

Other Questions and Comments		
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1	TAC - Are there any toll roads in Virginia that are not revenue sharing projects?	Need further clarification from the TAC on this question.
2	TAC - What about sources of revenue that are hidden such as private sector road construction and maintenance?	The private sector contributes to transportation funding through a variety of means notably proffers. HOT lanes on the Beltway is an example of a public private partnership. A private sector entity is constructing the lanes and will maintain them after construction until their lease term ends. The use of private sector funds will depend on a project by project basis.
3	TAC - Is the school system getting parking lot and road maintenance without paying for it? If so, those of potential sources of revenue if they were to pay their way.	The Fairfax County School System does its own maintenance, which is paid from the school system general maintenance budget
4	TAC - Is the park authority getting parking and road maintenance without paying for it? If so, those of potential sources of revenue if they were to pay their way.	The Park Authority gets some limited funding annually to make minor repairs to their parking lots and roadways. Minor repairs includes filling pot holes, patching small areas and very infrequent restriping. The funding is not very much and they are not able to fix everything they should every year. Renovation and major repair funding comes from Bond monies. Bonds are typically passed only every 4 years and the funding that the Park Authority receives does not cover all of the parking lot and roadway needs that they have as the funds need to also cover other facility renovations, development and land acquisition needs.
5	TAC - Shouldn't the study be looking at what ALL the highway funding is being spent on - not just the amount being provided by type of road.	During the financial task we intend to get as much detail as possible on what VDOT spends on transportation.
6	TAC - Wouldn't it be helpful for the study to identify VDOT's funding priorities policies and their actual allocation of funds by region relative to some metrics of population or vehicles mile driven?	The financial task will compare what other regions and jurisdictions receive from VDOT for transportation funding and compare that with metrics such as vehicle miles driven and size of the roadway system (lane miles).
7	TAC - How do the federal interstate highways factor into all of this?	VDOT will retain the responsibility of operating and maintaining the interstate system.
8	TAC - Are there potential issues with the State losing interest in contributing to METRO if they are not responsible for highways or congestion in Fairfax County?	
9	TAC - Does this study identify signage investments? It probably should.	Need further clarification from the TAC on this question.
10	TAC - A study like this should also be looking at, and presenting analysis around, the whole issue of backlogs of projects in the area so decision makers could see what is NOT getting done under the current system.	Should be addressed in the second phase of study.
11	TAC - Since the task is to improve "roadway services delivery", wouldn't it make sense for the consultant to look at and display roadway service levels in the County today and their trends over the study period?	Part of the study will include trying to obtain as much information as possible from VDOT about the current state of the roadway system within the County. The study will also try to obtain as much information as possible on the level of maintenance VDOT achieves (how many years between repaving, how many times are medians mowed, etc...) The study is not necessarily looking at levels of congestion or projecting future levels of congestion.
12	TAC - First task for the Project should be "Define Range of Options." There have been several discussions about the range of options, but not put on paper. Data should be collected and evaluated in the context of how it informs the best option(s) going forward.	TBD after data collection.
13	TAC - The Project Team should define the range of options as a task, but they should include as a minimum: Option A) Fairfax takes over road maintenance and construction. Option B) Fairfax gains greater share of VDOT revenues. Option C) Fairfax gets more effective service through an improved VDOT locally-housed organization.	TBD after data collection.

14	<p>TAC - Another missing task is data gathering on operations, maintenance and capital costs. This is particularly relevant to Option a. Raises a series of data requirements such as: a) County organization and manpower plan. B) Capital cost for new equipment or purchase of used equipment from the Commonwealth. c) ongoing operating cost.</p>	<p>Will be addressed in phase 2 of the study.</p>
15	<p>TAC - It is important from the start to establish that any study should look at facilities, projects and programs for all modes of transportation, including walking, biking and multi-purpose. This inclusive language should be applied to questions 1, 3, 4, and 5 (at least). Come to think of it - the county should look at whether the name of the Study is inclusive enough. Are we really only talking about "Roadway" Services Delivery? The first question asks about "transportation funding", thus "Complete Transportation Services Delivery" may be more appropriate (echoing the "complete streets" concept).</p>	<p>The study is intended to be very high level in order to identify new sources of transportation funding. Ultimately it will be up to the board to decide how to spend additional transportation revenue. One reason why assuming more responsibility of roadways could be good for the County is that the County will have more control over making roads more accommodating to pedestrians, bicyclists, and transit.</p>