

**REPORT OF THE
SPECIAL WORKING GROUP ON**

**Studying Virginia's
Transportation Organization
and Structure**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 16

**COMMONWEALTH OF VIRGINIA
RICHMOND
1992**



COMMONWEALTH of VIRGINIA

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December 4, 1991

The Honorable Lawrence Douglas Wilder
Governor
The Commonwealth of Virginia
State Capitol
Richmond, Virginia 23219

Members of the General Assembly
The General Assembly Building
Richmond, Virginia 23219

Dear Governor Wilder and Members of the General Assembly:

It is a pleasure to present to you the Report of the 1990 Senate Joint Resolution 30 and 1991 Senate Joint Resolution 161 Special Working Group studying Virginia's transportation organization and structure.

The consensus of the Special Working Group was that the organizational structure of the Commonwealth's transportation agencies is sound. In addition, the transportation related agencies do an excellent job of working and communicating with one another on a daily basis.

The Special Working Group did, however, review several specific facets of the Commonwealth's transportation function and the Report presents structural and procedural recommendations to achieve clearer reporting relationships, reflect changes in federal law and address the emerging challenges of transportation in our urban areas.

We hope you will favorably consider the recommendations contained in this Report.

Sincerely,

A handwritten signature in black ink, appearing to read "John G. Milliken", written over a large, stylized circular flourish.

John G. Milliken

JGM/mle

Preface

In March of 1990, the General Assembly adopted Senate Joint Resolution (SJR) 30, whose chief patron was Senator Charles L. Waddell, creating a Special Working Group to review the organization and administrative structure of the Commonwealth's transportation function and make recommendations to the 1991 General Assembly (*Appendix A: SJR 30*).

The charge of the Special Working Group was continued through the passage of Senate Joint Resolution 161, also sponsored by Senator Waddell, in the 1991 session of the General Assembly and added a representative of a public transit agency to the Group (*Appendix C: SJR 161*).

The Chairman divided the SJR 30 Working Group into three committees: Organization and Policy; Transportation Safety; and Motor Carrier (*Appendix E: Chairman's November 20, 1990 memorandum designating and charging the three committees*).

The following chapters detail the work and recommendations of the Special Working Group and individual committees.

Table of Contents

| | |
|---|---------|
| I. Executive Summary | Page 3 |
| II. Introduction | Page 6 |
| III. Organization and Policy Committee | Page 13 |
| IV. Transportation Safety Committee | Page 17 |
| V. Motor Carrier Committee | Page 24 |
| VI. Appendixes | Page 31 |

I. Executive Summary

The Group met on six occasions and

- reviewed the history of the organization of the transportation functions in state government;
- heard presentations from two separate panels related to transportation organizational structure (panelists included a regional transportation planning executive, a former Secretary of Transportation from Maryland, a Federal Highway Administration Regional Administrator, a public transportation executive, a former Federal Aviation Administration regional administrator and an executive director of a national trucking association);
- reviewed neighboring states' transportation organizational structures;
- heard from a national public transportation consultant and former Assistant Secretary of Transportation in North Carolina regarding the processes involved with reorganization; and,
- held a public information meeting and heard from eighteen public speakers.

The Secretary of Transportation divided the Working Group be divided into three committees: Organization and Policy; Transportation Safety; and, Motor Carrier (*Appendix E: the Chairman's November 20, 1990 memorandum designating and charging the three committees*).

Recommendations

■ Organization and Policy

Recommendation 1: The Rail and Public Transportation Division of the Virginia Department of Transportation (VDOT) should be realigned and report directly to the Secretary of Transportation/Chairman of the Commonwealth Transportation Board.

Other related recommendations: With the creation of a separate rail and public transit department, issues of planning, policy analysis, intergovernmental affairs and research will need to be coordinated at the Secretariat level to serve all transportation modes.

■ Transportation Safety

Recommendation 1 (Community Traffic Safety Programs): The Department of Motor Vehicles (DMV) should seek expansion of and stable funding for their pilot based Community Traffic Safety Programs (CTSP).

Recommendation 2 (DMV's Transportation Safety Board): DMV's Transportation Safety Board should be restructured for better coordination among other state agencies. In addition, a Transportation Safety Policy Committee should be created.

Recommendation 3 (Incident Management): Enhance interagency coordination and public communication of: "Event Planning" (i.e., Tour Dupont, Greekfest); the accident removal policy; and "on-the-scene" management, including the release of information.

Recommendation 4 (Motor Carrier Safety): There should be adequate coordination of programs and information among the various agencies and the two Secretariats involved with motor carrier issues.

Recommendation 5 (Motor Carrier Safety): All motor carriers should be inspected at least annually and subject to random safety inspections.

Recommendation 6 (Aviation Safety): There is a need for more up-to-the-minute weather observation stations. All other transportation agencies can and should access the new and available weather observation stations.

Recommendation 7 (Aviation Safety): Local governments need to recognize the importance of proper aviation ordinances and zoning.

Recommendation 8 (Railway Safety): Annually, rail/motor vehicle accidents result in needless deaths. By focusing on identification, education and enforcement of highway safety issues surrounding railroad crossings, deaths and accidents can be reduced.

■ Motor Carrier

Recommendation 1: The Commonwealth of Virginia should take no action at the current time regarding membership in the International Fuels Tax Agreement (IFTA).

Recommendation 2: The Commonwealth of Virginia should continue its current multi-agency approach to the management of truck weighing operations and the collection of liquidated damages fees from overweight motor carriers.

Recommendation 3: The Commonwealth of Virginia should pursue increased funding for the development of off-road property primarily for commercial vehicle inspection sites and motor carrier rest areas where adequate space and improvements allow.

Recommendation 4: The Commonwealth of Virginia should continue to enhance its policy of one-stop shopping in addressing the needs of motor carriers in the state.

Recommendation 5: The Commonwealth of Virginia should make several non-substantive legislative changes for clarification in the following areas. For each area, the respective section of the Code of Virginia is noted.

- Widths of commercial vehicles (46.2-1109)
- Length of vehicles, generally; special permits; tractor truck semitrailer combinations, etc., operating on certain highways (46.2-1112)
- Length of automobile or watercraft transporters; operation on certain highways (46.2-1114)
- Vehicles having more than one trailer, etc., attached thereto; exceptions (46.2-1116)
- Tractor truck semitrailer combinations operating on certain highways; access to certain facilities (46.2-1117)
- Maximum gross weight, generally (46.2-1126)

II. Introduction

In March of 1990, the General Assembly adopted Senate Joint Resolution (SJR) 30, whose chief patron was Senator Charles L. Waddell (*Appendix A: SJR 30*). This resolution created a Special Working Group to examine "the need for further consolidation and coordination of the transportation modes in Virginia and to formulate recommendations to ensure the development and implementation of coordinated, coherent, and consistent transportation policies and plans for the Commonwealth, reflecting the diverse needs of its citizens, businesses, local governments and geographic regions." To this end, the Group was to review the organization and administrative structure of the Commonwealth's transportation function and consider recommendations which would establish organizational and administrative efficiency.

