

## VDOT Audit Reveals Two Untouched "Pots of Gold"

Governor Robert McDonnell announced recently that he will spend almost \$1.5 billion on transportation improvements over the next six years as a new audit of the Virginia Department of Transportation found that hundreds of millions of dollars have been sitting unspent in various accounts for several years.

The bulk of the money comes from two sources: About \$400 million had accumulated in construction and maintenance accounts while an additional \$654 million in federal money was never allocated to any projects, the audit showed.

"I'd say there has been money sitting in accounts while people have been sitting in traffic," McDonnell said at a news conference at the state Capitol. "And that's unacceptable."

McDonnell repeatedly blamed former governor Tim Kaine and his administration for unnecessarily holding on to reserve money when they did not have to and for not spending money quickly enough.

"There was some change in philosophy and policy in the previous administration going back to 2006-07 that has resulted in some of these monies now sitting in places that they shouldn't have been, and some federal options that should have been exercised that weren't," McDonnell said.

Lt. Gov. Bill Bolling criticized Kaine for closing rest stops and trying to raise taxes while money was available to spend. Kaine had closed 19 of 42 rest stops to save \$9 million annually.

"This money was sitting idly by, not being used properly. That simply doesn't make sense," he said. "That money is now out the door working for the people of Virginia."

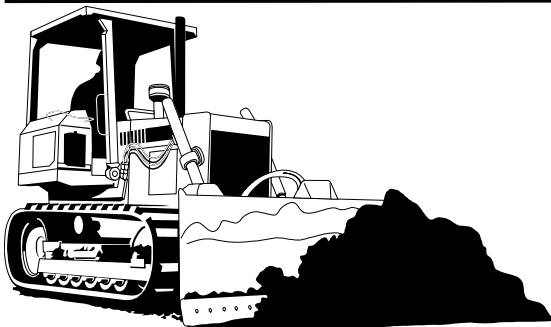
McDonnell, who has pledged to find money for transportation without raising taxes, also hopes to receive \$458 million from privatizing the state's liquor stores. He expects to call legislators back for a special session in November.

Kaine, now chairman of the Democratic National Committee, issued a rare

statement defending his performance as governor, saying he led the state during the toughest economic downturn in a generation.

"When the McDonnell administration went to market this past May to sell transportation bonds, they bragged about the smart fiscal management at VDOT," he said. "The nation's top bonding agencies studied the agency's performance and agreed, rating the VDOT bonds a strong AA credit."

The 150-page audit, released recently, makes more than 50 recommendations to solve such problems as taking months to hire consultants and poor communication between agency offices. The state will begin to make the changes in the next 45 days.



### Inside this issue:

VDOT Audit Reveals Two Untouched Post of Gold	1-2
VA State Police Explain CSA 2010 to Membership	3
Opposition Mounts to Arlington County Law Suit	4
UVA Miller Center Transportation Recommendations	4
Dr. Stephen Fuller to Speak at November Luncheon	6

# VDOT Audit Reveals Two Untouched Pots of Gold

*continued*

The audit did not show any fraud. McDonnell said the state fired a manager at the transportation agency (but would not name the employee) and demoted a "couple people." VDOT Commissioner Gregory A. Whirley, a longtime VDOT employee who served during the Kaine administration, was praised by McDonnell.

The audit recommends converting \$400 million in credits that it receives from the federal government for maintaining toll roads into money it can use as state matches for federal projects. That will free up state money for other projects.

The state also will stop keeping 10 percent of the federal transportation money it receives each year in reserve and will keep only a 60-day state reserve for construction money.

McDonnell called the state's reserve policy "unrealistic" and "unacceptable" and noted that it has far higher reserve limits than other states require.

But Democratic legislators said Thursday that the new proposed reserve amounts are way too low. "We are really cutting it close to only go back to 60 days of reserves," said Del. Vivian E. Watts (D-Fairfax), a former transportation secretary.

Transportation Secretary Sean T. Connaughton said state officials will decide what the money will be spent on within the next 45 days, but the money could be put toward any one of a large number of planned maintenance projects in Northern Virginia. Those include improvements on I-66 and I-95 and bike trails.

Senate Majority Leader Richard L. Saslaw (D-Fairfax) said the transportation agency is coping with the loss of more than 1,000 employees through the years and the challenges of allocating federal stimulus dollars.

