

Update

January 14, 2005



Feb. 3

The newsletter of the
Virginia Municipal League

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Budget bill would remedy most car tax problems

Gov. Mark R. Warner's proposed budget bill includes language developed in conjunction with local governments that will correct some of the most problematic aspects of the 2004 legislation that caps car tax reimbursements at \$950 million beginning in tax year 2006 (SB 5005). A proposed reimbursement schedule, also developed in conjunction with local governments and released on Jan. 3, addresses cash flow problems for "spring billers" and provides a schedule for other localities that will have overall positive cash flow implications for the vast majority of localities.

Background: Problems created by SB 5005

SB 5005 posed significant problems for 44 counties, cities and towns that collect car taxes from Jan. 1 through June 30. Because

the legislation moved the car tax reimbursement to a state fiscal year (creating a one-time expenditure deferral of some \$229 million from state FY06 to state FY07), the "spring billers" will face delays in receiving car tax reimbursements in FY06 and subsequent fiscal years. The delays would range from one to several months. Spring billers faced the prospect of both cash flow difficulties and, even more problematic, apparent deficits arising from the movement of revenue receipts from one fiscal year to the next. In addition, the hastily-crafted compromise embodied in SB 5005 introduced numerous technical difficulties that, left unaddressed, would have posed significant administrative problems.

VML, the Virginia Association of Counties, the Treasurers Association of

Analysis

Continued on page 2

Contact VML about bay foundation sales tax proposal

Facing significant opposition from local governments and others to its proposed "flush tax," the Chesapeake Bay Foundation has drafted a new proposal that would earmark a portion of the half-percent 2004 sales tax increase for the Water Quality Improvement Fund (WQIF).

Under this proposal state general funds equal to one-third of the net revenue generated from the half-percent sales tax increase would be transferred to the WQIF. The transfer would begin in July 2006. About \$140 million-\$150 million would be transferred annually, approximately the same amount as would be raised by the proposed flush tax.

Currently, 50 percent of the half-percent sales tax increase, or about \$210 million, is earmarked for education, including meeting the Standards of Quality. This distribution to K-12 education would not change. The transfer would come from the remaining \$210 million, which goes to the state general fund.

Last fall, the Chesapeake Bay Foundation proposed financing the cleanup of Virginia's rivers and the Chesapeake Bay through a dedicated user fee on Virginia households and industries that use sewage treatment and septic systems. Local governments would be required to collect a

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FROM THE CAPITOL**2005 GENERAL ASSEMBLY****Car tax continued ...**

Virginia, the Commissioners of the Revenue Association of Virginia, and a representative group of local government administrators and finance officials were assembled as an advisory panel to Secretary of Finance John Bennett. The panel shaped budget language amendments to address the issues and assist Bennett in developing a final reimbursement schedule. This Personal Property Tax Relief Act Working Group met on several occasions during the fall of 2004 to identify issues posed by the cap legislation and recommend solutions. Its work is embodied in (1) proposed amendments to the 2004-06 biennial budget, included in the governor's budget bill, addressing implementation issues, and (2) a proposed reimbursement schedule released by Bennett on Jan. 3.

Making SB 5005 work

The final product of the working group's recommendations regarding implementation of SB 5005 is reflected in proposed amendments to Item 503 (the Personal Property Tax Relief Act section) of the governor's budget bill. These amendments, if adopted intact, essentially would supercede SB 5005 in the following, important respects.

- Spring billers will receive reimbursements within the financial reporting "availability period" (typically 45 or 60 days following June 30), based on historical collection patterns, thus ensuring that cash flow disruption is minimized.

- Other localities will be paid reimbursements on schedules that, on average, provide slightly better overall cash flow than historical experience.

- The "old" car tax reimbursement system will end on Sept. 1, 2006; taxpayers whose bills remain delinquent after that date can be billed at the full amount of the original levy, without regard to the (former) state percentage reimbursement.

- A supplemental appropriation of \$24 million is provided to address reimbursements with respect to delinquent bills that are paid during the transition in CY2006.

- Reimbursement for tax year 2005 and earlier years will continue until the Sept. 1, 2006 cutoff or until the supplemental appropriation is exhausted, whichever comes earlier.

- The base year upon which allocation of the capped \$950 million reimbursement amount is based will be changed to tax year 2004, as collected through Dec. 31, 2005, so as to give all localities an opportunity to have the base computed on a full collection cycle.

- An alternative to the cumbersome and confusing mechanism provided in SB 5005 for setting multitiered rates (and the accompanying obligation to raise the "reduced rate" for qualifying vehicles every year, as overall fleet values rise) is provided; localities may show the car tax relief as a specific amount for each vehicle, in the same manner as under the present system, and adopt the formula for allocation of the state reimbursement as part of the local budget process.

- The Secretary of Finance is provided authority to pay spring-billing towns that account on a cash basis "early," so that the revenue will post to the proper fiscal year.

- "Intent of the General Assembly" language is added to express the intent to continue paying spring billers on these terms.

The Auditor of Public Accounts has stated that if the Commonwealth pays the car tax reimbursement to spring billers within their availability period the revenues can be attributed to the fiscal year just ended.

With these changes on the table, there appears to be little enthusiasm among the money committee members to adopt the broader remedy advocated by VML and VACo – that is, provision of a FY06 appropriation that would effectively move the \$229 million deferred from FY06 to FY07 back into the FY06 budget.

Car tax reimbursement schedule for 2006 and beyond

The second component of the implementation of SB 5005 is a Jan. 3 report from Bennett outlining the

proposed schedule for reimbursements under the "new" PPTRA program.

The goals of this effort were to minimize adverse financial implications for localities, while at the same time streamlining and controlling the costs of implementation. Under the proposal, cities and counties are divided into four groups, with a distinct reimbursement schedule for each.

- Spring billers will receive the same proportion of their total PPTRA reimbursement (as capped under SB 5005) as each historically received in May and June, on July 31. Advice from the Auditor of Public Accounts confirms that amounts received in this manner (which falls within the "availability period" under modified accrual basis of accounting) should be reported as revenue for the fiscal year ending June 30. The balance of spring billers' payments will be made in two further installments – 40 percent of the remaining balance on Aug. 15 (also within the availability period), and 60 percent on Nov. 15. In effect, while the first payment reflects a delay, the August and November payments are accelerated by comparison to present payment patterns. This acceleration is designed to offset investment earnings losses arising from the initial delay.

- Localities presently receiving more than \$20 million in reimbursements (other than spring billers) will receive 50 percent of their reimbursements on Aug. 15 and 45 percent on Nov. 15, with the balance of 5 percent paid out on Feb. 15 and May 15. This schedule – under which these localities will receive 95 percent of their reimbursement by Nov. 15 – reflects a more rapid payout than historical experience for these four localities, which have received an average of 89 percent of their reimbursement amounts during the July 1-Dec. 31 timeframe.

- Localities presently receiving less than \$20 million in reimbursements (other than spring billers) will receive 5 percent of their reimbursements on Aug. 15 and 75 percent on Nov. 15, with the balance of 20 percent paid out on Feb.

FROM THE CAPITOL**2005 GENERAL ASSEMBLY****Car tax continued ...**

15 and May 15. This schedule – under which these localities will receive 80 percent of their reimbursement by Nov. 15 – reflects a substantially more rapid payout than historical experience for these localities, which have received an average of 61 percent of their reimbursement amounts during the July 1-Dec. 31 timeframe.

- Towns (other than the seven towns that are true “spring billers”) will be paid out in a single lump sum on Aug. 15. In light of their predominant use of the cash, rather than the modified accrual, basis of accounting, the seven spring billing towns will be paid out in the spring on about the same schedule as

they presently receive their reimbursements.

The schedules proposed by Bennett make the best of a difficult situation for spring billers, and in the vast majority of cases for non-spring billers, actually will result in overall positive cash flow as compared to historical experience. There are isolated cases in which cash flow implications are negative by comparison to historical experience, although in at least some of these cases, the apparently negative result appears to be an artifact of the timing of submission of reimbursement requests under the “old” system (e.g., a Dec. 5 billing locality holding its reimbursement request until the spring).

Questions and comments

The package reflected in the governor’s proposed budget amendments and the proposed reimbursement schedule are designed to address known issues with the implementation of SB 5005. It is possible that other issues may arise. Local officials are urged to review the proposed budget language and reimbursement schedule and advise VML of questions, comments and concerns. It will be much easier to address any issues during the legislative session than afterwards. Direct questions and comments to Alan Albert at aalbert@leclairryan.com. ❖

Bay funding continued ...

proposed fee of \$52 a year per household and \$1,200 a year per industrial facility. Localities could exempt low-income households, and money for local administrative costs would be provided. Revenues would go to the WQIF. The locality would collect the fee through personal property tax assessments, real estate assessments, municipal sewage system bills, contracts with municipal sewage system authorities, or any other “reasonable and lawful method.” VML opposes this method of funding state environmental priorities.

Instead, the 2005 VML Legislative Program notes under “Other Legislative Priorities” for environmental quality that: “Article XI of the Constitution of Virginia commits the Commonwealth to protect its air, water and other natural resources. The regular appropriation of state general funds is necessary to meet this constitutional mandate.”

Contact Denise Thompson as soon as possible at dthompson@vml.org or by telephone at 804/649-8471 and relay your thoughts on the CBF sales tax proposal. ❖

Municipal solid waste surcharge bill introduced

HB 1760 (Dillard) would establish a \$1 per ton municipal solid waste disposal fee to be collected by the localities in which municipal solid waste landfills are located.

The legislation would direct the host localities to remit 50 percent of the money collected to the state for deposit into the proposed Virginia Solid Waste Management and Clean-up Fund and the Water Quality Improvement Fund. The locality could keep the remaining 50 percent of the money for the abatement of pollution caused by landfills or the improper management of waste, groundwater monitoring and cleanup, litter control, recycling, or for other

waste-related purposes, including solid waste management operating fees.

The 2005 VML Legislative Program states: “VML opposes the imposition of a state fee, tax or surcharge on water, sewer, solid waste or on any other local government service.” As was the case with similar proposals over the past five years, local governments have these concerns:

- State fees on local government services restrict future local government revenue capacity and compromise the ability to fund future services.
- The additional surcharge would place some local government solid waste tipping fees at a competitive disadvan-

tage, compared to landfills located in neighboring states.

- State priorities should be funded through state revenue sources, not through surcharges, fees or taxes placed on local user fees.
- There is no guarantee that the money raised by these state taxes and surcharges would continue to flow to environmental programs. The revenue may end up as a general revenue source, depending upon the priorities of future legislatures. Other delegates and senators may introduce similar legislation.

Contact Denise Thompson at dthompson@vml.org or at 804/649-8471 if you have questions. ❖

FROM THE CAPITOL

House GOP introduces transportation package

House Republicans introduced a package of transportation investments and reforms Jan. 4 that includes \$938.5 million in additional resources for the current biennium, with a continued investment of \$551.7 million after the biennium. In early December, Gov. Mark R. Warner introduced a transportation plan, called the Transportation Partnership Act, which includes \$824 million in new initiatives, primarily aimed at the current biennium.

Both plans use a combination of one-time revenues resulting from escalating state revenues, as well as other state general funds and federal funds. Both would give local governments opportunities for greater involvement and investment in transportation functions. Neither plan would increase the gas tax to fund its initiatives, but the plan put forth by House Republicans would increase civil penalties on “chronic” traffic law offenders to help pay part of its costs. Finally, neither plan addresses ways in which to cover the cost of Virginia’s long-term transportation needs – estimated to be \$200 billion over the next 20 years.

The House GOP and Warner plans address similar issues and in some cases offer similar strategies. These include:

- dedicating approximately \$256 million to pay remaining debt on several completed projects, so that funding for current projects would not be used to do so. In addition, Warner’s plan includes legislation to prohibit such deficit financing in future six year-plans.

- refunding approximately \$90 million borrowed from the Transportation Trust Fund. In addition, the House GOP plan would include a constitutional amendment to prohibit future transfers from the trust fund to the state general fund.

- dedicating \$23 million each year from a 3 percent share of state automobile rental taxes to transportation. Warner’s plan would dedicate the funding to a new Rail Partnership Fund; the House GOP plan does not earmark this funding to a specific transportation mode. It does include an investment of \$33.2 million in FY06 and each year

forward for a new Rail Enhancement Fund.

- allocating additional funding to encourage greater local involvement in transportation projects. The House GOP plan would invest \$75 million in FY06 and beyond into a new Local Congestion Mitigation Fund, which would increase the existing local revenue sharing program from \$15 million to \$50 million each year, and expand it to permit awarding of competitive grants in congested areas. The current revenue-sharing program is geared toward counties, and allows a dollar-for-dollar match of up to \$500,000 per project. This compares with Warner’s \$80 million Local Partnership Fund that would be used to encourage local governments to assume management for individual construction projects only (no maintenance). Money remaining in this pot could be used for a revised revenue sharing program, including rural additions.

- jump-starting the use of the Public-Private Transportation Act (PPTA). The House GOP plan would streamline the procedures in this program to encourage greater private sector participation and would add \$60 million during FY06 for a new Public-Private Partnership Incentive Fund to expedite more projects and encourage more private investment; Warner’s plan would create a revolving Private Partnership Fund with \$140 million to be used for no-interest loans of no more than \$30 million per project for no more than seven years in length.

- appropriating additional general and non-general funds in excess of the budget forecast to the Transportation Trust Fund for distribution to the various modes (highways, transit, aviation and ports).

- investing in transit capital needs. The House GOP plan would invest \$40.4 million to address outstanding transit capital needs, while Warner’s plan would offer \$80 million, including \$20 million for VRE railcars, \$10 million for a statewide bus purchase, and \$40 million for Washington Metro railcars. Warner’s plan would require a 20 percent local project or program match. It is unclear

whether the House GOP plan dedicates the funding to specific purposes or requires a local match.

- addressing pay off of federal highway reimbursement anticipation notes (FRANs). The House GOP plan calls for recurring state annual general fund support of FRAN debt service through 2013, while it appears that both plans call for pre-paying the remaining seven years of FRAN debt service (\$262 million) for completed projects.

In addition, the House GOP plan offers the following:

- developing a “Commission on Innovative Transportation Solutions” to examine and recommend innovative and long-term solutions to transform how transportation is delivered in Virginia. This group would include private sector experts, state lawmakers and local government officials.

- producing an estimated \$100 million in new revenues in FY06 and beyond by instituting greater civil penalties on “chronic traffic law offenders.”

- transferring \$10 million in FY06 from the \$2 fee on driver records to transportation and continuing that transfer to transportation into the future.

- dedicating one-third of the revenue generated by taxes on insurance premiums in FY05 and FY06 for transportation purposes. Warner dedicates a like amount of state general funds but, unlike the House GOP proposal, does not earmark the insurance funds. The Virginia Transportation Act of 2000 called for such a dedication of money to help pay for priority transportation projects, which were primarily paid for with FRANs. This would come to about \$265 million; the effect on other programs funded with this revenue is not clear.

The House GOP plan does not appear to address the state’s maintenance backlog. Warner’s plan would include \$97 million in federal funds to reduce the VDOT maintenance backlog (deficient highways and bridges) by 22 percent. ❖

FROM THE CAPITOL

Rural Center may play role in Warner initiative

The Rural Center, created by 2004 legislation, is expected to play a role in Gov. Mark R. Warner's "Make Virginia Work" proposal. The proposal is a set of amendments to the budget that provides funding in three areas to assist rural parts of the state in job creation, retention and general economic development.

The first part of Virginia Works supports existing businesses. It has as a central element \$2 million in grants to regional groups (2 counties, a city or town and a county – the combinations haven't been established) for workforce training or similar activities for businesses in an area. It also makes possible one-time aid to an existing business to keep it alive in an area where it is a key employer. The maximum is \$5 million.

The second part is development of new business opportunities, with the key industry being tourism. The main program is the establishment of two artisan centers in western and southwestern Virginia. The centers would display the works of artisans from the area; would have demonstrations by artisans; and would make available information

for tourists to follow an artisan trail to lead them to the studios of artisans in the area. It is modeled in large part after artisan centers in Asheville, N.C. and ones in Kentucky and West Virginia. One center would likely be located in Staunton and one in far southwest Virginia.

The tourism piece also includes \$3 million in new trails to trails projects in Southside, and funding for tourism development.

Money would also be made available for promoting advanced manufacturing techniques related to one or more existing industries. By promoting new techniques, existing industries in rural parts of the state could continue to grow.

Specialty agriculture is the third piece in the new business suite. It would provide funding for development and marketing of new kinds of agricultural activities.

Virginia Works also contemplates creating a Community Development Bank to allow businesses in stressed areas to have access to loans. Commonly in such stressed areas, businesses find it difficult to obtain financing from

commercial banks. The planned community bank does not compete with private banks. In fact, it helps them, by taking pressure off private banks to enter such risky markets.

In addition to the community bank concept, working with private entities to use the array of federal tax credits is a piece of the proposal. Also, funding for demolition of abandoned industrial facilities is planned, in an initial amount of \$4 million. Details don't exist at this point, but it appears the Virginia Resources Authority would allocate the funds.

The Rural Center is to be a 501 C.3 entity, with administrative funding coming from the state. Its members met Jan. 7 in Danville. The Department of Housing and Community Development presented the Virginia Works program to the Rural Center. The members expressed interest in participating with the department in implementing the elements of the program.

The next step is to see how much success the governor has in gaining funding for the program with the General Assembly. ❖

Senate finance panel receives wireless E-911 report

All government agencies, including those at the local level, would be exempt from wireless E-911 surcharges if legislation proposed by the Wireless E-911 Services Board is passed by the General Assembly.

Steve Marzolf, E-911 coordinator for Virginia, described the status of the Wireless E-911 Fund and proposed legislation to the Senate Finance Public Safety Subcommittee on Jan. 10.

Marzolf said that other legislative initiatives the Wireless E-911 Services Board would seek include: modifying the prepaid wireless surcharge definition that applies to subscribers not billed on a monthly basis; establishing a deadline for late

submissions by local governments; and carriers that seek grants from the wireless fund each year. Currently, governments may submit requests for funding after the Oct. 31 deadline, but there is no absolute deadline set for requests.

The board also wants to adjust the timeline for year-end audits – whereby the board ensures that localities and carriers are using the money as they said they would in their funding requests. The current deadline is Sept. 30, but Marzolf said this is never possible to

achieve, so the board would like to be able to set a more realistic schedule for these audits to be performed. Finally, the board would like to clarify and tighten the sections covered under the

appeals process. This may affect carriers more than to local governments.

Marzolf reported that the Wireless E-911 Fund is fiscally sound, with an ending fund balance of \$15 million in FY04, and a predicted fund balance of \$35.1 million in FY05. He said that the current surcharge rate of 75 cents could be lowered to 65 cents if State Police funding of \$3.7 million per year were eliminated. State Police began receiving the \$3.7 million to reimburse it for the costs of answering wireless 911 calls for areas without the technology to do so. Marzolf said that the number of calls taken by State Police was steadily decreasing, and as of July 1, 2004, only nine localities were not taking those calls directly. All localities are committed to taking these calls at some time in the future, so State Police will no longer carry this responsibility. ❖



FROM THE CAPITOL**Wastewater assistance available**

The Department of Environmental Quality has an assistance program to help municipalities implement new requirements that are part of their wastewater discharge permits.

DEQ's initiatives to reduce point source nutrient discharges to the Chesapeake Bay require that wastewater treatment system owners complete an Interim Optimization Plan (IOP) for nutrient removal. The new assistance program focuses on facilities that do not qualify for Water Quality Improvement Fund IOP development grants. DEQ's Office of Operator Training staff is available to

assist in evaluating wastewater facility operations, identifying options for improving nutrient removal performance and, implementing the completed plan.

In addition to direct assistance, DEQ is developing a clearinghouse of information that interested parties can access to assist in developing Interim Optimization Plans

To obtain more information or to request assistance contact: Jason T. Spicer, Office of Operator Training, Water Quality Division, Department of Environmental Quality, P.O. Box 10009, Richmond, VA 23240. Telephone: 804/698-4143; Fax: 804/698-4032; e-mail: jtspicer@deq.virginia.gov.

**ETCETERA****Local officials named to NLC steering committees**

National League of Cities President Anthony Williams has chosen five local government officials from Virginia to serve on NLC policy and advocacy steering committees for the coming year. These officials competed with local government officials from across the United States for membership on these committees.

Alexandria Mayor William D. Euille was named a vice chair of the Community and Economic Development Committee. Returning for the third year on this committee is Newport News Vice Mayor Charles Allen.

Roanoke Council Member M. Rupert Cutler was named to the Energy, Environment, and Natural Resources

Steering Committee. This is his first term on that committee. Also serving for the first time on a steering committee is Alexandria Council Member Joyce Woodson, who was named to the Finance, Administration, and Intergovernmental Relations Steering Committee. Arlington Board Chair Jay Fisette was chosen to serve on the Transportation Infrastructure and Services Steering Committee. This is his first appointment to a steering committee as well.

VML is preparing to submit names of local elected officials who want to serve on NLC's policy committees. VML's nominations are due Jan. 21. Serving on a policy committee is a good way to get involved in the NLC policy process for

the first time, or to maintain involvement in, and increase expertise in policy issues affecting local governments at the federal level. If you are interested in serving on a NLC policy committee and have not already called VML, call Janet Areson at 804/649-8471 by Jan. 19.

The NLC policy committees are: Community and Economic Development; Energy, Environment and Natural Resources; Finance, Administration, and Intergovernmental Relations; Human Development; Information Technology and Communications; Public Safety and Crime Prevention; and Transportation Infrastructure and Services. ❖

Junior fire fighter policies: How are you complying?

A VML member locality is interested in how other local governments are complying with the Virginia Department of Fire Programs' junior fire fighter policies as defined by the Department of Labor and Industry. VDFP began enforcing these policies July 1. The policy may be seen at <http://www.vafire.com/JrFFinfo.htm>

The policies state that the Commissioner of Labor and Industry has declared as hazardous the occupation of firefighting as it pertains to teenagers. The policy quotes VA Code 40.1-79.1 that allows a county, city or town to authorize by ordinance any person 16 years of age or older, with parental or guardian approval, to fully participate as a volunteer

firefighter, as long as the teenager achieves National Fire Protection Association 1001, level one, as administered by VDFP.

To participate in VDFP training programs, the teen must reside in a locality that adopted such an ordinance, must present an original copy of written parental or guardian consent for junior fire fighter participation, and must have a copy of the locality/department current liability insurance for junior firefighters.

Please call or e-mail Janet Areson at VML (804-649-8471; jareson@vml.org) if you are working through, or have worked through this junior fire fighter policy. ❖

IN CONGRESS

109th Congress convenes

The 109th Congress convened Jan. 4. Numerous issues will face Congress this session, including long-overdue transportation and TANF reauthorization, federal income tax code reform, Social Security reform, bankruptcy reform, and energy bills.

Virginia sent a new member – former state delegate Thelma Drake of Norfolk – to the House of Representatives, filling the

slot of retired Rep. Ed Schrock of Virginia Beach.

The National League of Cities' annual conference focusing on federal issues, the Congressional-City Conference, will be held March 11-15, in Washington. Registration forms have been mailed to all VML member localities. Additional information may be found on NLC's Web site, www.nlc.org. ❖

POSITIONS

Longer version of job ads posted at www.vml.org

Because of the number of requests it receives to publish job advertisements, VML reduces the length of the position descriptions in Update. A full version of all of the job listings published here for the past two months appears on VML's Web site at www.vml.org. Visit the VML site and click on "Marketplace" to read the complete descriptions.

Emergency Management Planner and Training Coordinator, Bedford

SALARY: \$30,903-\$43,666. Assist emergency management coordinator in planning, preparing and testing emergency preparedness. Coordinate, document and provide emergency management/police training necessary for personnel to meet state and federal mandated standards. Preference given to candidates with knowledge of Virginia Emergency Management System and state law enforcement training req. Apply: City of Bedford Human Resources Department, 215 E. Main St., Bedford, VA 24523 or visit www.bedfordva.gov to download an employment application; resumes alone not accepted. Open until filled. EOE.

Fire Chief, Manassas Park

SALARY: \$63,207-\$110,835 (+) benefits DOQ. (Pop. 12,500) Supervise 24-hour fire and rescue dept.; new fire station scheduled to open in March. Min. reqs.: 10 yrs. progressively responsible fire and emergency medical service exper. of which 5 must be as command officer managing multiple shifts and 20 + employees. Graduate degree in admin., public admin., or business admin.; or any equiv. comb. of training and exper.

Residency requirement. Application to: City Manager, 1 Park Center Court, Manassas Park, VA. 20111. For application call 703/335-8040 or send e-mail to mpayton@cityofmanassaspark.us. Open until filled. EOE.

Senior Planner, Franklin County

SALARY: \$38,053-\$41,478 (+) benefits (Pop. 49,095). Provide project leadership and coordination for long-range planning activities, such as comprehensive plan; participate in development reviews and general planning/zoning process; serve as staff to Board of Supervisors and Planning Commission. Master's degree and AICP certification desirable. Applications and complete job description obtained in Office of County Administrator, 40 E. Court St., Rocky Mount, VA 24151, by calling 540/483-3030, or visiting <http://www.franklincountyva.org>. Open until filled. EOE.

County Planner, Franklin

SALARY: \$33,586-\$52,059. Administer and enforce zoning, subdivision, and erosion and sediment control ordinances. Demonstrated exper. reviewing subdivision plats, site plans, erosion and sediment control plans; processing of rezoning applications, special use permits and variances. Bachelor's in planning, geography, civil/environmental engineering, or related degree or equiv. exper. req. Applications and complete job description obtained in Office of County Administrator, 40 E. Court St., Rocky Mount, VA 24151, by calling 540/483-3030, or visiting <http://www.franklincountyva.org>. Open until filled. EOE.

Fire Chief, Portsmouth

SALARY: \$62,044-\$105,475 DOQ (+) benefits, including auto. (Pop. 100,565). Direct operations of Fire, Rescue and Emergency Services Department (244 employees). Master's in public admin., business admin. or fire science given special

consideration; reqs. 6-9 yrs. command exper. in fire fighting and emergency response; or any equiv. comb. of training and exper. Apply: City of Portsmouth, Department of Human Resource Management, 801 Crawford St., Portsmouth, VA 23704. Resumes accepted along with city application available from Department of Human Resource Management, 757/393-8626, Fax 757/393-8697, www.portsmouthva.gov, or VEC offices. Deadline: Feb. 11. EOE.

Deputy County Administrator, Hanover

SALARY: \$90,933-\$135,759 hiring range (+) benefits. Provide managerial support to the county administrator and advise assigned department heads in their operations. Areas of responsibility include finance and management services, info. technology, facilities maintenance, fleet services, purchasing and general services and assessment. Master's degree and extensive progressively responsible exper. in local govt. administration preferred. For more information or to apply, visit www.hanovercountyjobs.com. Contact: 804/365-6075 (TDD 365-6140). Open until filled. EOE.

Zoning Administrator/Planner, King and Queen County

SALARY: \$32,000-\$34,000 (+) benefits. Administers land-use planning program; serves as zoning administrator and subdivision agent; responsible for updating comprehensive plan, zoning and subdivision ordinances and capital improvements program as needed. Bachelor's in planning or related field and exper. with local govt. preferred. Completed county application must be submitted. Contact: county administrator's office at 804/785-5975. Open until filled. EOE.

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POSITIONS

Public Works Director, Elkton

SALARY: \$31,695 min. negotiable DOQ/DOE (+) benefits. Responsible for the daily supervision and planning of projects related to water, sewer, streets, refuse, electrical maintenance functions, as well as purchasing and inventory for related areas of responsibility. Bachelor's degree in a related field or 2 yrs. exper. in public works preferred. Job description and application available from: Clerk of Council, 173 W. Spotswood Ave., Elkton, VA. Call 540/298-9480 for more info. Resumes accepted, but must be accompanied by completed application. Open until filled. EOE.

Assistant District Planners, VDOT (2 positions).

SALARY: Negotiable DOQ/DOE (+) benefits. (Staunton and Winchester/Front Royal) Serve as liaison to local jurisdictions, planning organizations, VDOT residency/sections, and central office. Provide support for transportation planning activities, including traffic forecasting, site analysis reviews, and GIS implementation and management; coordinate land development review activities. Degree in transportation planning or civil engineering or equiv. job-related training/exper. preferred. Resumes only accepted when accompanied by completed state application (available at www.VirginiaDOT.org ("Careers" tab). Apply: VDOT Human Resources; P.O. Box 2249, Staunton, VA 24402. (TDD 800-828-1120.) Clearly state the position number(s). Staunton # 21087. Front Royal # 03432. Deadline: Jan. 24. EOE.

Assistant County Attorney, York

SALARY: \$58,124 or higher to start DOE/DOQ (+) benefits. Exper. in litigation, real estate and local govt. law preferred, with particular emphasis on zoning and land use, civil child abuse and neglect actions before the juvenile court, and special education and school law. Reqs. county application (including resume) that may be obtained from Human Resources Office, 120 Alexander Hamilton Blvd., Second Floor, Yorktown, Va.; from www.yorkcounty.gov; or by calling 757/890-3690. Deadline: Jan. 28. EOE.

Accountant, City of Bedford

SALARY: \$30,903-\$43,666. Reports to director of finance. Handle technical and administrative work involving preparation and maintenance of financial records for all depts. Reqs. min. 2 yrs. accounting exper., preferably in municipal setting. Exper. with

computer financial systems and PC software req. Educ. and exper. equiv. to bachelor's degree from accredited college or university with accounting major. Apply: City of Bedford Human Resources Office, 215 E. Main St., Bedford, VA or visit www.bedfordva.gov to download req. application. Resumes alone not accepted. Open until filled. EOE.

Fleet Manager, Roanoke

SALARY: \$52,380-\$78,570. (Pop. 96,000) Plan and supervise operation of the Fleet Services Division, which includes the customer service, automotive repair services, equipment maintenance and fleet administration. Bachelor's degree from 4-yr. college with major in business, public admin. or related field; 5-10 yrs. exper. in fleet mngmnt. and considerable managerial exper. and/or training; or equiv. comb. of educ. and exper. Apply on-line at www.roanokegov.com or at City of Roanoke, Department of Human Resources, 215 Church Ave., SW, Room 207, Roanoke VA 24011. Open until filled. EOE.

Administrator for Adult/Family Services, Virginia Beach

SALARY: \$66,199-\$99,299. Manage and administer the Social Services Division of the Department of Human Services. Lead program supervisors, staff and volunteers in the child welfare and adult/family services programs. Submit required city application to: Human Resources Department, City of Virginia Beach, 2424 Courthouse Drive (Municipal Center Bldg. #18 Room #106) Virginia Beach, VA 23456. For more information and to download application visit www.vbgov.com/careers. No faxed or e-mailed applications accepted. #G4609. Deadline: Jan. 28. EOE.

Executive Director, Luray Downtown Initiative

SALARY: DOQ. Coordinate business district revitalization activities using the "Main Street Four-Point Approach." Must be entrepreneurial, energetic, well organized, able to work independently and effectively with others. Must be computer literate and skilled in word processing, e-mail, spreadsheets, navigating the Internet, and other common applications. Submit resume to: Luray Downtown Initiative, Inc., 47 W. Main St., Suite A, Luray, VA 22835. Open until filled. EOE.

Assistant Town Manager, Black Mountain, N.C.

SALARY: DOQ/DOE. (Pop. 7,616). Reqs. bachelor's degree in public/business admin.

or closely related field; prefer master's and public sector mngmnt./supervisory exper.; strong interpersonal skills and the ability to motivate and achieve results. Directly responsible for Administrative Services Department (finance, human resources, risk management and information systems). Application (req.) available at www.townofblackmountain.org. Return to: Assistant Town Manager Applications, Black Mountain Town Hall, 102 Montreat Road, Black Mountain, N.C. 28711. Open until filled. EOE.

Director of Planning and Community Development, Ashland

SALARY: \$50,000-\$68,988 DOQ/DOE (+) benefits. (Pop. 6,800). Knowledge of land-use concepts, site development, comprehensive plan review/development, preparation of CIP, and administration of ordinances. Reqs. bachelor's degree in urban planning, public admin., or closely related field (master's and AICP cert. preferred) + 5 yrs. exper. Cover letter, resume, salary history, town application, and 3 professional references to: Town Manager Charles W. Hartgrove, P.O. Box 1600, Ashland, VA 23005. More info. at www.town.ashland.va.us or call 804/798-9219. Deadline: Feb. 1. EOE.

Other positions

NOTICE: The following positions also are listed on VML's Web site at www.vml.org.

Financial Systems Accountant, Roanoke

SALARY: \$41,600-\$52,000. Open until filled.

Executive Director, Northern Virginia Regional Park Authority

SALARY: Negotiable within established range. Deadline: Jan. 31.

Police Chief, Hillsborough, N.C.

SALARY: Low \$70,000s to start. (Pop. 5,500). Deadline: March 4.

County Administrator, Bedford

SALARY: Negotiable DOQ/DOE (+) benefits. Deadline: March 4.

Firefighter/Cardiac Technician, Poquoson

SALARY: \$28,897 to start (+) benefits (+) \$4,000 annual cardiac tech incentive pay. Deadline: Jan. 28.

Continued on page 9

POSITIONS

Director of Economic Development, Roanoke

SALARY: \$73,510-\$110,264 negotiable DOQ (+) benefits. Open until filled.

Director of Housing and Neighborhood Services, Roanoke

SALARY: \$65,119-\$97,679 negotiable DOQ (+) benefits. Open until filled.

Public Utilities Director, Isle of Wight County

SALARY: \$68,320-\$85,400. Open until filled.

Senior Civil Engineer / VDOT Projects Manager, Hampton

SALARY: From \$47,374 (+) benefits. Negotiable. Open until filled.

Operations Engineer, Herndon

SALARY: \$41,814-\$66,905 DOQ (+) benefits. Open until filled.

Assistant City Manager, Fairfax City

SALARY: \$74,308-\$115,276 DOQ (+) benefits. Open until filled.

Director of Parks and Recreation, Bath County

SALARY: DOQ/DOE. Deadline: Jan. 25.

Director of Finance, Front Royal

SALARY: DOQ (+) benefits. Deadline: Feb. 18.

DEADLINE: *The deadline for placing a job advertisement in the next issue of Update is Friday, Jan 21. Submit ads via e-mail to David Parsons at dparsons@vml.org. You may also submit via FAX at: 804/343-3758. VML publishes job advertisements at no cost to its local government members. Non-members are charged a flat rate of \$25 per ad per issue, which includes posting on VML's Web site and publication in Virginia Town & 'City (deadlines permitting). VML edits position descriptions in printed publications because of space limitations.*

CALENDAR

VML/VACo Legislative Day, Feb. 3, Richmond

Annual legislative briefing and program for local officials will be held at the Richmond Marriott Hotel in downtown. Contact: Peggy Blunt at pblunt@vml.org or (804) 649-8471.

Time and Meeting Management Seminar, Feb. 9, Richmond

Timing is everything is the theme of this seminar that will be held from 8:30 a.m.-3:30 p.m. at the University of Virginia's Richmond Center. Learn how to be more productive with your time and your relationships. Classes are taught by expert learning consultants from Chesterfield County's Chesterfield University. Sponsored by the Virginia Institute of Government. Registration: \$100 (includes lunch). Contact: Jovan Hackley at 804/371-0202, e-mail jh5sr@virginia.edu, or visit www.VaInstituteofGovernment.org.

ICMA Southeast Regional Meeting, March 3-4, Savannah

Includes ICMA University Workshop presented by Bob O'Neill on "A Sea of Change: Sailing in Uncharted Waters." Additional details forthcoming. Contact: ICMA's Caren Campbell-Hussein at 202/962-3599 or Chussein@icma.org.

Diversity and the Generation Gap at Work, March 9, Richmond

Held from 8:30 a.m.-3:30 p.m. at the University of Virginia's Richmond Center. Sponsored by the Virginia Institute of Government. Registration: \$100 (includes lunch). Contact: Jovan Hackley at 804/371-0202, e-mail jh5sr@virginia.edu, or visit www.VaInstituteofGovernment.org.

Virginia Municipal Clerks Association Conference, April 20-22, Chesterfield County

Hosted by Region IX. For information, contact Lisa Elko at 804/748-1200.

Governor's Conference on Greenways, Blueways and Trails, May 1-4, Richmond

Conference speakers and workshops will address ways in which trail development facilitates public health, economic revitalization, conservation and historic preservation. Expert-led sessions in five tracts: planning and design; construction and maintenance; building capacity; long-term marketing; and maximizing health benefits. General information at: BikeWalk Virginia at www.bikewalkvirginia.org/conference/index.html, info@bikewalkvirginia.org or 757/229-0507.

Delivering Effective Presentations Seminar, May 11, Richmond

Held from 8:30 a.m.-3:30 p.m. at the University of Virginia's Richmond Center. Sponsored by the Virginia Institute of Government. Registration: \$100 (includes lunch). Contact: Jovan Hackley at 804/371-0202, e-mail jh5sr@virginia.edu, or visit www.VaInstituteofGovernment.org.

Myers-Briggs Type Indicator Seminar, June 8, Richmond

Held from 8:30 a.m.-3:30 p.m. at the University of Virginia's Richmond Center. Sponsored by the Virginia Institute of Government. Registration: \$100 (includes lunch). Contact: Jovan Hackley at 804/371-0202, e-mail jh5sr@virginia.edu, or visit www.VaInstituteofGovernment.org.

Preferred method of submitting items is via e-mail to David Parsons at: dparsons@vml.org. You may also submit via FAX at: 804/343-3758.

Update

The newsletter of the
Virginia Municipal League

P.O. Box 12164 • Richmond, VA 23241



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CELEBRATING 100 YEARS OF LOCAL
GOVERNMENTS WORKING TOGETHER