The Special Working Group originally consisted of twelve members, including

- the Secretary of Transportation;
- the Commissioner of the Virginia Department of Transportation (VDOT);
- the Commissioner of the Department of Motor Vehicles (DMV);
- the Superintendent of State Police (DSP);
- the Director of the Department of Aviation (DOAV);
- the Executive Director the Virginia Port Authority;
- the Director of the Joint Legislative Audit and Review Commission (JLARC);
- the Chairman of the State Corporation Commission (SCC);
- a representative of the Metropolitan Washington Airports Authority (MWAA); and,
- three members from among the citizenry of the Commonwealth, to be appointed by the Governor.

The Governor appointed Secretary of Transportation John G. Milliken as Chairman and made the following citizen appointments:

- the former Secretary of Transportation and Public Safety and former member of the Virginia House of Delegates, Vivian E. Watts;

- Mr. Emmett C. Williamson, president of Great Coastal Express, Incorporated; and,
- Mr. J.T. Holland, President of the Eastern Shore Railroad, Inc. (*Appendix B: a complete list of the Special Working Group's members*).

The charge of the working group was continued through the passage of Senate Joint Resolution 161, also sponsored by Senator Waddell, by the 1991 session of the General Assembly (*Appendix C: SJR 161*).

SJR 161 added a representative of a public transportation commission to the Special Working Group, to be appointed by the Governor. Governor Wilder appointed

- the Reverend Joseph N. Green, Jr. to the group in the summer of 1991. Reverend Green is a Norfolk City Councilman and member of the Tidewater Regional Transit Commission.

SJR 161 required that the Special Working Group submit its findings and recommendations to the 1992 session of the General Assembly.

The Special Working Group held six meetings including a public information meeting.

Several organizational presentations and forums were provided to the Special Working Group for background and informational purposes.

Staff provided the Group with the history of Virginia's transportation organization structure since 1900.

The Special Working Group hosted two panels of transportation professionals. The panelists discussed modal and organizational considerations involved with reorganization. The first panel addressed broad organizational issues and the second panel addressed specific modal considerations and trends.

The first panel included

- Mr. Albert A. Grant, former Director of the Transportation Planning Board of the Washington Council of Governments;
- Mr. William Hellman, former Secretary of Transportation of Maryland; and,
- Mr. David S. Gendell, Regional Federal Highway Administrator for Region 3 in Baltimore (Region 3 includes Virginia).

Mr. Hellman spoke to the organizational structure of Maryland's Department of Transportation and its strong executive influence. The Secretary has direct responsibility for the planning function, policy analysis, the transportation trust fund and the state's toll authority.

Mr. Gendell addressed several issues related to President Bush's transportation reauthorization policy, current safety, centralized management and highway trends.

Mr. Gendell stressed the importance of establishing and maintaining an integrated transportation network through new and creative financing schemes. Mr. Gendell cited California, Pennsylvania and Delaware as innovative organizational models. Specifically, Mr. Gendell stressed the importance of centralized and streamlined executive management and of recognizing the need for enhanced transportation safety measures.

Mr. Grant addressed the growing need for expansion of public transportation services and regional cooperation. In addition, Mr. Grant evaluated several recent trends, including decreased federal funding; increased state and local planning; and, toll financing and increased private participation.

The modal panel included

- Mr. Clyde Woodle, Executive Director of the Trucking Research Institute;
- Mr. Theodore Weigle, Jr., formerly with the Washington Metropolitan Area Transit Authority and formerly the Executive Director of the Northeastern Illinois Regional Transportation Authority; and,
- Mr. William Whittle, former Chief of the Washington District Office of the Federal Aviation Administration.

Mr. Woodle spoke to several motor carrier issues related to Virginia and the country, including safety, highway engineering, permitting and intermodal access and integration.

Mr. Weigle addressed two specific topics related to public transportation: local financing and capital financing as related to local and regional cooperation; and general perspectives related to political support, land use controls, executive management of demand and planning, the need for greater federal funding and participation, the development of a complete intermodal system, and the development of steady and stable revenue sources.

Mr. Whittle spoke to a need for the aviation and private community to work together. Centralized state communication can foster a general good neighbor policy. Mr. Whittle suggested that such a maturation required constant public education and communication.

Upon the close of the panel discussions, Chairman Milliken asked each member to begin formulating a list of issues for further review. The Chairman included on his tentative list the issues of system planning, intermodal integration, policy analysis, motor carrier regulation and highway safety and incident management.

Staff provided the group with a cursory review of selected states' organizational structures. One common theme exposed related to the number of states that have centralized executive planning, policy and intermodal responsibilities.

At a later meeting, the group heard from

- John Cameron, Ph.D., with Ernst and Young's National Transportation Consulting Group, based in Washington, D.C. Prior to joining Ernst and Young, Dr. Cameron served as Assistant Secretary of the North Carolina Department of Transportation.

Dr. Cameron reviewed some of the fundamentals and common pitfalls of reorganization. Dr. Cameron also reviewed two particular transportation models, a "Functional" Department of Transportation and a "Modal" Department of Transportation.

Dr. Cameron introduced the "Modal" model as one that is in current use in several states and establishes centralization. The Modal model places a chief administrative officer directly below the Governor. The chief administrative officer in turn oversees the separate and respective modal agencies (including highways, aeronautics, and public transportation). In addition, separate planning and administrative agencies report directly to the chief administrative officer.

Although Dr. Cameron indicated that there is no one right or wrong model, he did point out that transportation policy requires an administrative focal point. Such a focal point permits the development of a statewide master plan and the integration of separate modes.

The Special Working Group held a public information meeting on October 18, 1990. Eighteen speakers took the opportunity to address a range of issues and recommendations. Public information speakers included (*Appendix D: the list of public information meeting speakers*)

- state and local elected officials and representatives;
- railroad representatives;
- several public transportation representatives (including from the Metropolitan Washington Area Transit Authority; a representative from the Virginia Association of Public Transportation Officials; a representative from the Virginia Van Pool Association; representatives from local ridefinder and ridesharing groups, and a representative from the Greater Richmond Transit Company);
- planning district commission representatives;
- public citizens; and,
- a representative from the American Automobile Association.