"While no one wants to see funds lying unused," Saslaw said, "I appreciate that the VDOT management employed a cautious approach during a period of great financial uncertainty and did not over-obligate funds."

An additional \$100 million is in accounts used by localities, primarily in Hampton Roads, to pay for transportation projects. State officials are pushing local officials to spend that money, but Democrats argue that the money could not be used because a 2005 state law prevents officials from spending the funds until they are pooled from all revenue sources.

Bob Chase, executive director of the Northern Virginia Transportation Alliance, a business-supported group that lobbies for transportation funding, said he welcomed news that more money will be going toward new construction and maintenance projects but that the General Assembly still needs to approve new long-term investments in transportation. Virginia's transportation needs equal \$18.7 billion over 10 years, according to the transportation secretary's office.

Soon after his inauguration in January, McDonnell called for four audits of VDOT, an agency that in the past three decades has undergone more than 50 audits.

In May, the first audit, of public-private partnerships, recommended that the state create a government office solely dealing with those types of deals. In August, the second audit of the Virginia Transportation Research Council - which works with the University of Virginia and the Virginia Tech Transportation Institute to research, test and implement transportation improvements - found that more needs to be done to determine whether its findings are being implemented. A fourth audit will be released later this year.

House Speaker William J. Howell (R-Stafford) said the audit showed "gross inefficiencies."

"Allowing for the immediate obligation of over \$1.4 billion for transportation projects across Virginia will mean more bang for taxpayer bucks, more relief for congestion-weary drivers and more jobs and economic opportunities," he said.

From an original Washington Post article by *Anita Kumar* Friday, September 24, 2010



# Virginia State Police Explain Comprehensive Safety Analysis 2010 Program to Members

On September 29, 2010 **Virginia State Police Master Trooper Don Johnson** spoke to a “packed house” of members of the HCCA associated with trucking operations on the subject of the Commercial Vehicle Safety Alliance (CSVA) and the Virginia Comprehensive Safety Analysis (CSA) program for 2010.

The current Federal Motor Carrier Safety Administration (FMCSA) enforcements programs include [a] SafeStat measurement system to determine safety performance, [b] Compliance Review Process of motor carrier’s operations, and, [c] Safety Ratings determined as a result of the compliance review.

The ratio of motor carriers to federal and state inspectors is very large, and with over ~725,000 truck and bus companies, the current Compliance Review (CR) is too labor intensive to use despite its effectiveness. Current resources allow for only ~12,000 (2%) of the motor carriers to be reached. A new system was badly needed that would result in reduced commercial crashes, injuries and fatalities (approximately 5000 killed each year) — and would significantly improve the effectiveness of the available law enforcement resources. The answer is the **Comprehensive Safety Analysis 2010** program.

The new program, called **CSA 2010** for short is actually a set of three discrete methodologies, similar to but substantive improvements over current approaches use to monitor and reduce commercial vehicles incidents.

The first of these “core” methodologies is the new **Safety Measurement System (SMS)** which replaces the existing SafeStats. SMS considers seven unique factors, which are: Unsafe Driving, Fatigued Driving, Driver Fitness, Drugs/Alcohol, Vehicle Maintenance, Improper Loading/Cargo Issues, and Crash Indicators. You can readily see that both the driver and the motor carrier have a stake in the SMS criteria. As with nearly statistical trailing indicator systems, SMS deals with information from events that have already happened.

Based on SMS data and other factors too detailed for this forum, a new **Intervention Process** has been developed which hope to discover violations and define problems before vehicle accidents occur. Close attention is to be paid to determine where the overall safety processes may have, or might be breaking down with the obvious intention of reducing future events. Other tools such as the Safety Management Cycle and Safety Improvement Resources come into play in the new intervention approach process will continue to use the current safety rating process.



To date, the CSA 2010 model has only been tested in nine states (Georgia being the closest to us). This effort started in 2008 and has only just been completed. The deployment is designed to test the validity, efficiency and effectiveness of the new model. Upon completion of the test and analysis of the results, we can expect an improved version to be rolled out across the entire country. Thus far the preliminary data shows that CSA 2010 is meeting its target goal of reaching more motor carriers which is resulting in stronger enforcement and improved data/tools for the onsite investigations. Additionally, a significant increase in the issuance of warning letters has been noted as well as a higher awareness of and interest in accessing the collected data by the motor carriers themselves.

Attempting to reduce the number of commercial vehicle accidents, with the attendant fatalities, injuries and property damage is a noble effort. Rethinking the process of assessment leading to taking action is exactly what is needed now. The HCCA encourage its members that are engaged in commercial vehicle transportation to give your fullest cooperation to the authorities trying to get this system into place. Remember, while it may seem a burden at the time, we can all take advantage of the end results – a safer working environment.



**Virginia House Speaker and Senate President Pro-Tempore Join Northern Virginia Business Community's Opposition to Arlington County's I-95/I-395 HOT Lanes Lawsuit**

Virginia House Speaker William J. Howell and Senate President Pro-Tempore Charles J. Colgan have sent a bi-partisan letter to the Arlington County Board requesting it "to renounce the outrageous claims of conspiracy and racism in its lawsuit against the I-95/I-395 HOT Lanes."

The letter labels as "outrageous and false" charges that current U.S. Transportation Secretary Ray LaHood and former Virginia Transportation Secretary Pierce Homer used public funds "to serve the interests of wealthy, predominantly white Virginia residents...at the obvious expense of the largely less affluent, predominantly minority and ethnic populations...in Arlington County."

The letter states that it is "disappointing" that a county that opposed Virginia's Massive Resistance policy "would distort the intent of the Civil Rights Act and personally attack honorable public servants working in their official capacities on a project that has been subjected to local, regional and personal scrutiny since 2005."

The letter also points out that the I-95/I-395 HOT Lanes project is critical to supporting new BRAC-related jobs in the corridor and "works against Virginia's efforts to support our largest employer, the U.S. Department of Defense."

Speaker Howell and Senate President Pro-Tempore Colgan's letter echoes that of one issued in May by 20 Northern Virginia business community organizations.

***The Northern Virginia Transportation Alliance is the only organization focused solely on making better transportation a reality for Northern Virginia citizens and businesses.***



**UVA Miller Center Releases Important Transportation Recommendations**

**"America requires a new vision for transportation. While our needs have changed in the last 50 years, our national models for selecting, prioritizing, coordinating, and funding transportation investments have not."** *University of Virginia, Miller Center for Public Affairs, October 2010*

The University of Virginia's Miller Center for Public Policy has made an important, timely contribution to a more prudent federal transportation policy with the release of *Well Within Reach: America's New Transportation Policy Agenda*.

The document is based on discussions at the David R. Goode National Transportation Policy Conference hosted by the Miller Center in Charlottesville in September 2009. The Conference featured former Virginia Governor Gerald Baliles, former U.S. Transportation Secretaries Norman Mineta and Samuel Skinner, and more than 80 transportation experts

Recommendations include:

- Stop the short-term bleeding by addressing the immediate transportation funding crisis with existing mechanisms such as the gas tax and heavy-duty vehicle fees.
- For the long term, look beyond the gas tax to a vehicle miles travelled based fee system.
- Base investments on long-term job and economic growth and competitiveness.
- Adopt a federal transportation capital budget that recognizes transportation expenditures as investments and takes into account future return on investment.
- Focus more attention on urban congestion reduction.
- Accelerate project delivery/completion.
- Build public support for expediting new resources by developing performance standards and shifting to a more outcome oriented system.

The Report's authors acknowledge there is no magical, transportation silver bullet; many of the concepts have been identified before. However, the Alliance observes this may be the first time that they have been condensed in a clear, concise policy outline.



UNIVERSITY  
OF VIRGINIA



**The HCCA 2010 Holiday Party**  
**The Sidney R. Johnston Memorial Trust Raffle**  
**The HCCA Silent Auction**

Friday, December 3, 2010, 6:00 P.M. – 11:00 P.M.  
 Hyatt Fair Lakes, Fairfax, VA

Evening Events

6:00 P.M. – 7:00 P.M. Reception  
 7:00 P.M. – 8:30 P.M. Dinner  
 8:30 P.M. – 11:00 P.M. Dance

Program Fees

Individual Reservation	\$ 100
Table of 8	\$ 800
Table of 10	\$ 1,000
Table of 12	\$ 1,200

*We Need Sponsors for the Photographer and the Band \$250*

**Suggested Dress:**  
**Suits or Coat & Tie for Men (Black Tie Optional);**  
**Cocktail Dresses for the Ladies**

This year's party is \$10 less per person than in 2009. We will have 5 hours open bar with premium liquors, cheese display during the reception, dual plated entrée.

