

Commenter ID Number by Topic and Themes: Appendix B

Topic	Comment Themes	Commenter ID Numbers
<p>Impacts of the Toll Increase</p>	<p>These are difficult economic times (e.g., the economy is bad, people are not receiving salary increases, businesses are suffering, and the cost of living is rising), and the present DTR tolls are already too high. Making the tolls even higher at this time will have an adverse effect on local businesses and the personal finances of toll road users (including forcing workers and other local residents to move from the area). The increase makes homes and businesses less appealing and will lower property values. Daily road-based transportation access will be excessively expensive. Northern Virginia is losing its high rating in attracting jobs and businesses due to traffic and costs of commuting. Combined with the Dulles Greenway, people in Loudoun County are looking at daily trips of more than \$20 per/day. Some commenters assume the operator of the DTR is the same operator as the Dulles Greenway.</p>	<p>2, 4, 5, 7, 9, 10, 11, 12, 13, 16, 17, 18, 19, 26, 27, 28, 29, 33, 34, 38, 39, 40, 41, 43, 45, 46, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 62, 63, 65, 69, 71, 73, 75, 80, 83, 86, 87, 88, 90, 92, 93, 94, 97, 100, 102, 103, 106, 107, 109, 112, 113, 115, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 131, 132, 133, 134, 138, 140, 142, 144, 149, 150, 152, 153, 155, 156, 157, 159, 160, 165, 166, 167, 168, 172, 177, 179, 180, 182, 184, 185, 186, 188, 193, 197, 198, 202, 204, 205, 207, 208, 210, 213, 214, 215, 218, 223, 225, 226, 229, 234, 235, 236, 238, 239, 240, 243, 247, 252, 253, 255, 256, 257, 262, 263, 264, 267, 272, 274, 275, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 289, 290, 291, 292, 293, 295, 301, 302, 304, 307, 309, 310, 311, 313, 314, 318, 319, 320, 322, 323, 324, 325, 326, 329, 330, 332, 333, 335, 338, 340, 343, 345, 355, 356, 359, 360, 362, 363, 366, 367, 371, 373, 374, 376, 379, 381, 383, 385, 386, 387, 390, 391, 392, 395, 398, 399, 403, 407, 409, 410, 411, 416, 417, 420, 421, 422, 423, 424, 429, 436, 440, 441, 442, 443, 444, 447, 448, 452, 456, 460, 462, 470, 471, 474, 477, 478, 488, 489, 491, 492, 493, 497, 500, 502, 504, 505, 506, 512, 515, 516, 521, 523, 528, 529, 530, 531, 533, 535, 539, 543, 551, 552, 556, 558, 560, 563, 568, 573, 577, 579, 581, 584, 585</p>
	<p>A toll rate increase will not improve traffic, and neither will the addition of the new Metrorail line. The rate increase will cause many DTR users to take alternative routes and neighborhood roads (e.g. Route 7, Georgetown Pike, Route 28, Route 50, I-66, and the Fairfax County Parkway), thus increasing congestion on those routes. This will result in more accidents, increased pollution, wasted gas, and increased road rage. Decreased DTR ridership will in turn bring in less money to fund Metrorail. The rate increase will also cause other DTR users to travel, shop at local businesses, and visit certain areas less often. Shoppers from inside the Beltway will choose to not visit businesses in Reston and Loudoun due to tolls.</p>	<p>1, 4, 5, 6, 7, 10, 11, 12, 15, 16, 17, 18, 26, 28, 33, 34, 35, 39, 40, 43, 46, 51, 53, 54, 56, 58, 63, 65, 67, 80, 87, 88, 90, 94, 97, 102, 103, 104, 107, 112, 113, 115, 119, 120, 121, 122, 123, 125, 127, 135, 138, 141, 142, 143, 149, 150, 151, 152, 153, 155, 156, 159, 166, 174, 177, 179, 180, 183, 184, 185, 193, 202, 204, 208, 209, 213, 218, 225, 229, 230, 235, 240, 243, 245, 247, 255, 256, 257, 262, 263, 266, 275, 278, 282, 283, 286, 287, 288, 293, 295, 301, 304, 307, 309, 311, 314, 319, 320, 322, 324, 325, 326, 327, 329, 332, 333, 340, 343, 345, 347, 353, 356, 357, 359, 360, 361, 362, 363, 365, 373, 376, 378, 385, 387, 390, 391, 395, 398, 399, 403, 404, 407, 410, 411, 413, 414, 420, 423, 427, 432, 433, 437, 442, 443, 444, 445, 447, 448, 449, 450, 452, 454, 456, 458, 459,</p>

