



**Local Government Survey  
(Counties & Towns with VDOT Maintained Systems)**

October 19, 2011

**Jennifer DeBruhl**

Acting Director

Local Assistance Division



**Local Government Survey  
(Counties & Towns with VDOT Maintained Systems)**

**Number of responses      Counties = 124  
   Towns = 38**

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**Administrators**

**50%**

**Elected Officials**

**25%**

**Senior Staff & Other**

**25%**

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**Within MPO boundaries (Counties)**

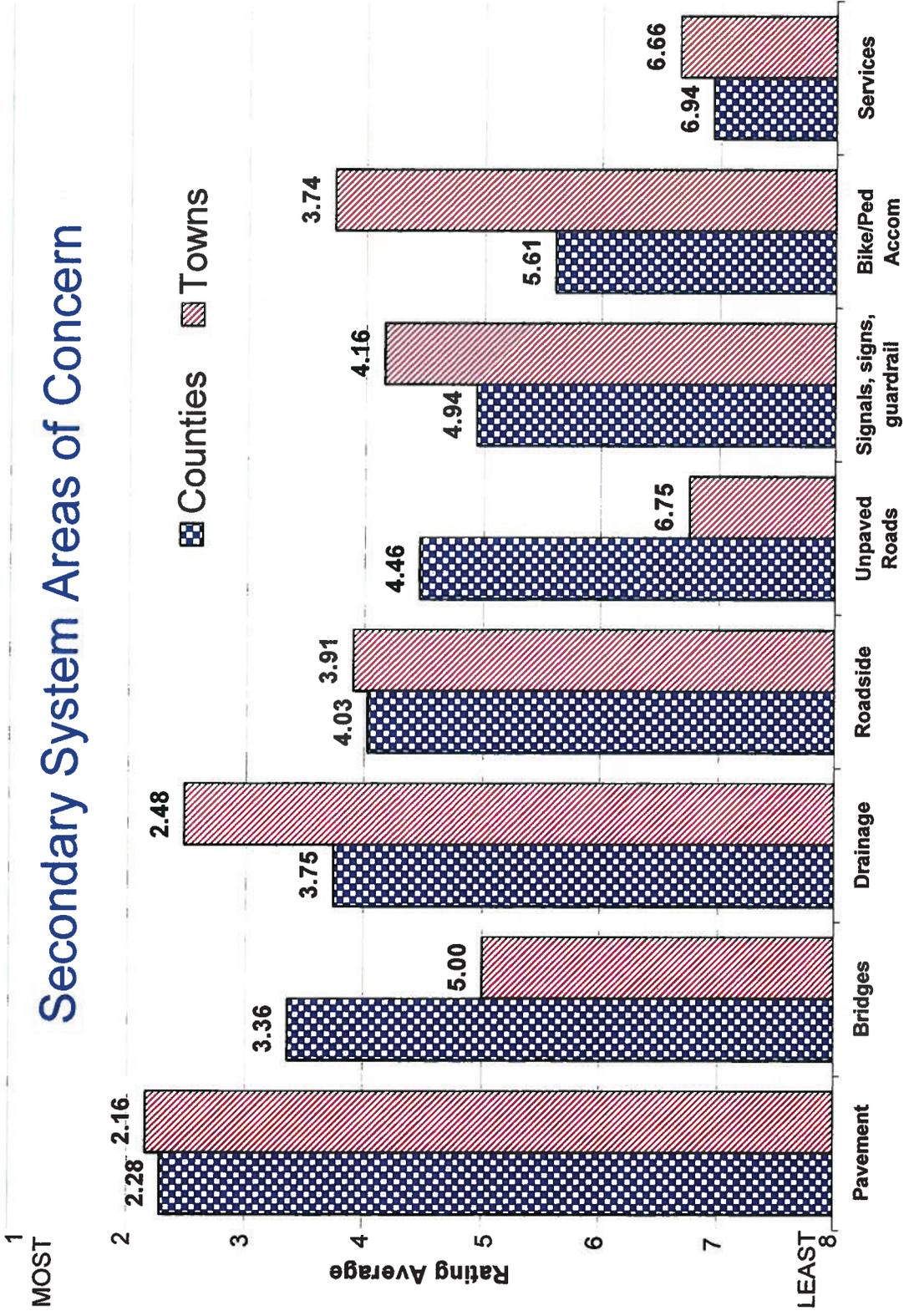
**50%**

**(Towns)**

**20%**



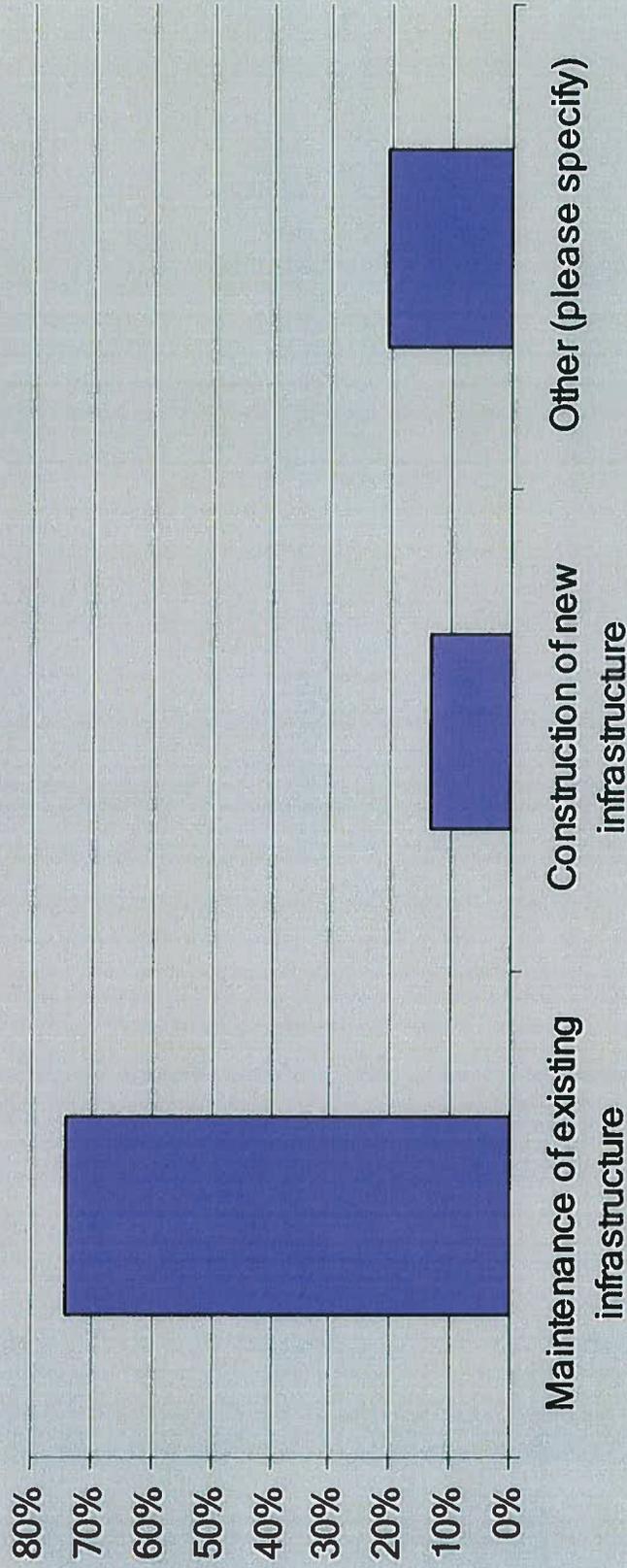
# Local Government Survey (Counties & Towns with VDOT Maintained Systems)





# Local Government Survey (Counties with VDOT Maintained Systems)

Considering the debate and challenges at both the federal and state level to meet transportation needs, where should we collectively be placing our priority given current constraints:





# Local Government Survey (Counties & Towns with VDOT Maintained Systems)

**Familiarity with these concepts and resources:**

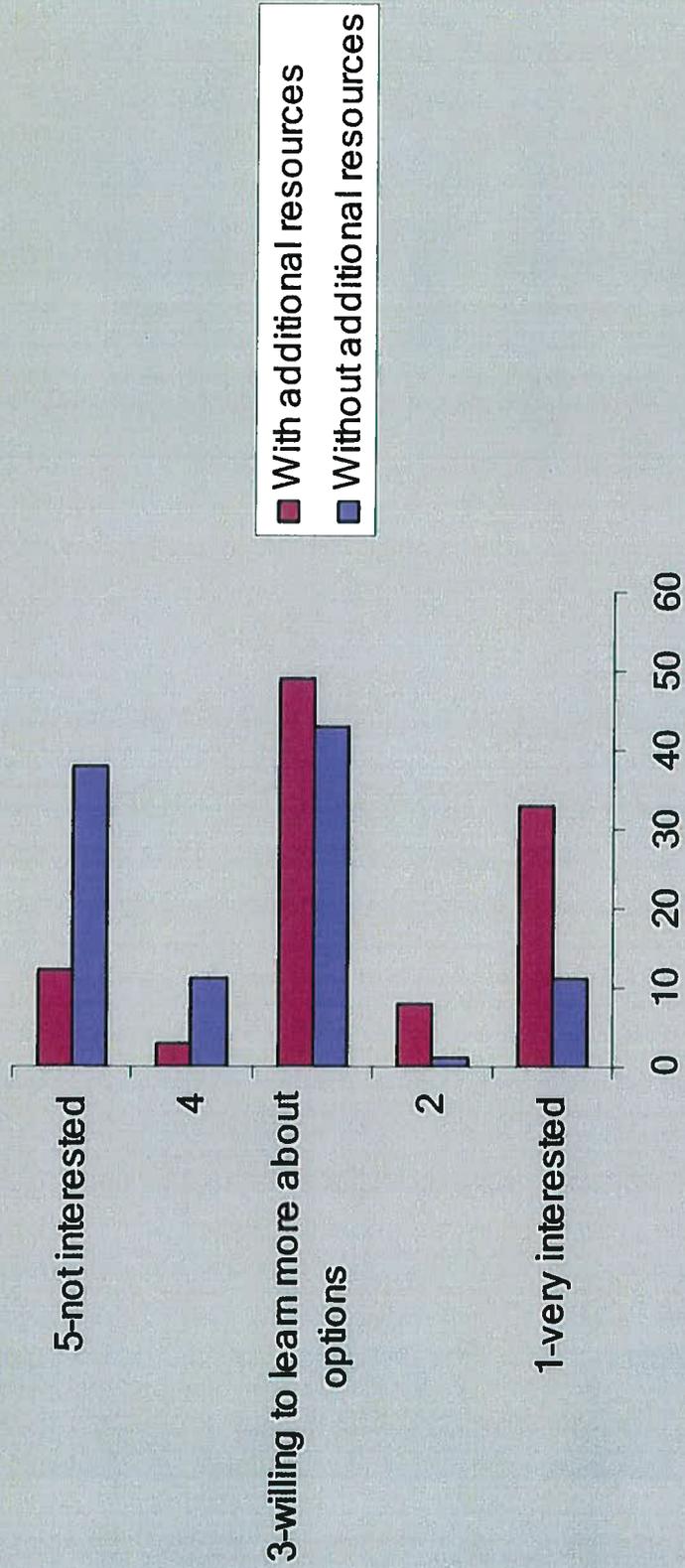
**1 = Very Knowledgeable**

**5 = Not Familiar**

	Average Rating	
	Counties	Towns
<b>VDOT Devolution Guidebook/Model</b>	<b>3.46</b>	<b>4.19</b>
<b>GMU Secondary Roads Study</b>	<b>3.48</b>	<b>4.47</b>
<b>Urban Transportation Service Districts</b>	<b>3.64</b>	<b>4.28</b>
<b>Fairfax County Secondary Roads Study</b>	<b>4.23</b>	<b>4.84</b>
<b>Urban Construction Initiative/Certification</b>	<b>4.30</b>	<b>4.68</b>

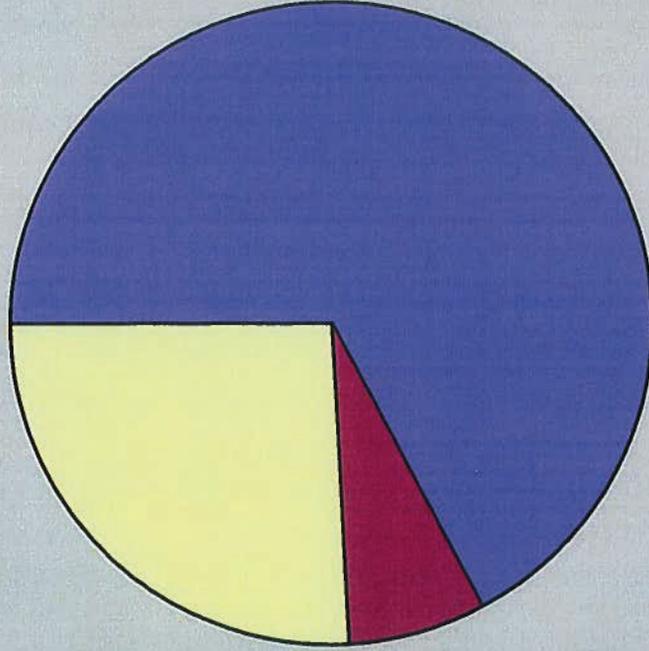
# Local Government Survey (Counties with VDOT Maintained Systems)

As of today, please rank your level of interest in playing a more significant role in transportation .



## Local Government Survey (Counties with VDOT Maintained Systems)

What do you feel would be the best way to provide additional resources to the local transportation program.



- Provide additional revenue options at the state level
- Provide additional revenue options at the regional level
- Provide additional revenue options at the local level



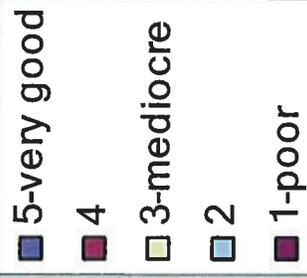
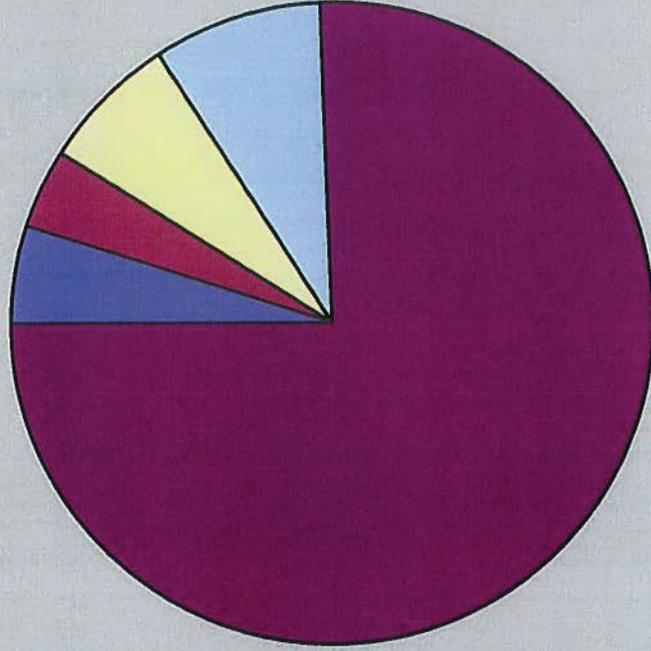
## Local Government Survey (Counties & Towns with VDOT Maintained Systems)

**GMU Secondary Roads Study – Which options are you open to evaluating in more detail?**

	Counties	Towns
Enhance budgetary priority for secondary road construction and maintenance	84%	67%
Consider performance-based maintenance contracting on secondary system	35%	60%
Empower counties to raise revenues (local option transportation taxes)	35%	17%
Impose devolution on all counties	3%	13%
Restructure secondary system	30%	47%
Impose devolution on select urban counties	17%	17%
Take maximal advantage of VDOT performance audit	30%	17%

# Local Government Survey (Counties with VDOT Maintained Systems)

Please rank your ability to provide transportation services to your community within your current organizational structure/staffing





**Local Government Survey  
(Counties & Towns with VDOT Maintained Systems)**

**October 19, 2011**

**Jennifer DeBruhl**

**Acting Director**

**Local Assistance Division**

On behalf of Secretary of Transportation, Sean T. Connaughton, the Virginia Department of Transportation (VDOT) conducted a survey to gauge the views of local government leaders on a variety of transportation topics. The following is a summary of the responses received from leaders in Town government.

**1. What type of local government do you represent?**

	Response Percent	Response Count
County	0.0%	0
Town (not in Urban System)	100.0%	38
Other (please specify)	0.0%	0

Answered question 38

Skipped question 0

**2. Which Locality do you represent? (optional)**

Town of Appomattox	1
Town of Ashland	1
Town of Berryville	1
Town of Cape Charles	1
Town of Charlotte Court House	1
Town of Chatham	1
Town of Dublin	1
Town of Floyd	1
Town of Glasgow	1
Town of Gordonsville	3
Town of Gretna	1
Town of Haymarket	1
Town of Irvington	1

Town of Kilmarnock	1
Town of Middleburg	1
Town of New Market	1
Town of Rural Retreat	1
Town of Scottsville	1
Town of Shenandoah	1
Town of Stanley	1
Town of Stephens City	1
Town of Victoria	1
Town of Warsaw	1
Town of Waverly	1
Town of West Point	1
Town of Windsor	1

Answered question 28

Skipped question 10

**3. Please indicate your role in local government**

	Response Percent	Response Count
Elected Official (i.e. Board of Supervisors)	16.2%	6
Administrator (i.e. County Administrator, Deputy, or Assistant)	64.9%	24
Senior Staff (i.e. Director of Public Works)	13.5%	5
Other (please describe)	5.4%	2

Town Manager (2)

Answered question 37

Skipped question 1

**4. How large is your locality? (population)**

	Response Percent	Response Count
< 20,000	94.7%	36
> 20,000 and < 50,000	5.3%	2
> 50,000 and < 90,000	0.0%	0
> 90,000	0.0%	0

Answered question 38

Skipped question 0

**5. Are you within the boundaries of a Metropolitan Planning Organization?**

	Response Percent	Response Count
Yes	21.1%	8
No	78.9%	30

Answered question 38

Skipped question 0

**6. Does your locality have objective data on the condition of the local road system?**

	Response Percent	Response Count
Yes	13.5%	5
No	37.8%	14
I'm not aware that this data is readily available	48.6%	18

Answered question 37

Skipped question 1

**7. Are you relying on VDOT to provide you with data regarding the condition of the local road system?**

	Response Percent	Response Count
Yes	67.6%	25
No	16.2%	6
I'm not aware that this data is readily available	16.2%	6

Answered question 37

Skipped question 1

**8. Please give us your thoughts on the current condition of the local transportation network in your locality.**

	Response Percent	Response Count
1 - very good	5.4%	2
2	40.5%	15
3 - mediocre	32.4%	12
4	18.9%	7
5 - poor	2.7%	1

Comments 6

Summary of comments:

Two speak of the deteriorating condition of the local system, while specific issues are listed: "SR 292 at I-81 unsafe", "An improved truck route is needed.", "The local desires of small towns are just about totally ignored.", "Funds to pave is an issue."

Answered question 37

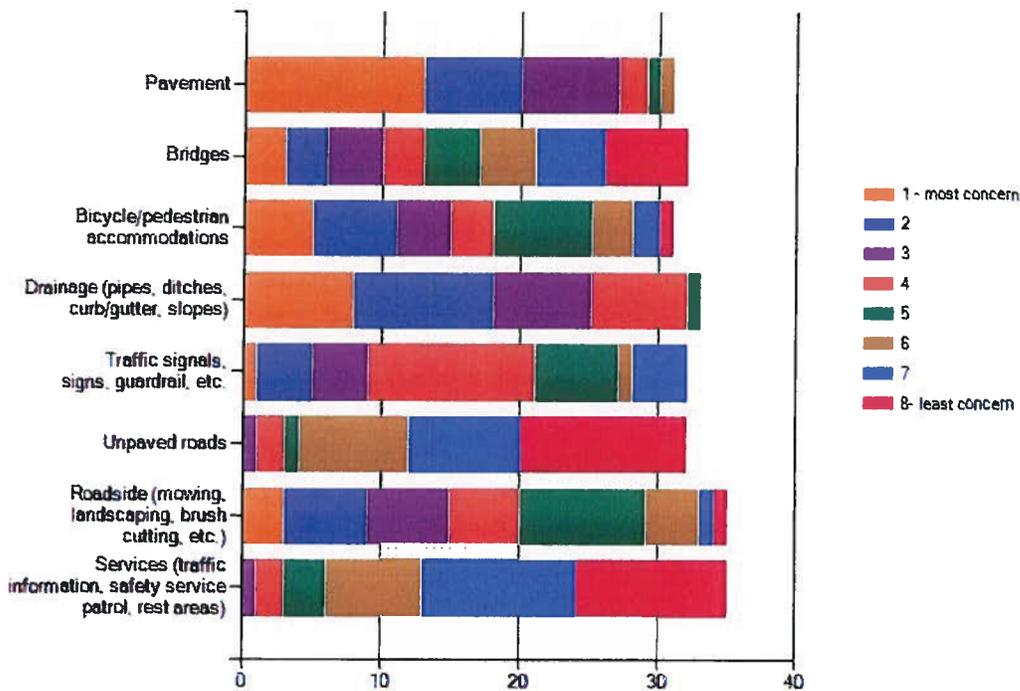
Skipped question 1

**9. What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**

	1 - most concern	2	3	4	5	6	7	8 - least concern	Rating Average	Response Count
Pavement	13	7	7	2	1	1	0	0	2.16	31
Bridges	3	3	4	3	4	4	5	6	5.00	32
Bicycle/pedestrian accommodations	5	6	4	3	7	3	2	1	3.74	31
Drainage (pipes, ditches, curb/gutter, slopes)	8	10	7	7	1	0	0	0	2.48	33
Traffic signals, signs, guardrail, etc.	1	4	4	12	6	1	4	0	4.16	32

Unpaved roads	0	0	1	2	1	8	8	12	6.75	32
Roadside (mowing, landscaping, brush cutting, etc.)	3	6	6	5	9	4	1	1	3.91	35
Services (traffic information, safety service patrol)	0	0	1	2	3	7	11	11	6.66	35

**What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**



Answered question 37  
 Skipped question 1

**10. For roadways within your jurisdiction do you believe the current administrative classification (interstate, primary and secondary) to be appropriate? (For example; there may be secondary roads in your locality that you believe function more as primary roads.)**

	Response Percent	Response Count
Yes	59.5%	22
No	8.1%	3
Not an issue	32.4%	12

Answered question 37  
 Skipped question 1

**11. Considering the debate and challenges at both the federal and state level to meet transportation needs, where should we collectively be placing our priority given current constraints:**

	Response Percent	Response Count
Maintenance of existing infrastructure	94.6%	35
Construction of new infrastructure	5.4%	2
Other (please specify)	8.1%	3

Summary of comments:

Focus on maintaining the existing infrastructure, asking the local people what they want, and how VDOT personnel are becoming non-existent.

Answered question 37  
Skipped question 1

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**12. Considering the debate and challenges at both the federal and state level to meet transportation needs, what services/programs could be reduced and/or eliminated?**

Summary of comments:

The majority believe no services/programs can be reduced. A smaller group support studying efficiency or the impact of reductions, and an equal size group say VDOT administration, followed by bureaucracy and policy. There is a mention of sidewalks, paving dirt roads, and long-term assets. One requests the residency structure be brought back.

Answered question 18  
Skipped question 20

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**13. Did your locality participate in the FY12 Revenue Sharing Program?**

	Response Percent	Response Count
Yes	6.3%	2
No	68.8%	22
Not eligible to participate	25.0%	8

Answered question 32  
Skipped question 6

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**14. Do you have plans to participate in the Revenue Sharing program in the future?**

	Response Percent	Response Count
Yes	34.4%	11
No	40.6%	13
Not eligible to participate	25.0%	8

Answered question 32  
Skipped question 6

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**15. The limit per locality for Revenue Sharing was increased to \$10M. Should this limit be:**

	Response Percent	Response Count
Increased to higher cap	44.0%	11
Decreased	28.0%	7
Unlimited	28.0%	7

Answered question 25  
Skipped question 13

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**16. Would you participate in similar financial arrangements (local funds used to match state funds) if this meant additional funds could be brought to your locality?**

	Response Percent	Response Count
Yes	76.9%	20
No	23.1%	6

Only under these circumstances 6

Summary of comments:

In equal frequency: maybe; if the funding is for the wants of the locality; if a match becomes available; and, only if no match was required.

Answered question 26  
Skipped question 12

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**17. Based on your current understanding of VTIB, is this something your locality is considering taking advantage of?**

	Response Percent	Response Count
Yes	25.9%	7
No	63.0%	17
Only under these circumstances	11.1%	3

Summary of comments:

Equally: "If local desires were granted", "Provided there is some financial participation from the Commonwealth", and an unfamiliarity with the program.

Answered question 27  
Skipped question 11

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**18. If you Answered yes to #17, are you planning to investigate the use of:**

	Response Percent	Response Count
VTIB grants	80.0%	8
VTIB low interest loans	0.0%	0
Both	20.0%	2

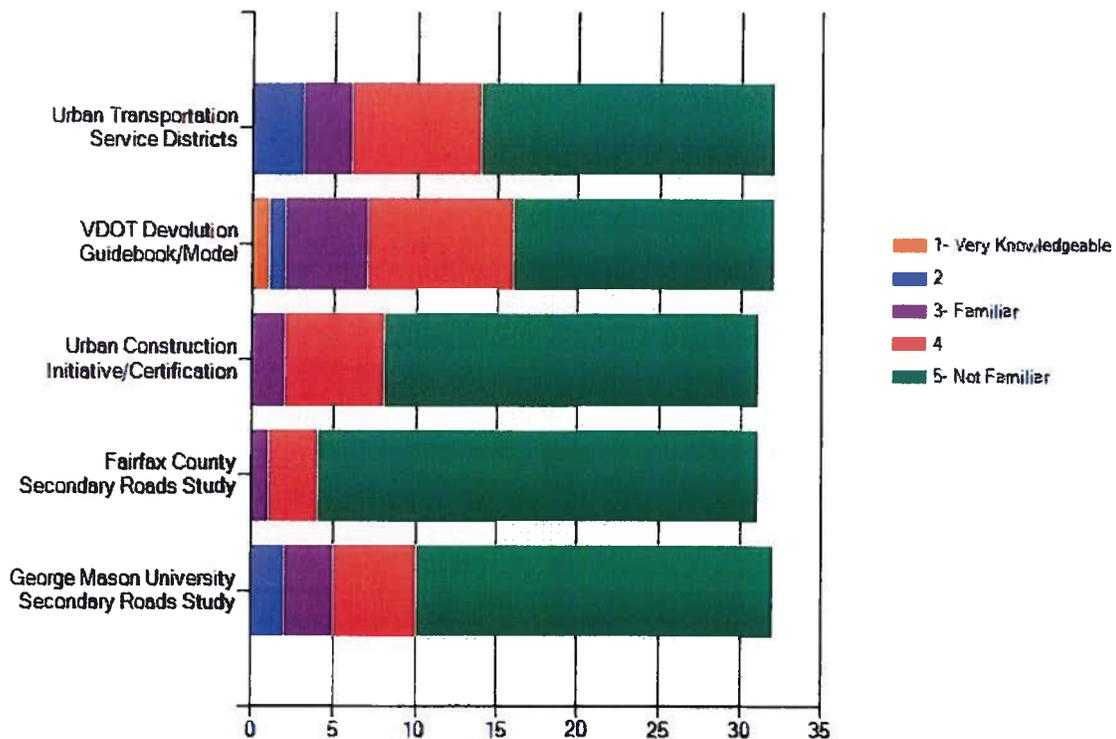
Answered question 10  
Skipped question 28

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19. Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:

	1 - Very Knowledgeable	2	3 - Familiar	4	5 - Not Familiar	Response Count	Average Rating
Urban Transportation Service Districts	0	3	3	8	18	4.28	32
VDOT Devolution Guidebook/Model	1	1	5	9	16	4.19	32
Urban Construction Initiative/Certification	0	0	2	6	23	4.68	31
Fairfax County Secondary Roads Study	0	0	1	3	27	4.84	31
George Mason University Secondary Roads Study	0	2	3	5	22	4.47	32

Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:



Answered question 32  
 Skipped question 6

20. As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.

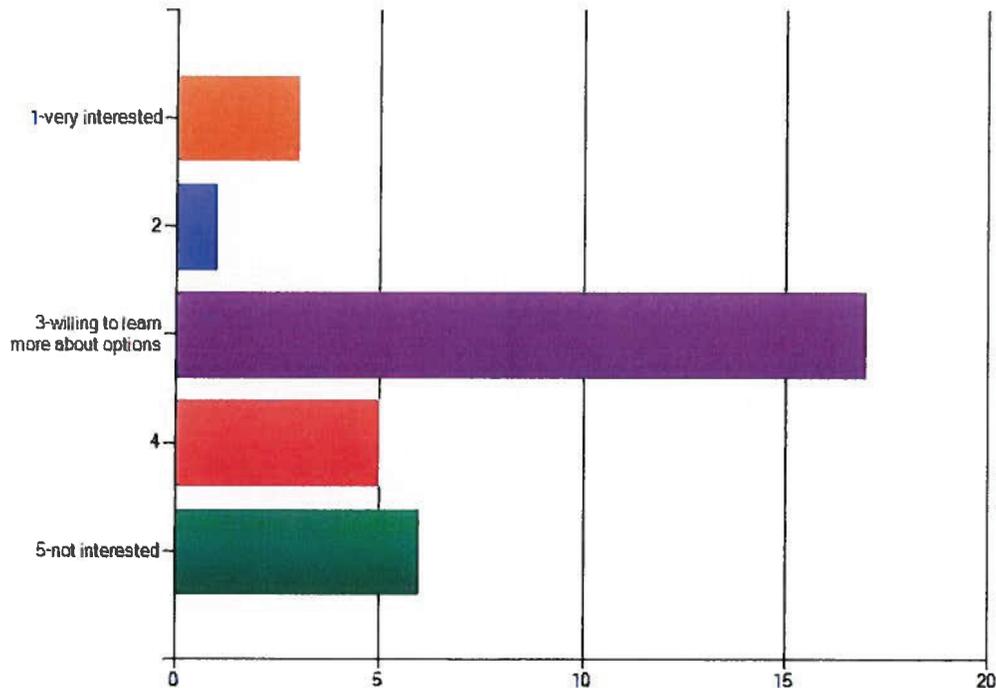
	Response Percent	Response Count
1 - very interested	9.4%	3
2	3.1%	1
3 - willing to learn more about options	53.1%	17
4	15.6%	5
5 - not interested	18.8%	6

Comments 3

Summary of comments:

"The state needs to be more honest in what they are doing to local governments" and "If the Commonwealth is unwilling to provide more financial resources for transportation maintenance or even improvements then relax the level of oversight!"

As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.

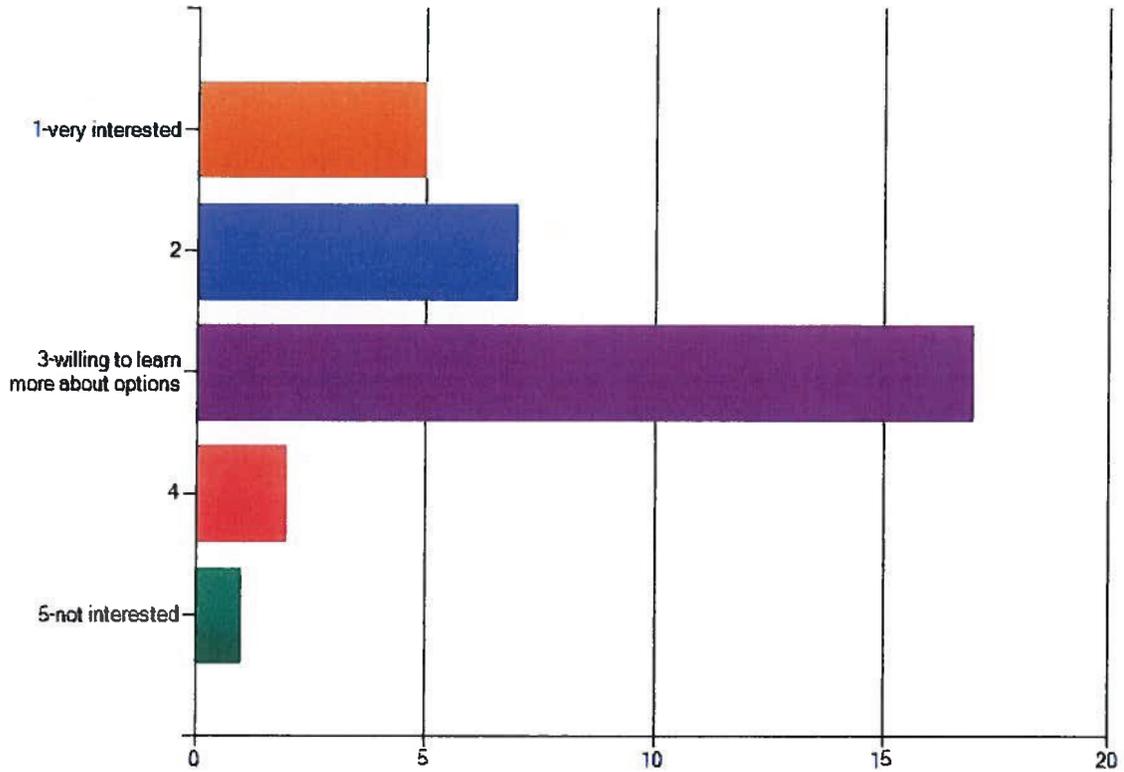


Answered question 32  
Skipped question 6

21. Please rank your level of interest in playing a more significant role in transportation if additional resources were available.

	Response Percent	Response Count
1 - very interested	15.6%	5
2	21.9%	7
3 - willing to learn more about options	53.1%	17
4	6.3%	2
5 - not interested	3.1%	1

**Please rank your level of Interest In playing a more significant role in transportation if additional resources were available.**



Answered question 32  
 Skipped question 6

**22. What do you feel would be the best way to provide additional resources to the local transportation program?**

	Response Percent	Response Count
Provide additional revenue options at the state level	32.3%	10
Provide additional revenue options at the regional level	16.1%	5
Provide additional revenue options at the local level	51.6%	16

Comments 2

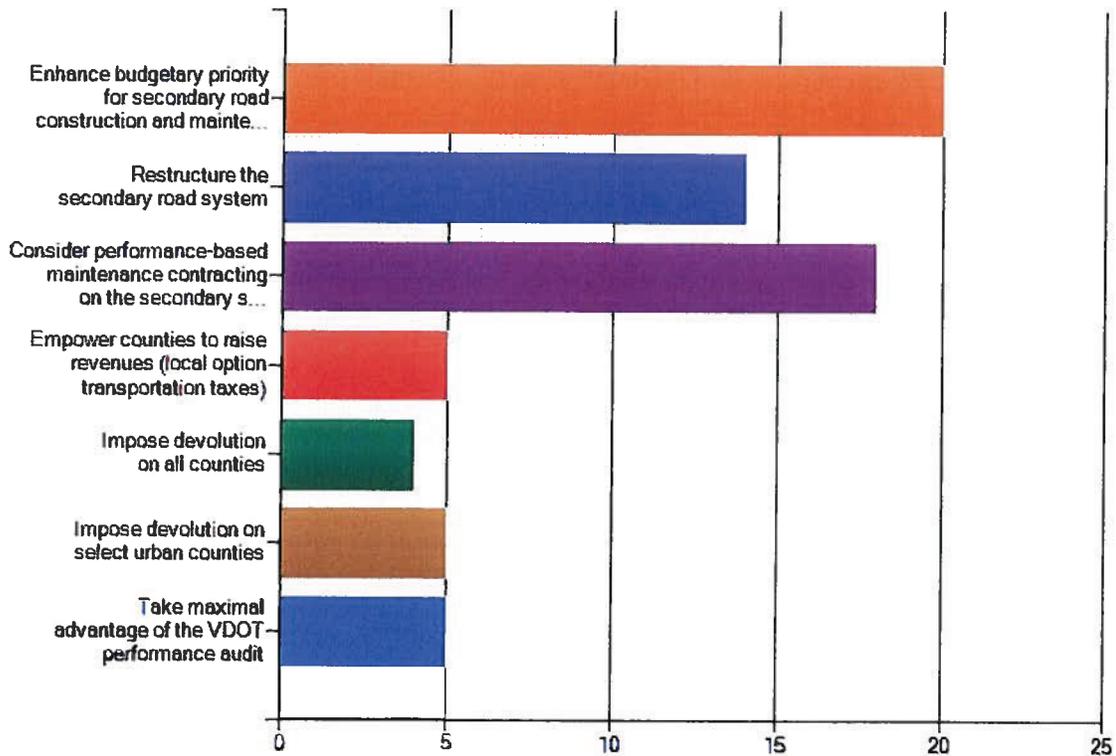
Summary of comments:  
 One Local and "Allow larger locals to raise funds locally if needed"

Answered question 31  
 Skipped question 7

23. The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.

	Response Percent	Response Count
Enhance budgetary priority for secondary road construction and maintenance	66.7%	20
Restructure the secondary road system	46.7%	14
Consider performance-based maintenance contracting on the secondary system	60.0%	18
Empower counties to raise revenues (local option transportation taxes)	16.7%	5
Impose devolution on all counties	13.3%	4
Impose devolution on select urban counties	16.7%	5
Take maximal advantage of the VDOT performance audit	16.7%	5

The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.

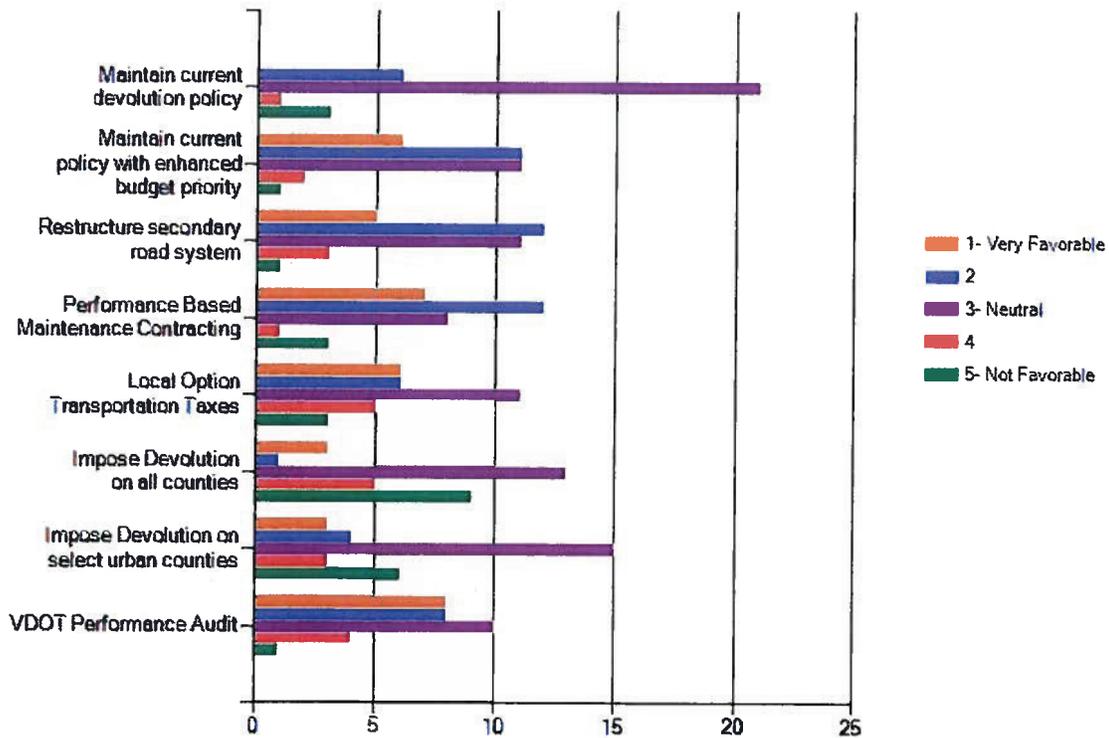


Answered question 30  
 Skipped question 8

24. Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.

	1- Very Favorable	2	3- Neutral	4	5- Not Favorable	Rating Average	Response Count
Maintain current devolution policy	0	6	21	1	3	3.03	31
Maintain current policy with enhanced budget priority	6	11	11	2	1	2.39	31
Restructure secondary road system	5	12	11	3	1	2.47	32
Performance Based Maintenance Contracting	7	12	8	1	3	2.39	31
Local Option Transportation Taxes	6	6	11	5	3	2.77	31
Impose Devolution on all counties	3	1	13	5	9	3.52	31
Impose Devolution on select urban counties	3	4	15	3	6	3.16	31
VDOT Performance Audit	8	8	10	4	1	2.42	31

Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.



Answered question

32

Skipped question

6

**25. In order to better understand your perspective on devolution, please provide specific thoughts, concerns or suggestions you'd like to share on this issue.**

Summary of comments:

The majority tell of not being in favor of devolution, because locality does not have resources to maintain roads. One desires information regarding the funding formula with another requesting financial support or revenue authority to locality.

Answered question 10  
 Skipped question 28

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**26. Please rank your ability to provide transportation services to your community within your current organizational structure/staffing**

	Response Percent	Response Count
1 - very good	6.1%	2
2	15.2%	5
3 - mediocre	15.2%	5
4	12.1%	4
5 - poor	51.5%	17

Comments 7

Summary of comments:

All indicating little or no ability to provide transportation services, due to "limited staff, equipment, and funds."

Answered question 33  
 Skipped question 5

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**27. Please share any other concerns or suggestions from your perspective to improve transportation program delivery**

Summary of comments:

Equally: Review existing funding mechanisms to provide continued funding or the authority to obtain revenues; streamline policy and review, including allowing policy exceptions based on locality size; and, focus on maintenance with more emphasis on needs of locality.

Answered question 9  
 Skipped question 29

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On behalf of Secretary of Transportation, Sean T. Connaughton, the Virginia Department of Transportation (VDOT) conducted a survey to gauge the views of local government leaders on a variety of transportation topics. The following is a summary of the responses received from leaders in County government.

**1. What type of local government do you represent?**

	Response Percent	Response Count
County	100.0%	124
Town (not in Urban System)	0.0%	0
Other (please specify)	0.0%	0

Answered question 124

Skipped question 0

**2. Which Locality do you represent? (optional)**

Accomack County	1
Albemarle County	3
Albemarle County, Rio District	1
Alleghany County	2
Appomattox County	1
Augusta County	3
Bath County	1
Botetourt County	1
Campbell County	1
Carroll County	1
Charles City County	2
Chesterfield County	2
Culpeper County	1
Cumberland County	1
Dickenson County	1
Essex County	1
Fairfax County	6
Fauquier County	1
Fluvanna County	1
Frederick County	5
Gloucester County	4
Goochland County	2
Grayson County	1
Greene County	1
Halifax County	1
Hanover County	1
Isle of Wight County	1
King and Queen	1
King George County, James Monroe District	1
Loudoun County	1
Loudoun County, Blue Ridge District	1

Louisa County	1
Mathews County	1
Mecklenburg County	1
Montgomery County	1
Nelson County	1
New Kent County	1
Northampton County	1
Northumberland County	1
Nottoway County	1
Orange County	1
Powhatan County	3
Prince Edward County	3
Prince William County	4
Pulaski County	1
Rappahannock County	1
Richmond County	1
Roanoke County	2
Rockbridge County	2
Rockingham County	2
Russell County	1
Scott County	1
Shenandoah County	2
Spotsylvania County	1
Stafford County	2
Surry County	1
VACo	1
Warren County	2
Washington County	1
Westmoreland County	1
Wythe County	1
York County	1

Answered question 95

Skipped question 29



**8. Please give us your thoughts on the current condition of the local transportation network in your locality.**

	Response Percent	Response Count
1 - very good	0.9%	1
2	32.7%	37
3 - mediocre	44.2%	50
4	13.3%	15
5 - poor	8.8%	10

Comments 25

**Summary of comments:**

A well-maintained system is cited in two, five speak of the deteriorating condition of roads, three note the condition as mediocre or average, and two say the system is in poor condition, while the same number reveal there is a lack of information by which to compare. Four remark there are too many unpaved roads. An equal number acknowledge the limited or lack of resources for road construction and maintenance. Three describe how the roads are functionally obsolete (e.g., congested). Three express kudos for VDOT and its staff. One mentions that the locality takes blame for road issues, and a couple detail specific design or maintenance issues with roads in their locality.

Answered question 113

Skipped question 11

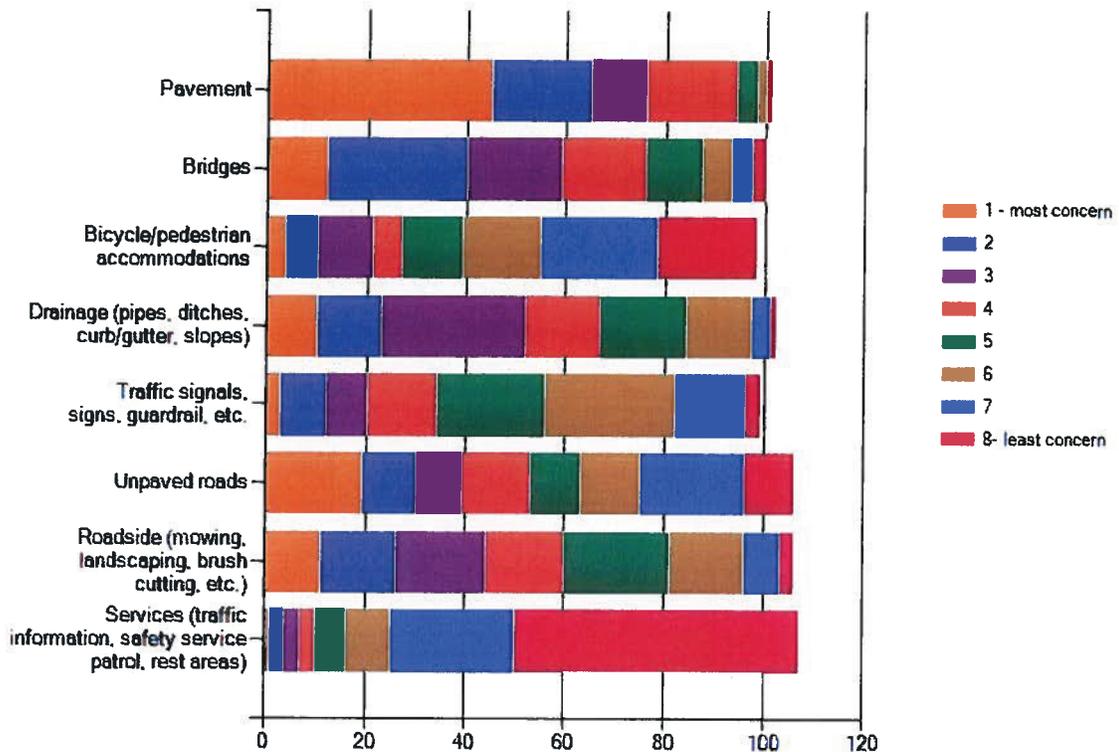
**9. What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**

Answer Options	1 - most concern	2	3	4	5	6	7	8 - least concern	Rating Average	Response Count
Pavement	45	20	11	18	4	2	0	1	2.28	101
Bridges	12	28	19	17	11	6	4	3	3.36	100
Bicycle/pedestrian accommodations	4	6	11	6	12	16	23	20	5.61	98
Drainage (pipes, ditches, curb/gutter, slopes)	10	13	29	15	17	13	4	1	3.75	102
Traffic signals, signs, guardrail, etc.	3	9	8	14	22	26	14	3	4.94	99
Unpaved roads	19	11	9	14	10	12	21	10	4.46	106
Roadside (mowing, landscaping, brush cutting, etc.)	11	15	18	16	21	15	7	3	4.03	106
Services (traffic information, safety service patrol)	1	3	3	3	6	9	25	57	6.94	107

Answered question 111

Skipped question 13

**What areas concern you most regarding the condition of the secondary system? (please rank each 1 through 8, with 1 being the area of most concern)**



**10. For roadways within your jurisdiction do you believe the current administrative classification (interstate, primary and secondary) to be appropriate? (For example; there may be secondary roads in your locality that you believe function more as primary roads.)**

	Response Percent	Response Count
Yes	50.4%	57
No	23.0%	26
Not an issue	26.5%	30

Answered question 113

Skipped question 11

**11. Considering the debate and challenges at both the federal and state level to meet transportation needs, where should we collectively be placing our priority given current constraints?**

	Response Percent	Response Count
Maintenance of existing infrastructure	74.3%	84
Construction of new infrastructure	13.3%	15
Other (please specify)	20.4%	23

Summary of comments:

Maintaining the existing infrastructure is the main theme. *Both* appears in seven; *neither* in one. Mass transportation is noted in two. Maintenance and construction are listed in two, and congestion relief in

one. There is one comment each regarding simplifying the road financing and road construction processes, raising taxes and fees, and finding a viable and sustainable funding source. Two suggest specific projects.

Answered question 113  
 Skipped question 11

**12. Considering the debate and challenges at both the federal and state level to meet transportation needs, what services/programs could be reduced and/or eliminated?**

Summary of comments:

The majority believe nothing can be reduced and/or eliminated, that transportation is already at a minimum, accompanied by several contending that services need to be increased. The next greatest number relate to reducing specific program areas, such as safety service patrol, rest areas, travel information, the call center, and the enhancement program. The next group relate to specific assets, such as paving, roadside plantings, and mowing, followed by reducing bureaucracy and reducing regulation, like design standards and accommodations for bicycles. Several are about the VDOT organization: reducing the size of the VDOT administration, consolidating district offices, decentralizing, while a couple suggest reversing the recent reorganization. Several others tell of the politicizing of transportation. An equal number advise reducing construction of new roads. A small group expresses a desire for additional information on the existing programs/services. One notes eliminating spending transportation revenues on non-transportation items. One suggests reducing some MPO services.

Answered question 77  
 Skipped question 47

**13. Did your locality participate in the FY12 Revenue Sharing Program?**

	Response Percent	Response Count
Yes	48.5%	49
No	48.5%	49
Not eligible to participate	3.0%	3

Answered question 101  
 Skipped question 23

**14. Do you have plans to participate in the Revenue Sharing program in the future?**

	Response Percent	Response Count
Yes	65.3%	66
No	32.7%	33
Not eligible to participate	2.0%	2

Answered question 101  
 Skipped question 23

**15. The limit per locality for Revenue Sharing was increased to \$10M. Should this limit be:**

	Response Percent	Response Count
Increased to higher cap	57.5%	50
Decreased	23.0%	20
Unlimited	19.5%	17

Answered question 87  
 Skipped question 37

**16. Would you participate in similar financial arrangements (local funds used to match state funds) if this meant additional funds could be brought to your locality?**

	Response Percent	Response Count
Yes	63.7%	58
No	36.3%	33

Only under these circumstances 36

**Summary of comments:**

Six delineate reasons why their locality could not participate, primarily due to the lack of resources. A variety of "yes, if" conditions are presented in others, such as if a locality match is available (6); if the locality's match can be provided by others, such as a developer (3); if the locality is provided additional authority over local roads (3); if devolution is not a part of the arrangement (3); if it does not distract from maintenance of existing roads (2); and, if the lack of previous or continued participation does not impact future eligibility (1). Regarding question 15, one favors maintaining the revenue sharing cap at \$10 million.

Answered question 91  
 Skipped question 33

**17. Based on your current understanding of VTIB, is this something your locality is considering taking advantage of?**

	Response Percent	Response Count
Yes	13.2%	12
No	67.0%	61

Only under these circumstances 19.8% 18

**Summary of comments:**

The majority express concern for not having enough information regarding VTIB (5). Other comments are: yes, for grants only (3); yes, dependent on financing terms (2); yes, for the right project (1); and, yes, if the financing made sense (1).

Answered question 91  
 Skipped question 33

**18. If you answered yes to #17, are you planning to investigate the use of:**

	Response Percent	Response Count
VTIB grants	46.2%	12
VTIB low interest loans	3.8%	1
Both	50.0%	13

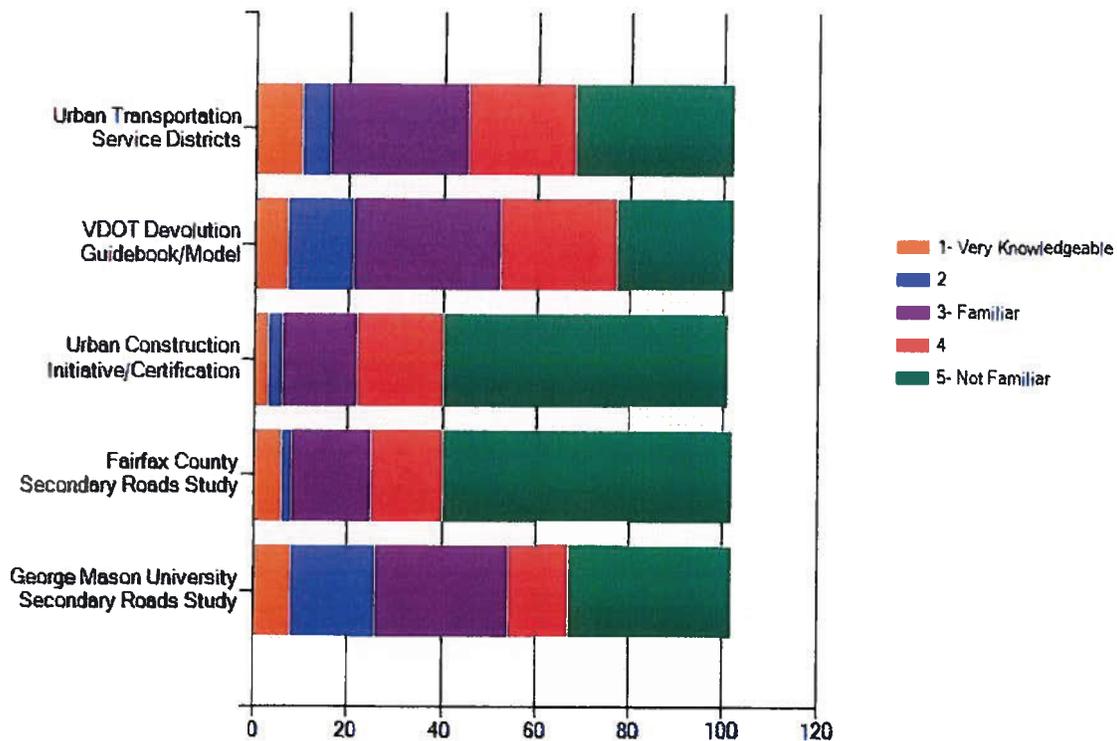
Answered question 26  
 Skipped question 98

19. Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:

Answer Options	1- Very Knowledgeable	2	3- Familiar	4	5- Not Familiar	Rating Average	Response Count
Urban Transportation Service Districts	10	6	29	23	34	3.64	102
VDOT Devolution Guidebook/Model	7	14	31	25	25	3.46	102
Urban Construction Initiative/Certification	3	3	16	18	61	4.30	101
Fairfax County Secondary Roads Study	6	2	17	15	62	4.23	102
George Mason University Secondary Roads Study	8	18	28	13	35	3.48	102

Answered question 102  
 Skipped question 22

Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:



**20. As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.**

	Response Percent	Response Count
1 - very interested	10.6%	11
2	1.0%	1
3 - willing to learn more about options	41.3%	43
4	10.6%	11
5 - not interested	36.5%	38

Comments 14

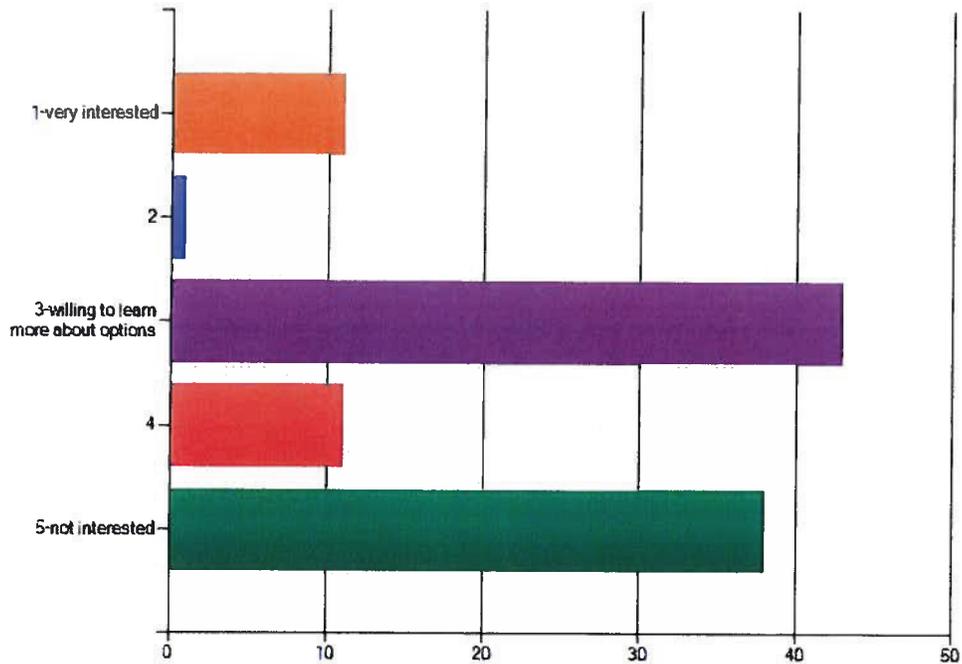
**Summary of comments:**

The clear message is fixed on the existing lack of locality resources (9); one suggests greater locality (land use) coordination with VDOT, and one asks for a definition of "more significant role".

Answered question 104

Skipped question 20

**As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.**



**21. Please rank your level of interest in playing a more significant role in transportation if additional resources were available.**

	Response Percent	Response Count
1 - very interested	31.4%	33
2	7.6%	8
3 - willing to learn more about options	46.7%	49
4	2.9%	3
5 - not interested	11.4%	12

Comments 11

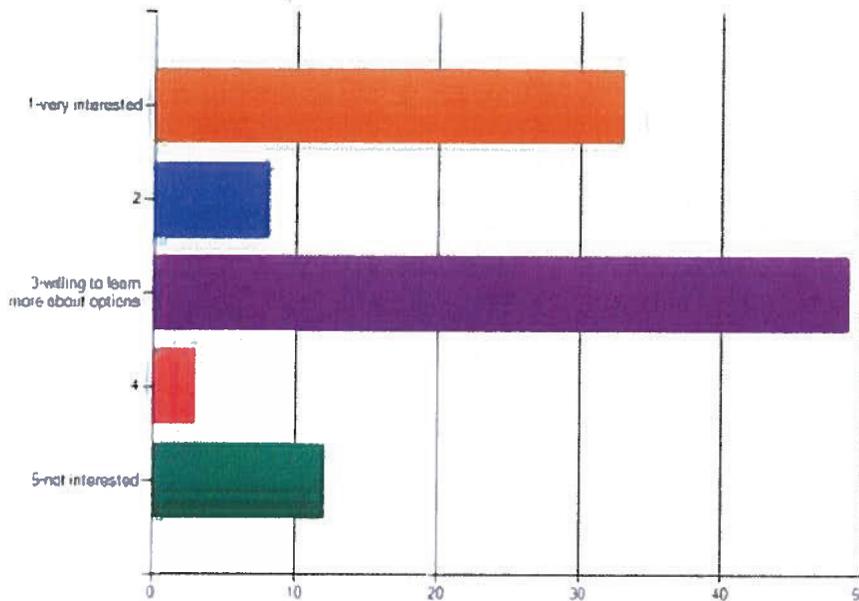
Summary of comments:

The general theme focuses on specifics of the additional resources: a) the significant amount required, b) they be sustainable, c) used for new construction only, d) must match the current needs, and e) if directed to the six-year program. One comment declares there is no locality interest.

Answered question

105

Please rank your level of interest in playing a more significant role in transportation if additional resources were available.



Skipped question

19

**22. What do you feel would be the best way to provide additional resources to the local transportation program?**

	Response Percent	Response Count
Provide additional revenue options at the state level	67.0%	69
Provide additional revenue options at the regional level	6.8%	7
Provide additional revenue options at the local level	26.2%	27

Comments

20

Summary of comments:

State = 9, local = 3, all levels = 2. Other comments: local level, if without additional taxing; increase use of tolls for statewide issues; increase fuels tax; and, for new construction only. "If devolution is going to occur then we definitely need additional revenue options at the local level. We probably need that anyway. However, if a hybrid system is implemented then additional revenue options at the state level may be more appropriate (such as the increase in Revenue Sharing funds). Equitable distribution is critical."

Answered question

103

Skipped question

21

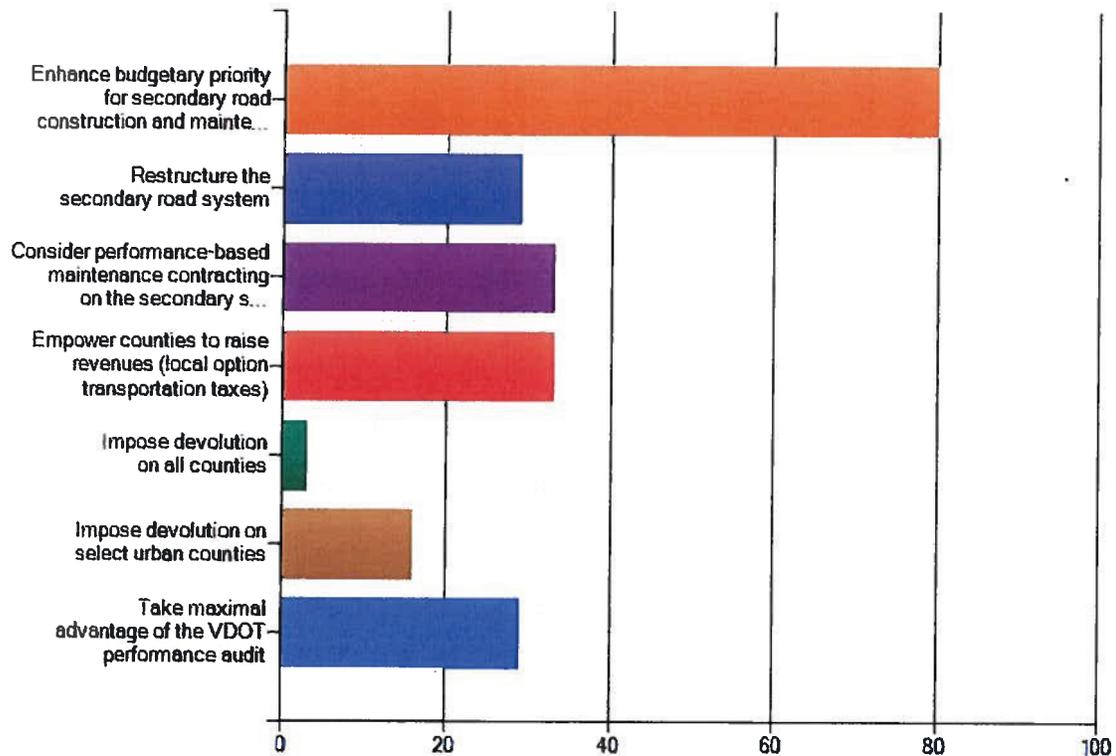
23. The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.

	Response Percent	Response Count
Enhance budgetary priority for secondary road construction and maintenance	84.2%	80
Restructure the secondary road system	30.5%	29
Consider performance-based maintenance contracting on the secondary system	34.7%	33
Empower localities to raise revenues (local option transportation taxes)	34.7%	33
Impose devolution on all localities	3.2%	3
Impose devolution on select urban localities	16.8%	16
Take maximal advantage of the VDOT performance audit	30.5%	29

Answered question 95

Skipped question 29

The following options were identified in the George Mason University study as possible options "for policy makers to address the Commonwealth's secondary road challenge". Please indicate those options which you are open to evaluating in more detail.

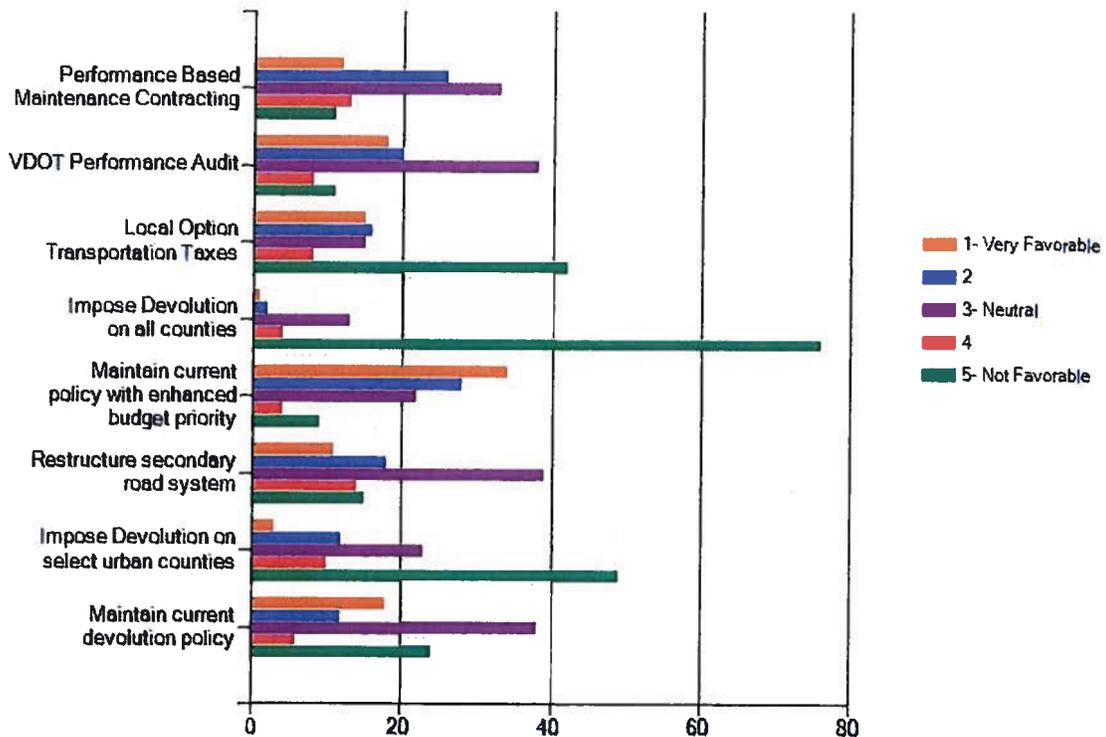


24. Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.

Answer Options	1 - Very Favorable	2	3 - Neutral	4	5 - Not Favorable	Rating Average	Response Count
Performance Based Maintenance Contracting	12	26	33	13	11	2.84	95
VDOT Performance Audit	18	20	38	8	11	2.73	95
Local Option Transportation Taxes	15	16	15	8	42	3.48	96
Impose Devolution on all counties	1	2	13	4	76	4.58	96
Maintain current policy with enhanced budget priority	34	28	22	4	9	2.24	97
Restructure secondary road system	11	18	39	14	15	3.04	97
Impose Devolution on select urban counties	3	12	23	10	49	3.93	97
Maintain current devolution policy	18	12	38	6	24	3.06	98

Answered question 98  
 Skipped question 26

Using a scale of 1-5, where "1" means that you have a "very favorable" view and "5" means that your view is "not favorable" of the concept. Please rate the favorability of the options outlined in the George Mason Study for review and potential implementation.



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**25. In order to better understand your perspective on devolution, please provide specific thoughts, concerns or suggestions you'd like to share on this issue.**

The responses are summarized into the following categories (in order of highest to lowest frequency/occurrence):

- Provision of locality funding authority / financial incentives
- Lack of locality resources
- Transportation is a state responsibility
- Devolution: unfunded mandate
- Devolution will create inconsistencies in transportation system
- Devolution will create disparity among localities
- Implementation suggestions for devolution
- Provision of locality autonomy
- Suggested alternate approaches to issue
- Locality accepting system in poor condition
- Devolution will harm economic vitality statewide
- Existing system: economies of scale / efficiencies
- Need additional information / data on devolution
- Not interested in / opposed to devolution
- Raise revenues for existing statewide system
- Statewide impacts of devolution
- Devolution's impact on localities

*Answered question* 63  
*Skipped question* 61

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**26. Please rank your ability to provide transportation services to your community within your current organizational structure/staffing**

	Response Percent	Response Count
1 - very good	4.9%	5
2	3.9%	4
3 - mediocre	6.9%	7
4	8.8%	9
5 - poor	75.5%	77

Comments 34

**Summary of comments:**

The predominance affirm there is no ability within the locality. A substantial group indicate a lack of or minimal existing resources, and that the provision of transportation resources will create a significant impact of the operations of the locality. "With a new dedicated funding source, it would take a decade to have a strong organization capable of effectively managing this responsibility."

*Answered question* 102  
*Skipped question* 22

**27. Please share any other concerns or suggestions from your perspective to improve transportation program delivery**

Summary of comments:

Localities lack resources for control of roads (5); reduce bureaucracy (4); no confidence in the General Assembly (3); and, develop sustainable and dedicated funding source (3). One supports local control of the secondary system with a new suburban formula. Another wants to know where all existing revenues (Federal & state) are spent before new revenue sources are explored. Another: "Localities need relief", which was the intent of the Byrd Act. Another response believes growth counties should receive more attention.

<i>Answered question</i>	40
<i>Skipped question</i>	84

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## Local Governments in Virginia

Counties (VDOT Maintained)	Towns - (VDOT Maintained) Population less than 3,500	Cities (Locally Maintained)	Towns (Locally Maintained)	Counties (Locally Maintained)			
Accomack Albemarle Alleghany Amelia Amherst Appomattox Augusta Bath Bedford Bland Botetourt Brunswick Buchanan Buckingham Campbell Caroline Carroll Charles City Charlotte Chesterfield Clarke Craig Culpeper Cumberland Dickenson Dinwiddie Essex Fairfax Fauquier Floyd Fluvanna Franklin Frederick Giles Gloucester Goochland Grayson Greene Greensville Halifax Hanover Henry Highland Isle of Wight James City King & Queen King George King William	Lancaster Lee Loudoun Louisa Lunenburg Madison Mathews Mecklenburg Middlesex Montgomery Nelson New Kent Northumberland Nothampton Nottoway Orange Page Patrick Pittsylvania Powhatan Prince Edward Prince George Prince William Pulaski Rappahannock Richmond Roanoke Rockbridge Rockingham Russell Scott Shenandoah Smyth Southampton Spotsylvania Stafford Surry Sussex Tazewell Warren Washington Westmoreland Wise Wythe York	Accomack Alberta Amherst Appalachia Appomattox Belle Haven <b>Berryville</b> Bloxom Boones Mill Bowling Green Boyce Boydton Boykins Branchville <b>Broadway</b> Brodnax Brookneal Buchanan Burkeville Cape Charles Capron Cedar Bluff Charlotte Court House Chatham Cheriton Chilhowie Claremont Clarksville Cleveland Clifton Clinchco Clinchport Clintwood Coeburn <b>Colonial Beach</b> Columbia Courtland Craigsville Crewe Damascus Dayton Dendron Dillwyn Drakes Branch Dublin Duffield Dungannon Eastville Edinburg Nickelsville	Exmore Fincastle Floyd Fries Gate City Glade Spring Glasgow Glen Lyn Gordonsville Goshen Gretna Grundy Halifax Hallwood Hamilton Haymarket Haysi Hillsboro Hillsville Honaker Hurt Independence Iron Gate Irvington Ivor Jarratt Jonesville Keller Kenbridge Keysville Kilmarnock La Crosse Lawrenceville Louisa Lovettsville Madison McKenney Melfa Middleburg Middletown Mineral Monterey Montross Mount Crawford Mount Jackson Nassawadox New Castle New Market Newsoms Nickelsville	Occoquan Onancock Onley Painter Pamplin City Parksley Pembroke Pennington Gap Phenix Pocohontas Port Royal Pound Quantico Remington Rich Creek Ridgeway Round Hill Rural Retreat Saxis Scottsburg Scottsville Shenandoah St. Charles St. Paul Standardsville Stanley Stephens City Stony Creek Stuart Surry Tangier Tappahannock The Plains Timberville Toms Brook Troutdale Troutville Urbanna Victoria Virgilia Wachapreague Wakefield Warsaw Washington Waverly Weber City West Point White Stone Windsor	Alexandria Bedford Bristol Buena Vista Charlottesville Chesapeake Colonial Heights Covington Danville Emporia Fairfax Falls Church Franklin Fredericksburg Galax Hampton Harrisonburg Hopewell Lexington Lynchburg Manassas Manassas Park Martinsville Newport News Norfolk Norton Petersburg Poquoson Portsmouth Radford Richmond Roanoke Salem Staunton Suffolk Virginia Beach Waynesboro Williamsburg Winchester	Abingdon Altavista Ashland Big Stone Gap Blacksburg Blackstone Bluefield Bridgewater Chase City Chincoteague Christiansburg Clifton Forge Culpeper Dumfries Elkton Farmville Front Royal Grottoes Herndon Lebanon Leesburg Luray Marion Narrows Orange Pearisburg Pulaski Purcellville Richlands Rocky Mount Saltville Smithfield South Boston South Hill Strasburg Tazewell Vienna Vinton Warrenton Wise Woodstock Wytheville	Arlington Henrico

Towns that have exceeded 3,500 and will assume maintenance on 7/12/2012 in accordance with Code

Counties (VDOT Maintained)	Towns - (VDOT Maintained)	Cities (Locally Maintained)	Towns (Locally Maintained)	Counties (Locally Maintained)
93	148	39	42	2

TOTAL 324