**Registration Form**

This year you can register on line at the HCCA website, [www.HCCA.net](http://www.HCCA.net) or you may fill-in the requested information and return this form by fax (703) 392-7249; email it to [Janice@hcca.net](mailto:Janice@hcca.net) or mail (8424 Quarry Road, Manassas, VA 20110). This event usually sells-out quickly so get your reservations in ASAP. Table reservations are taken on a first-come, first-serve basis. No exceptions! There is a block of rooms reserved for the HCCA at \$89 plus tax per night. Reservations need to be made prior to the date of the party. Call the hotel at (800) 233-1234 and ask for the "HCCA Room Block Rate." If the rooms have been sold out, call the HCCA office and we will arrange with the hotel for more rooms.

Company Name \_\_\_\_\_

Name of Contact \_\_\_\_\_ Telephone: \_\_\_\_\_ FAX: \_\_\_\_\_

Table Number( s) Requested (See enclosed diagram) : \_\_\_\_\_

Note: Our group will require \_\_\_\_\_ Vegetarian Meals.

**PLEASE RESERVE (Note: All reservations must be paid prior to the event)**

_____ Individual	_____ Table (s) of 8	_____ Table (s) of 12
_____ Table (s) of 10	Sponsor the Band _____	Photographer _____
_____ Check Enclosed	_____ Please bill us	_____ Bill Credit Card (

Credit Card # \_\_\_\_\_ Expiration \_\_\_\_\_ Security Code \_\_\_\_\_

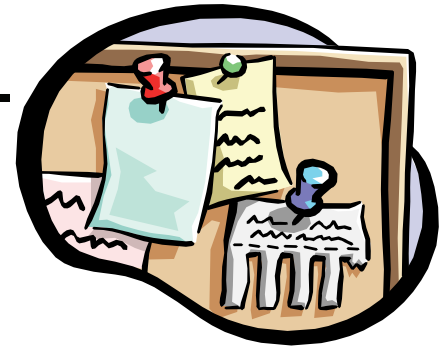
Name on card \_\_\_\_\_

*Note: Formal Invitations will be sent to your office to distribute to your invited guests/employees after your table reservation has been received. Only HCCA Member firms can be billed for reservations. Payment is to be made prior to the event. All reservations are considered definite. No refunds after November 30th*

# Association Bulletin Board

## Criminal Background Checks

Many employers perform background checks on prospective employees as part of the hiring process. The Equal Employment Opportunity Commission (EEOC) takes the position that the use of criminal conviction records has an adverse impact on racial minorities and is therefore unlawful, absent a business necessity. In considering criminal backgrounds, employers are well-advised to factor the nature, gravity, and job-relatedness of the offense; as well as, when the offense occurred.



## HCCA Oktoberfest

**Saturday, October 23, 2010  
Warrenton Moose Lodge  
3:00PM—7:00PM**



## Dr. Stephen Fuller

**George Mason University  
will be the guest speaker at the  
HCCA November  
Luncheon and Business Meeting.  
Tuesday, November 16, 1130a-130p  
Doubletree Washington Airport Hotel  
See website for complete details and**

**HCCA 2010 Holiday Party  
and Silent Auction**

## SOLICITATION FOR AUCTION ITEMS

***The HCCA 2010 Holiday Party, Silent Auction and Johnston Trust Raffle will be held on December 3, 2010 at the Hyatt Fair Lakes Hotel. We are requesting that member firms donate items and/or money to purchase items for this year's Silent Auction. The auction is an important part of the Association's fund raising activities and we need your help to make this another successful event***



On September 17, 2010, some 90+ members of the Association joined together for a dinner cruise on the Potomac River aboard the *MV Nina's Dandy*. As a general rule the boat cruises from Alexandria to Georgetown and back. But at the request of HCCA a diversion to the south to see the new Wilson Bridge and the National Harbor was included

# HCCA Bike Rally, June 26, 2010



Photography and Layout by Linda Eszenyi

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

## November

11/13 Non-CDL Driving Class  
11/16-19 OSHA 500  
11/16 HCCA Luncheon Meeting

## December

12/3 HCCA Holiday Party  
12/11 CDL Driving Class  
12/14 NSC's Safety Inspections  
12/15 NSC's Incident Investigation  
12/20 NSC's Lift Truck Training

## January 2011

1/25 OSHA 300 Log

Reserve the Date

March 11, 2011

### **HCCA Safety Day and Equipment Rodeo**

PW County Fairgrounds



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