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	Some people question previous MWAA Board actions and MWAA management decisions with respect to the impact of the toll increases. Commenters indicate that the MWAA Board is spending money without any responsibility and the public has to pay for it. MWAA has shown little concern for the cost of Silver Line (e.g. proposal for a below ground station, requirement to use union labor, procurement process, and other costs). There are questions about the ability to effectively manage construction of the extension. There is also some confusion in the public's mind of MWAA management/issues and WMATA's management/issues.	1, 4, 6, 18, 44, 69, 105, 121, 122, 127, 140, 143, 169, 229, 240, 245, 253, 255, 289, 301, 318, 333, 365, 367, 369, 381, 382, 385, 387, 392, 395, 399, 413, 417, 424, 428, 449, 476, 493, 505, 515, 516, 539, 548, 551 573
Alternatives to the Toll Increase	Federal, state and local taxes that have already been collected, and/or will continue to be collected, as well as other sources of funds (e.g., Fairfax County, Loudoun County, travelers to/from Dulles Airport, issuance of bonds) should be used to pay for the Dulles Metrorail Project. At the very least, they should be used to reduce any DTR toll rate increases that may be needed in the future. There is overwhelming agreement that the Federal government needs to contribute (TIFIA funds/grants) and the Commonwealth of Virginia needs to contribute more to Phase 2 of the Metrorail Project. Put the burden on the beneficiaries; the Commonwealth of Virginia benefits from the economic engine that is Northern Virginia, so the entire Commonwealth should be responsible for sharing the burden. Residents of Arlington, Alexandria, Falls Church, and DC will most likely use the Metrorail; make those municipalities pay for access.	1, 3, 10, 14, 15, 24, 25, 27, 33, 37, 52, 54, 56, 60, 61, 63, 64, 66, 73, 82, 87, 98, 100, 112, 116, 117, 120, 124, 131, 143, 147, 148, 149, 150, 151, 152, 153, 156, 165, 171, 172, 173, 175, 177, 178, 180, 181, 187, 191, 193, 194, 195, 198, 200, 202, 204, 205, 206, 208, 209, 210, 211, 212, 213, 216, 217, 219, 220, 221, 222, 224, 225, 227, 229, 236, 238, 239, 241, 243, 249, 250, 251, 262, 263, 270, 278, 292, 294, 297, 306, 312, 321, 323, 324, 328, 330, 333, 334, 337, 339, 340, 345, 349, 358, 368, 369, 377, 389, 404, 412, 416, 420, 425, 433, 434, 435, 437, 438, 442, 443, 448, 452, 454, 455, 456, 457, 460, 467, 472, 475, 479, 481, 482, 485, 486, 492, 498, 503, 504, 507, 508, 512, 519, 520, 526, 528, 529, 532, 533, 536, 539, 541, 543, 548, 549, 553, 556, 557, 559, 563, 564, 566, 570, 572, 585
	There is overwhelming support that users of the Dulles Airport Access Road and of facilities at Dulles Airport (e.g., taxis, airlines, passengers, rental cars, concessionaires, users of	10, 14, 21, 22, 42, 44, 48, 60, 67, 68, 70, 72, 80, 82, 87, 96, 114, 120, 126, 131, 134, 136, 137, 143, 144, 151, 155, 163, 171, 181, 191, 197, 205, 206, 208, 212, 218, 225, 236, 238,

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	<p>parking garages) should be required to pay a toll or surcharge/fee, with the resulting revenue being used to reduce any increases that may be needed in the DTR toll rates. Revenue could also be generated by the sale or lease of airport property and advertising, etc. to help fund the Metrorail Project.</p>	<p>244, 250, 259, 263, 288, 291, 294, 296, 299, 315, 336, 348, 350, 352, 362, 367, 375, 377, 380, 383, 384, 394, 396, 404, 405, 408, 418, 420, 433, 453, 454, 459, 467, 476, 481, 482, 485, 486, 492, 505, 507, 508, 509, 511, 512, 516, 520, 522, 527, 537, 538, 539, 540, 543, 544, 547, 550, 554, 556, 559, 562, 564, 565, 567, 569, 582</p>
	<p>Commercial interests, especially those along the Dulles Corridor, which stand to benefit financially from the Dulles Metrorail Project, should be required to contribute to the project's costs. Commercial landowners will gain the most from increased land values, rents and development. