE's currently assigned to maintenance, equipment and signing/signalization activities on the primary and secondary systems in Fairfax County. The annual personnel services costs for these FTE's is estimated to be \$17.9 million. There are some questions concerning the transfer of state employees to the county that will need to be researched.

- The transfer of 1,208 pieces of highway equipment (315 pieces of general use equipment and 893 of snow removal equipment) with an estimated value of \$13.4 million.
- the transfer of six VDOT maintenance/operations facilities comprising approximately 61.3 acres of land and 79 physical structures (office buildings, storage buildings, spreader racks, fuel stations) with approximately 251,507 square feet of space. The cost to initially acquire/construct these facilities was approximately \$4.86 million; however, the current assessed value would be much higher (for instance the 2.8 acre Fairfax residency site was acquired in 1939 at a cost of \$2,380; the current value is probably well in excess of \$1.0 million.)

If Fairfax receives city street payments, it also becomes responsible for construction on primary routes as well. Ownership for the Dulles Toll Road would also have to be addressed.

If VDOT would continue to be responsible for the maintenance of the Interstate System, it would be left with no facilities, personnel, or equipment to maintain interstate routes in Fairfax. It is estimated that interstate maintenance activities in Fairfax County would require that the Department hire 30 replacement FTEs at an annual cost of approximately \$1,704,761, and purchase 26 pieces of replacement equipment at an estimated cost of \$288,410.

It appears that there is a hold-harmless clause and that Fairfax would continue to receive secondary allocations with no impact to other localities secondary or urban allocations.

The impact of required transfers of positions, equipment, physical facilities, etc. to other qualifying counties that may elect to participate would have to be determined on a case by case basis.

9. Specific agency or political subdivisions affected: Counties with urban county executive form of government.

10. Technical amendment necessary: Lines 72 - 115 are duplicates of lines 23 - 71 and should be struck.

11. Other comments: When the Byrd Act became effective in 1932, counties that opted to not participate in the secondary system of state highways did so following a prescribed referendum of eligible voters.

Today, provisions to come back into and participate in the secondary system of state highways requires a referendum.

The proposed bill does not require that the sense of the county's electorate be determined.

- In the Northern Virginia Construction District there is no mechanism to address the transfer of equipment that may also relate to Prince William and Loudoun Counties or that fairly allocates equipment, materials, and personnel resources between the counties within the District.
- Similar previous issues required the transfer of tangible assets and equipment to transferred at fair market value whereas the present bill is silent in that regard.
- Six-months is felt to be a very short time in which to effect the proposed transfer and reorganization.

- Among the operational issues to be resolved, for example, are questions such as: “How are conflicting issues associated with complex operations of traffic control devices to be managed and resolved?”

HB2049 and SB1045 have been introduced and provide a more effective mechanism for the orderly transfer of responsibilities.

Date: 01/14/2001

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cc: Secretary of Transportation

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