Several issues and recommendations were discussed, including

- place a rail and public transportation representative on the Special Working Group;
- VDOT's current division head for Rail and Public Transportation should report directly to the Secretary of Transportation/Chairman of the Commonwealth Transportation Board;
- create a separate planning function for the Rail and Public Transportation Division;
- create a focal point to promote new passenger technologies like high speed rail and magnetic levitation;
- separate the rail and public transportation functions within the current division;
- support 1990 Senate Bill 421, which would have designated 1.5 percent of the Transportation Trust Fund to the preservation of passenger and freight rail;
- develop a transportation policy which requires flexible, multi-modal and demand management approaches on a regional basis;
- encourage public and private partnerships;
- increase emphasis on transportation planning and research and establish a complete and multi-modal Department of Transportation;

- establish a long range multi-modal transportation policy plan;
- integrate land use, infrastructure, system and transportation planning and develop a long range plan for the preservation of transit corridors;
- maintain the Department of Aviation's current status as a separate agency;
- establish greater support for ridesharing and commuter parking;
- combine High Occupancy Vehicle (HOV) lane systems with commuter parking fees;
- consolidate and coordinate various transportation functions between state and federal organizations so that transportation policy can be developed along with environmental policies and a national energy policy;
- decrease road pollution related to congestion;
- support a Washington Bypass;
- assure transportation delivery to the disabled and elderly;
- improve bicycle access and pedestrian facilities;
- eliminate budget, revenue and collecting duplication; place budget responsibility for all recommending appropriations of all the transportation agencies under the Secretary of Transportation and/or Commonwealth Transportation Board;
- improve the delivery of the public education function of transportation agencies;
- study the control of hazardous materials and incident management on Virginia's roadways;
- examine overlapping jurisdictions of motor carrier regulatory responsibilities;
- examine highway safety responsibilities; and,
- existing tolls should only retire the debt of and service the corresponding roadway or transportation system.

The Special Working Group discussed each of the public information issues listed above. Given the group's specific organization and administration charge, it was agreed that several recommendations would not be addressed by the Special

Working Group. Two examples included supporting Senate Bill 421 and the construction of an outer Washington, D.C. bypass.

In November of 1990 the Secretary of Transportation divided the Working Group into three committees: Organization and Policy; Transportation Safety; and Motor Carrier.

The following sections detail the work and recommendations of those three committees.

III. Organization and Policy Committee

Membership

- John G. Milliken, Secretary of Transportation;
- Ray D. Pethel, Commissioner, Virginia Department of Transportation (VDOT);
- Donald E. Williams, Commissioner, Department of Motor Vehicles (DMV);
- Major Kenneth A. Rowe, Director, Virginia Department of Aviation (DOAV);
- Mr. J. Robert Bray, Executive Director, Virginia Port Authority (VPA);
- Mr. Philip A. Leone, Director, Joint Legislative Audit and Review Commission (JLARC);
- Mr. James A. Wilding, General Manager, Metropolitan Washington Airports Authority (MWAA);
- Mr. J.T. Holland, President, Eastern Shore Railroad; and
- Reverend Joseph N. Green, Member, City Council, the City of Norfolk and the Special Working Group's public transportation representative.

Recommendations

Recommendation 1: The Rail and Public Transportation Division of the Virginia Department of Transportation (VDOT) should be made a separate agency and report directly to the Secretary of Transportation/Chairman of the Commonwealth Transportation Board.

Background

A Public Transportation Division was created within the Virginia Department of Highways and Transportation in 1978. A Rail Division was created in 1979 to fulfill the planning requirements and to administer funding from the Federal Railroad Administration.

In 1982, the General Assembly created a Director of Public Transportation to report to the Deputy Commissioner of the Department of Highways and Transportation. A Division of Rail and Public Transportation was formed and a Director hired.

In 1986, the Commission on Transportation in the 21st Century (COT 21) recommended and the General Assembly and Governor approved the creation of a Transportation Trust Fund from revenues generated by the Special Session Acts of the General Assembly. The statute provided the 15 percent of the new revenues be directed to aviation, ports and public transportation, as follows: 8.4 percent to public transportation; 2.4 percent to aviation; and, 4.2 percent to ports. The Trust Fund is comprised of a portion of transportation user fees and the state sales tax (also as a component of COT 21, the Department of Highways and Transportation was renamed the Virginia Department of Transportation).

In 1990 Governor Wilder recommended and the General Assembly approved the creation of a separate Office of the Secretary of Transportation. Prior to the separation, the Office of the Secretary of Transportation and Public Safety existed.

The new Secretary of Transportation oversees the Virginia Department of Transportation (VDOT), the Department of Motor Vehicles (DMV), the Virginia Department of Aviation (DOAV) and the Commission on the Virginia Alcohol Safety Action Program (VASAP). In addition, the enacting legislation provided that the Secretary of Transportation serve as the Chairman of the Commonwealth Transportation Board.

The legislation had the intended effect of creating a streamlined transportation function (as well as a streamlined public safety function).

Rationale

Several of the public information speakers to the SJR 30 Special Working Group outlined the need for a separate rail and public transportation function.

Fairfax County Supervisor, member of the Northern Virginia Transportation Commission and Washington Metropolitan Area Transit Authority, Katherine K. Hanley, recommended on behalf of the two transportation entities that the current Division of Rail and Public Transportation report to the Chairman of the Commonwealth Transportation Board (CTB). Supervisor Hanley stated, "Since the Commissioner (of VDOT) is no longer the Commonwealth Transportation Board Chairman, the Code should reflect the changed management status at VDOT by directing the Public Transportation Directorate to report to the Chairman of the CTB."

Supervisor Hanley continued, "Traditionally, management of VDOT has focused its attention on highway construction and maintenance. As a result, public transit programs have not

received the strong support from VDOT that is needed to offset the pro-automobile bias that also exists at the federal level."

Following the same theme, Mr. Urchie Ellis stated, "The Transportation Board does have a committee to deal with 'Rail, Transit, and HOV'... [T]his committee is a step in the right direction but functions in an environment which makes progress difficult."

The Assistant General Manager of the Greater Richmond Transit Company, Mr. Rollo Axton, also recommended that VDOT's Division of Rail and Public Transportation report directly to the Chairman of the Commonwealth Transportation Board. Mr. Axton stated, "This ... will provide public transit the equal standing it deserves in the comprehensive planning and implementation of transportation solutions."

In a similar statement on behalf of James City County, Mr. Richard Drumwright also recommend that the Rail and Public Transportation Division report to the Chairman of the Commonwealth Transportation Board.

The remedies called for in the federal Clean Air Act Amendments of 1990 dictate non highway solutions to our commutation problems in urbanized areas. The development of the state implementation plan and programs for the non-attainment urbanized areas will require increased Secretariat coordination between the Department of Air Pollution Control, which reports to the Secretary of Natural Resources, if transportation is to effectively avail the Commonwealth of federal funding.

The change in the reporting relationship of the Rail and Public Transportation division of VDOT would insure increased consideration of alternate modes of transportation and eliminate any perceived or real bias to the Commonwealth's transportation planning and programming functions.

It is not envisioned that the support functions available to the public transportation function in VDOT would be replicated in the new Rail and Public Transportation Department. Personnel, legal, fiscal, data processing and all other support activities would continue to be provided by VDOT. Further, the creation of the Department is not expected to entail additional staff or increased costs.

This recommendation is designed to recognize and acknowledge the growing importance of public transportation and the future of passenger and freight rail in light of the environmental regulations, Clean Air Act Amendments of 1990; the critical role of mass transit in dealing with increased urban congestion; and, the need to establish a complete, multi-modal, transportation

organization within the Commonwealth as brought out in the public testimony.

Other related recommendations: With the creation of separate rail and public transit department, issues of planning, policy analysis, intergovernmental affairs and research will need to be coordinated at the Secretariat level to serve all transportation modes.

The Commonwealth's transportation research function is housed under VDOT in Charlottesville (The Transportation Research Council). The Council provides technical and research assistance to several agencies besides VDOT, including DMV, DOAV and VASAP. The Secretary of Transportation, as Chairman of the Commonwealth Transportation Board, should chair the Administrative Board of the Research Council thereby being able to lead in the setting of research policy priorities.

Direct coordination of the planning function by the Secretary of Transportation/Chairman of the Commonwealth Transportation Board would permit the development of a statewide transportation plan including all modes of surface transportation and provide coordination with the local and regional planning process which integrates modal planning. In addition, the development of such a plan would include the growing role for demand management, improvements in transportation efficiency, and the complications involved in compliance with the Clean Air Act Amendments of 1990.

The policy and intergovernmental relations functions should be coordinated at the Secretariat level in order to assure the development of a unified transportation policy to be presented to the federal government or the General Assembly, as may be required.

IV. Transportation Safety Committee

Membership

- Vivian E. Watts, former Secretary of Transportation and Public Safety, Chairperson
- Colonel W.F. Corvello, Superintendent, Department of State Police (VSP); Designee: Major J.B. Scott
- Ray D. Pethel, Commissioner, Virginia Department of Transportation (VDOT); Designees: David R. Gehr and J. Lynwood Butner
- Donald E. Williams, Commissioner, Department of Motor Vehicles (DMV); Designee: William H. Leighty
- Kenneth A. Rowe, Director, Virginia Department of Aviation (DOAV)
- J.T. Holland, President, Eastern Shore Railroad; Designee: Bruce Wingo of Norfolk Southern
- Emmett C. Williamson, President, Great Coastal Express, Inc.

In addition to the above, William T. McCollum, Executive Director of the Virginia Alcohol Safety Action Program (VASAP), Susan D. McHenry, Director of the Division of Emergency Medical Services (DEMS), Addison E. Slayton, Jr., State Coordinator of the Department of Emergency Services (DES), George Foresman of DES, and P. Dale Bennett, Executive Vice-President of the Virginia Trucking Association (VTA), participated and provided valuable input to the committee's recommendations.

Primary Issues and Observations

This committee agreed that, because of the ubiquitous nature of transportation safety, it may not be able to be confined within a single agency. As evidence of this, it was a general consensus that the three most important issues that should be addressed included:

1. Transportation Safety Board Coordination;
2. Interagency Coordination; and,
3. Transportation "Modal" Coordination.

It is equally evident that, among these three issues, the concept of "coordination" should be given the highest priority,

rather than any issue of "control".

In general, it was the group's consensus that the proposed organization of DMV's Transportation Safety Board, along with the creation of a Transportation Safety Policy Committee, is the cornerstone of interagency cooperation and coordination, and would greatly enhance communication. This Policy Committee would provide a direct link and communication to the individual participating agencies and their respective citizen boards. This would expand the role, importance and visibility of sound safety practices and policy. It would also provide a forum for the development of a statewide consensus on specific policy issues.

This SJR 30/161 Committee also observed the need for a concentrated and formal examination of the complications caused by the varying districts and regional designations that exist within each of the transportation related agencies. Each agency currently has several regional and statewide districts. Coordinating the districts would make organization, the development of policy and the sharing of information easier. However, it is understood that the present structure of existing agency boards and districts is based on a host of operational and organizational issues and considerations indigenous to the individual agencies. It was a shared belief that the VSP, DMV, VDOT, DEMS, VASAP, the Department of Military Affairs (DMA), DOAV, DES and the Department of Fire Programs (DFP) could all potentially benefit from this coordinated effort.

Recommendations

For each recommendation listed below, background information and rationale are provided.

It is important to note that the nucleus of participants associated with this group have worked together in the past, in both formal and informal settings, to strengthen coordination and communication and to streamline safety responsibilities. And, these participants are the same people who communicate at the executive level when a transportation emergency situation arises.

Recommendation 1: (Community Traffic Safety Programs)

The Department of Motor Vehicles (DMV) should seek expansion of and stable funding for their pilot based Community Traffic Safety Programs (CTSP).

Background

Currently, DMV is sponsoring three regional pilot based CTSP with designated grant money. These programs bring together

the appropriate citizen groups and local and state entities (including the local police, VSP, fire and rescue units, VDOT, DMV, DES and VASAP) to discuss and enhance community traffic safety.

These groups enhance statewide coordination of transportation safety programs at the working level where citizen safety can be most directly affected, yet, permanent state and federal funding is lacking.

Rationale

Improved state and federal funding would allow for statewide expansion of the programs. At the same time that funding is secured, DMV should develop guidelines to encourage coordination and participation at the local and state level. The greater the participation, the greater the impact the program will have on a community.

The group recognizes the current economic environment and the difficulty of seeking new program authorization at this time.

Recommendation 2: (DMV's Transportation Safety Board)

DMV's Transportation Safety Board should be restructured for better coordination among other state agencies. In addition, a Transportation Safety Policy Committee should be created.

Background

Presently, DMV's Transportation Safety Board is made up of eleven members. Seven regional district representatives are appointed as are four at large members who represent the safety interests in the areas of air, rail, water and mass transit.

Rationale

DMV proposes to statutorily reorganize the board in order to be more responsive to the several interests served by sound transportation safety policy.

DMV proposes to establish five DMV regional districts and consequently five corresponding board members. This would permit an additional, or fifth, modal representative in the area of motor carrier safety. As is the case presently, the eleventh member would be appointed as Chairman.

In association with the restructured board, a Transportation Safety Policy Committee would be created. This committee would be made up of the following agency heads or their deputies: VSP,

DMV, VDOT, DEMS and VASAP. These five agencies would initiate a roundtable transportation safety discussion. It is envisioned that the committee would eventually expand to address the larger and more complex issue of transportation safety. At such time of expansion, the committee would include and need participation from: DOAV, DES, DFP and DMA.

This new committee would work with the Transportation Safety Board, the respective Secretaries of Public Safety, Transportation and Health and Human Resources, the Commissioner of DMV and all other appropriate agency heads.

Recommendation 3: (Incident Management)

Enhance interagency coordination and public communication of: "Event Planning" (ie, Tour Dupont, Greekfest); the accident removal policy; and "on-the-scene" management, including the release of information.

Background

It was agreed that a great deal of progress has been made in the area of coordination among the various state agencies involved with incident management. And, while the Code of Virginia is specific about areas of responsibility involving certain incidents, most especially those involving fire (the local fire chief is the lead coordinator), the dissemination of information among the various agencies on-the-scene can become obfuscated.

Coordination and communication are different from command and direction. Coordination and communication are the mechanisms of informing those internal and external entities affected by an incident, including federal, state and local agencies, the press and a local community, of the processes and procedures involved with mitigation.

Rationale

Efficient coordination and communication among the agencies and entities involved will provide a more timely and responsive incident management team.

In addition and for logistical reasons, a new gubernatorial administration should be briefed soon after inauguration regarding emergency coordination procedures and specific areas of responsibility.

While no specific forum or method was recommended for improving coordination and enhancing communication, it was agreed that such a procedure should be contemplated. And,

any such procedure should involve: VDOT, VSP, DMV, DES, DEMS, DFP and DMA.

Currently, DES is considering establishing an emergency management advisory group to effect better interagency coordination in planning for and responding to emergency events. Such a working group would be established through the State Emergency Operations Plan which is promulgated by Governor's Executive Order.

Recommendation 4: (Motor Carrier Safety)

There should be adequate coordination of programs and information among the various agencies and the two Secretariats involved with motor carrier issues.

Background

While the separation of the Office of Transportation and Public Safety made sound organizational and managerial sense, it divided the non-State Corporation Commission motor carrier responsibilities among the two new cabinet offices.

Rationale

The group agrees that forums like SJR 30/161 are helpful and healthy. They allow for a sharing of information between the industry, public officials and among various state agencies.

The Transportation Safety Committee acknowledges that the separate SJR 30/161 Motor Carrier Committee broached a host of issues including better coordination. It also acknowledges that the Secretary of Public Safety, Robert L. Suthard, and Secretary of Transportation, John G. Milliken, recently reconstituted the Motor Carrier Task Force.

The group believes that both of these groups will assist in accomplishing this recommendation. In addition, permanent status for the Motor Carrier Task Force should be considered.

Recommendation 5: (Motor Carrier Safety)

All motor carriers should be inspected at least annually and subject to random safety inspections.

Background

A concern was raised about out-of-state motor carriers bypassing safety inspections. In addition, the group acknowledges the importance of roadside safety inspections

and 1991 legislation which charged the VSP with oversight of local program inspection training and developing a standard inspection sticker.

It is understood that presently the General Assembly has placed a moratorium on expansion of local inspection programs.

Rationale

This is more of a procedural or operational recommendation and may be best addressed by another group.

Members of this group believe that it is too easy for motor carrier operators, especially independents, to forgo inspections. There is a push by some in the General Assembly to expand routine inspections to more than once a year. The Committee believes that all trucks need to be subjected to at least an annual inspection and frequent periodic roadside inspections. Federal law requires all motor carriers to be inspected at least annually. And, the group acknowledges that the major problem rests with out-of-state carriers. Because of the interstate commerce issues involved with the trucking industry, a continued federal emphasis, including funding, is desired and necessary. The group recognizes that a majority of businesses take it upon themselves to conduct regular inspections throughout a calendar year and the need for this recommendation stems from those carriers and state's with less stringent enforcement requirements.

Recommendation 6: (Aviation Safety)

There is a need for more up-to-the-minute weather observation stations. All other transportation agencies can and should access the new and available weather observation stations.

Background

DOAV has done an excellent job of obtaining necessary federal and state funding for navigational aides and installing, statewide, 26 coordinated computer outlets. There is still a need for greater collection of and accessibility to weather information. Regular access to the Department of Aviation's enhanced weather capabilities would benefit agencies such as VDOT, VSP, DES, DEMS, DMA, the Department of Forestry and the State Water Control Board.

Rationale

More weather observation stations will provide greater aviation and general safety.

It should be noted that presently, any state agency can tap into the aviation community for weather information. In the present fiscal environment, this is an attractive feature.

Recommendation 7: (Aviation Safety)

Local governments need to recognize the importance of proper aviation ordinances and zoning.

Background

Virginia has been a national leader in coordinating and establishing uniform zoning ordinances for local governments to adopt. In fact, the program has worked so well that the military has asked to participate.

Local airports assist with economic development and growth. And, airports can be very good neighbors, depending upon the ability of a local government to protect or buffer neighboring development and regulate noise and traffic.

Rationale

DOAV has been active in encouraging local governments to conform to established state law and to be proactive in their aviation zoning.

However, some jurisdictions have not responded with the same enthusiasm as some of their neighbors and the military. Therefore, the Department should remain resolute in working with these jurisdictions and encouraging them to comply.

Recommendation 8: (Railway Safety)

Background

Annually, rail/motor vehicle accidents result in needless deaths. By focusing on identification, education and enforcement of highway safety issues surrounding railroad crossings, deaths and accidents can be reduced.

Rationale

Increasingly, rail conflicts are resulting in tragic deaths. And, for example, with the start-up of commuter rail service close at hand, there is a need to alert motorists of new or changing rail services in order to ensure that all motorists obey crossing regulations.

V. Motor Carrier Committee

Membership

- Mr. Donald E. Williams, Commissioner,
Department of Motor Vehicles
Chairperson
- Colonel W. F. Corvello, Superintendent,
Department of State Police
Designee: Lt. H. B. Bridges
- Mr. William Fulcher, Director
Motor Carrier Division, State Corporation
Commission
- Mr. Ray D. Pethel, Commissioner
Department of Transportation
Designee: Mr. J. Lynwood Butner
- Mr. Emmett C. Williamson, President
Great Coastal Express, Inc.

In addition to the above official members, Mr. Dale Bennett, Executive Vice-President of the Virginia Trucking Association, and Mr. Peter Easter, President of Easter Associates, attended meetings and provided valuable input to the Committee's recommendations.

History of Motor Carrier Subcommittees in Virginia

Formation of 1984 Working Group

In response to a formal request from the Secretary of Transportation and Public Safety, a Working Group comprised of representatives from Virginia state agencies and the motor carrier industry was formed in July of 1984. The Working Group was composed of the heads of four state agencies - the Department of Motor Vehicles, the State Corporation Commission, the Department of State Police, and the Department of Transportation. In addition, there were two representatives from the motor carrier industry.

The mission of this group was to identify and investigate issues affecting motor carriers and their operation in the Commonwealth. Specific tasks completed by the Working Group include the following:

- preparation of responses to issues affecting the trucking industry as identified in the Motor Carrier Act

of 1980 Section 19 study;

- review of a Federal Highway Administration feasibility study on regional permit centers;
- review of a case study prepared by the National Governors' Association on the permit issuing procedures used in Iowa, Kentucky and Virginia; and
- review of a case study on Virginia's requirements for motor carriers prepared for the National Governors' Association by a private contractor.

In August of 1985, the Working Group prepared an issue paper for the Secretary. The following was recommended by the group:

- creation of a Motor Carrier Information Center; and
- installation of computer terminals at truck weighing stations (This was accomplished by the 1987 Secretarial Task Force discussed below).

Formation of 1987 Secretarial Task Force

In July of 1987, then Governor Gerald L. Baliles established a Secretarial Task Force on Motor Carrier Issues. The Task Force included representatives from the four state agencies represented in the 1984 working group, the U.S. Department of Transportation, and various sectors of the trucking industry. This group was charged with and completed the following tasks:

- to review motor carrier registration, licensing, and taxation procedures in the Commonwealth, and make recommendations on standardization and simplification of the procedures; and
- to review commercial vehicle inspection procedures and identify the Commonwealth's needs in maintaining an effective and equitable motor carrier inspection program.

As a major accomplishment, the Task Force was instrumental in streamlining the Commonwealth's system for enforcing and collecting liquidated damages, fines and associated costs. The following results are reflective of this accomplishment:

- there are now computer terminals at weigh stations;
- offenders owing less than \$200 are no longer detained pending payment of fines;

- there has been a consolidation of efforts and areas of responsibilities of state agencies; and
- motor carriers are operating with fewer delays.

The 1984 working group and the 1987 Secretarial Task Force established the foundation for addressing issues important to the operation of motor carriers in the Commonwealth of Virginia. The 1990 - 1991 Committee created by SJR 30 continues this forum for addressing motor carrier issues, and the recommendations presented below should greatly enhance the efficient operation of the trucking industry on Virginia's highways.

Recommendations

As noted above, the SJR 30 Motor Carrier Committee was directed by the Secretary of Transportation to make recommendations for improving the coordination of state activities involving motor carriers. These activities include regulation, registration, permitting, and enforcement of safety requirements.

These activities are administered primarily by four state agencies. These agencies include the Department of Motor Vehicles (DMV), the State Corporation Commission (SCC), the Department of State Police (DSP), and the Department of Transportation (VDOT).

The recommendations of the Motor Carrier Committee are presented below. For each recommendation, background information and a rationale are provided.

It should be noted that several of these recommendations call for the continued operation of activities and programs in their current format and structure. While programmatic enhancement will continue to be made on an ongoing basis, these recommendations indicate that the Commonwealth of Virginia manages the operations of motor carriers within its borders in an efficient and coordinated manner.

Recommendation 1

The Commonwealth of Virginia should take no action at the current time regarding membership in the International Fuels Tax Agreement (IFTA).

Background

IFTA is a base state fuel tax agreement which allows the

payment of fuel taxes (road use taxes) to all member states through a single base state. As of June, 1990, membership in IFTA consists of 15 states. A separate base state agreement is the Regional Fuels Tax Agreement (RFTA). Membership in RFTA consists of the three New England states of Maine, Vermont and New Hampshire.

Legislation concerning membership in IFTA and among other motor carrier issues, has been introduced at the federal level.

In 1988, the Virginia General Assembly granted authority to the State Corporation Commission to enter into cooperative agreements with other states, including base state agreements (See Section 58.1-2712 of the Code of Virginia).

Rationale

As noted above, the issue of membership in IFTA is currently being addressed at the federal level. Once this issue has been effectively resolved at the national level, Virginia can take the appropriate and necessary steps regarding such membership. In light of this pending federal legislation, any action taken by the State at this time concerning membership in IFTA would be premature.

Recommendation 2

The Commonwealth of Virginia should continue its current multi-agency approach to the management of truck weighing operations and the collection of liquidated damages fees from overweight motor carriers.

Background

The State currently operates a total of 14 permanent weigh stations consisting of 72 platform scales. The management of these facilities, as well as the actual weighing functions, are administered by the Virginia Department of Transportation (VDOT). In order to staff this operation, a total of 116 VDOT employees (including Weigh Party Technicians and a Chief who is in charge of each facility) are required. VDOT also utilizes 11 mobile operations staffed by 33 employees.

The issuing of citations to motor carriers for overweight trucks is administered by the Department of State Police (DSP). A total of 55 employees (Weight Enforcement Officers) are required to staff these permanent weigh stations. In addition, troopers are also assigned to provide support for this enforcement activity as well as safety inspections.

A third agency, the Department of Motor Vehicles (DMV), is

responsible for the collection of liquidated damages fees from overweight motor carriers. While DMV does not participate in the actual weighing and citation issuing functions, violators are required to send their payments to the agency following the issuance of citations at the permanent weigh stations. Payments can also be made at one of the 72 DMV branch offices located across the Commonwealth.

Rationale

This cooperative approach among State agencies has greatly enhanced the truck weight enforcement program in Virginia, and streamlined the process for motor carriers travelling through the State. In 1987, through the efforts of a Secretarial Task Force, the program was even further enhanced.

In that year, computer terminals were installed at the weigh stations to allow the DSP's Weight Enforcement Officers to have access to DMV's automated liquidated damages files. Carriers owing less than \$200 in such fines are no longer detained at weigh stations pending payment. Those carriers owing more than \$200 in liquidated damages fines are detained by the Weight Enforcement Officers until fines are paid. The Officer, or an SCC Investigator, may collect the fines on behalf of DMV.

Recommendation 3

The Commonwealth of Virginia should pursue increased funding for the development of off-road property primarily for commercial vehicle inspection sites and motor carrier rest areas where adequate space and improvements allow.

Background

The Department of Transportation and the Department of State Police are currently working on locating and improving existing VDOT property for commercial vehicle inspection sites. These sites could also serve as quiet rest areas for truck drivers.

Some major roads that need inspection sites are U.S. 29, U.S. Route 58, U.S. Route 460, and Interstate 81. VDOT estimates that the average cost of improving existing property would be \$200,000 to \$225,000 per site. The lack of adequate funding is delaying construction of the sites.

Rationale

The development of these sites would provide locations for commercial vehicle inspections by Department of State Police personnel. Safe, off road locations are essential in conducting comprehensive, in depth inspections of trucks, and for providing

space to park vehicles that are placed out of service.

From the perspective of the motor carrier industry, improvement of these sites would also provide secure off-highway places to rest for drivers passing through the state. Existing state rest areas and truck stops do not adequately meet the needs of carriers. Pull-off at a rest area is limited to a maximum of two hours. Additionally, the noise and activity levels present at truck stops preclude them from providing a proper environment for rest.

Recommendation 4

The Commonwealth of Virginia should continue to enhance its policy of one stop-shopping in addressing the needs of motor carriers in the state.

Background

As discussed in Recommendation 2 above, Virginia has served motor carriers through the concept of one-stop shopping for a number of years. The multi-agency approach to the operation of weigh stations and the enforcement of liquidated damages laws serves to lessen the regulatory burden on motor carriers that pass through the state.

In addition to the weight enforcement function, the issuance of permits is another example of the establishment of the one-stop shopping concept in the Commonwealth. More specifically, out-of-state motor carriers may call to obtain the permits required by different state agencies prior to travelling through the State. These permits can be transmitted by the State Corporation Commission directly to the motor carriers. The types of permits that can be transmitted include temporary overweight and over-dimension permits (required by the Department of Transportation), and temporary operating permits (required by the State Corporation Commission).

Rationale

The one-stop approach to serving motor carriers, as illustrated by the coordination of permit issuance, serves to promote efficiency from both the perspective of the state and the motor carrier industry. Virginia is recognized as one of a few states that offer one-stop shopping to motor carriers. It is certain that the Commonwealth will continue to enhance and enlarge upon this reputation.

Recommendation 5

The Commonwealth of Virginia should make several non-substantive legislative changes for clarification in the following areas. For each area, the respective section of the Code of Virginia is noted.

- Widths of commercial vehicles (46.2-1109)
- Length of vehicles, generally; special permits; tractor truck semitrailer combinations, etc., operating on certain highways (46.2-1112)
- Length of automobile or watercraft transporters; operation on certain highways (46.2-1114)
- Vehicles having more than one trailer, etc., attached thereto; exceptions (46.2-1116)
- Tractor truck semitrailer combinations operating on certain highways; access to certain facilities (46.2-1117)
- Maximum gross weight, generally (46.2-1126)

Background

Federal and state laws concerning motor carriers are designed to govern the activities of the industry through the functions of licensing, registration, permitting, economic regulation, motor fuel road tax collection, size and weight limits, safety, and enforcement. Over time and due to changes in the terminology and technology of the motor carrier industry, such laws require updating on an ongoing basis. Also, due to these factors, federal and state laws may become divergent.

Rationale

Each of the legislative changes listed above would enhance state law with regards to the motor carrier industry. These changes would amend the Code of Virginia for purposes of clarification, or so that the Code is in compliance with federal law.

APPENDIX A

SENATE JOINT RESOLUTION NO. 30

Requesting a special working group to study transportation policies.

Agreed to by the Senate, March 9, 1990

Agreed to by the House of Delegates, March 9, 1990

WHEREAS, Virginia's total transportation system involves not only highways, railroads, airways, and waterways; not only private motor vehicles, but also carriers, mass transit systems, aircraft, and watercraft; and

WHEREAS, Virginia's transportation policies are developed and carried out by a multiplicity of agencies; and

WHEREAS, Virginia's transportation policies affect individuals, business, and communities in all parts of the Commonwealth; and

WHEREAS, it is highly desirable that all the various modes and elements of the transportation system and transportation resources be considered as interdependent and treated as a whole in developing and carrying out the Commonwealth's transportation policies;

WHEREAS, the development of broad-based, coherent transportation policies that will effectively and efficiently serve the transportation needs of all the citizens and the Commonwealth of Virginia, requires that the many state agencies dealing with transportation coordinate their efforts to the greatest possible extent; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That a special working group is established to study consolidation and coordination of policies and resources for the various modes of transportation in Virginia. The special working group shall consist of twelve members as follows: the Secretary of Transportation, the Transportation Commissioner, the Commissioner of the Department of Motor Vehicles, the Superintendent of State Police, the Director of the Department of Aviation, the Director of the Virginia Port Authority, the Director of the Joint Legislative Review Commission, the Chairman of the State Corporation Commission, or their designees, a representative of the Metropolitan Washington Airports Authority, and two members from among the citizenry of the Commonwealth who shall be appointed by the Governor. The Governor shall appoint the Chairman of the special working group.

The special working group shall study the need for further consolidation and coordination of the various transportation modes in Virginia and make recommendations to ensure the development and implementation of coordinated and consistent transportation policies and plans for the Commonwealth, taking into account the diverse needs of its citizens, businesses, localities, and geographic regions.

The special working group shall complete its work in time to submit its recommendations to the Governor and the 1991 Session of the General Assembly, as provided in the procedures of the Division of Legislative Automated Systems for legislative documents.

APPENDIX B

**Members of the Special Working Group to Study
Transportation Policies (SJR 30)**

The Honorable John G. Milliken Chairman
Secretary of Transportation

Mr. Ray D. Pethel, Commissioner
Virginia Department of Transportation

Mr. Donald E. Williams, Commissioner
Virginia Department of Motor Vehicles

Colonel W. F. Corvello, Superintendent
The Department of State Police

Major Kenneth A. Rowe, Director
Virginia Department of Aviation

Mr. J. Robert Bray, Executive Director
The Virginia Port Authority

Mr. Philip A. Leone, Director
The Joint Legislative and Audit Review Commission

Mr. William Fulcher, Director
Motor Carrier Division of the
State Corporation Commission

Mr. James A. Wilding, General Manager
Metropolitan Washington Airports Authority

* **The Honorable Joseph N. Green, Jr.**
Norfolk City Councilman
Member, Tidewater Regional Transit Commission

Mr. J. T. Holland, President
Eastern Shore Railroad, Inc.

The Honorable Vivian E. Watts
Secretary of Transportation and Public Safety 1986-1990
Former Member of the House of Delegates

Mr. Emmett C. Williamson, President
Great Coastal Express, Inc.

* **Reverend Green was appointed to the SJR Special Working
Group by Governor Wilder in the summer of 1991.**

APPENDIX C

SENATE JOINT RESOLUTION NO. 161

Continuing the special working group studying Virginia's transportation policies.

Agreed to by the Senate, February 4, 1991

Agreed to by the House of Delegates, February 20, 1991

WHEREAS, the 1990 Session of the Virginia General Assembly, through the passage of Senate Joint Resolution No. 30, requested the creation of a special working group to study consolidation and coordination of policies regarding the various modes of transportation in Virginia; and

WHEREAS, pursuant to that resolution, the special working group has worked diligently to identify organizational, policy, and operational issues which are perceived to impede delivery of adequate, timely, and efficient transportation services to the citizens of the Commonwealth; and

WHEREAS, to date, the special working group has held five meetings, including a public informational meeting and has identified approximately twenty-five such issues which need to be addressed; and

WHEREAS, the special working group has not been able to complete its charge in time to make a final report to the 1991 Session of the General Assembly; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the special working group studying transportation policies, created pursuant to Senate Joint Resolution No. 30 of 1990, is hereby continued. The membership of the group shall continue as constituted in 1990, except a representative of a public transportation district commission, to be appointed by the Governor, shall be added. Any vacancy shall be filled in the same manner as the original appointment.

The special working group shall complete its work in time to submit its findings and recommendations to the Governor and the 1992 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for processing legislative documents.

APPENDIX D

**Speakers at the SJR 30 Special Working Group
Public Information Meeting
October 18, 1990**

**The Honorable Katherine K. Hanley
Supervisor, Fairfax County
Northern Virginia Transportation Commission
Washington Metropolitan Area Transit Authority**

**The Honorable John D. Jenkins
Supervisor, Prince William County
Virginia Association of Planning District Commissions**

**The Honorable Frank W. Nolen
Member, Virginia Senate**

**The Honorable Carrington Williams
Former Member, Virginia House of Delegates**

Mr. Urchie Ellis

**Mr. Norman Grimm
AAA, Potomac**

**Mr. Rollo Axton
Greater Richmond Transit Commission**

**Ms. Barbara Zimmerman
Middle Peninsula Planning District Commission**

**Mr. Lew Pratsch
Virginia Van Pool Association**

**Ms. Emily Kimball
Falls of the James Sierra Club**

**Mr. Richard Drumwright
James City County**

**Ms. Laretta Ruest
Prince William County Ridesharing**

**Ms. Betsy Mikell
Ride Finders**

**Mr. Luke Whitt
Virginia Association of Public Transit Officials**

**Ms. Vonnie Reynolds
Northern Neck Ridesharing**

**Mr. Daniel More
Eastern Shore Railroad**

APPENDIX D
Speakers at the SJR 30 Special Working Group
Public Information Meeting
Page Two

Mr. Steven Gedney
CEO, ESHR, EST, Inc.

Ms. Ellen Farnham
Richmond Bicycle Association



COMMONWEALTH of VIRGINIA

John G. Milliken
Secretary of Transportation

Office of the Governor
Richmond 23219

(804) 786-8032
TDD (804) 786-7765

November 20, 1990

MEMORANDUM

TO: Members of the SJR 30 Working Group
FROM: John G. Milliken
SUBJECT: SJR 30 Committees

As agreed, the Working Group will break into three specific study committees: Organization and Policy; Transportation Safety; and Motor Carrier.

I will chair the Organization and Policy Committee, and have designated the following members to serve: Commissioner Ray D. Pethel, Commissioner Donald E. Williams, Major Kenneth A. Rowe, Mr. J. Robert Bray, Mr. Philip A. Leone, Mr. James A. Wilding and Mr. J. T. Holland.

A meeting of this group will be forthcoming.

Former Secretary of Transportation and Public Safety, Vivian E. Watts and Commissioner of the Department of Motor Vehicles, Donald E. Williams will hold an organizational meeting of their respective committees, Transportation Safety and Motor Carrier, on December 6, 1990 at 1:00 PM in Conference Room 702.

The two committees will meet on the 6th in order to discard, separate and define each committee's specific study issues. If you have any questions involving the above or enclosure, please contact your respective chairperson or Mike Edwards (804-786-8032).

Enclosures

cc: The Honorable Howard M. Cullum
The Honorable Lawrence H. Framme, III
The Honorable Robert L. Suthard
The Honorable Charles L. Waddell

**SJR 30 Working Group
Transportation Safety Committee**

The Transportation Safety Committee will focus on improving and coordinating among the various state agencies involved in transportation public safety issues. Transportation Safety issues include: the protection of users of the Commonwealth's transportation services; incident program management to minimize disruption of the transportation network; the adoption and regulation of proven safety practices and technology for all transport modes; coordination of education and public information activities; coordination and improvement of emergency services; motor carrier weighing and inspection, incident and hazardous material management responsibilities; and coordination and improvement of highway safety responsibilities including the coordination of interstate patrols and motor assistance programs.

The committee should develop specific recommendations to eliminate duplication and provide more efficiency in Virginia's transportation safety operations. All recommendations should explain the reason for changing current operations and any affects proposals may have. The members of the committee will include the following or their respective designee:

Chairperson, Vivian E. Watts, former Secretary of Transportation and Public Safety;

Colonel W. F. Corvello, the Department of State Police;

Commissioner Ray D. Pethtel, Virginia Department of Transportation;

Commissioner Donald E. Williams, Department of Motor Vehicles;

Major Kenneth A. Rowe, Department of Aviation;

Mr. J. T. Holland; and,

Mr. Emmett C. Williamson.

In addition to the above, Chairman Watts has requested participation from:

Mr. William T. McCollum, Executive Director of VASAP;

Ms. Susan McHenry, Director of the Division of Emergency Medical Services; and,

Mr. Addison E. Slayton, Jr., State Coordinator of the Department of Emergency Services.

The Committee should report back to the entire SJR 30 Working Group by April 1, 1991.

**SJR 30 Working Group
Motor Carrier Committee**

The Motor Carrier Committee will focus on improving coordination among state agencies involved in motor carrier issues. Motor carrier activities include regulation, registration, permitting, and enforcement of safety and other regulations. The subcommittee will ensure that these procedures serve the interest of the general public and commercial transit groups while providing for the highest levels of safety and efficiency.

The group will examine overlapping jurisdictions in motor carrier responsibilities, including:

1. Registration and licensing;
2. Commercial weighing, inspection responsibilities and the enforcement of safety and economic regulations;
3. Tax and revenue collecting responsibilities;
4. The feasibility of establishing a centralized motor carrier contact point for permitting, registration and other inquiries.

The group may wish to also examine other areas of potential overlap and duplication.

The Committee should develop specific recommendations to eliminate duplication and provide more efficiency in Virginia's motor carrier operations. All recommendations should explain the reason for changing current operations and any effects the proposal may have. The members of the committee will include the following or their respective designee:

Chairperson, Commissioner Donald E. Williams, Department of Motor Vehicles;

Colonel W. F. Corvello, the Department of State Police;

Mr. William Fulcher, Motor Carrier Division of the SCC;

Commissioner Ray D. Pethtel, Virginia Department of Transportation; and,

Mr. Emmett C. Williamson.

The Committee should report back to the SJR 30 Working Group by April 1, 1991.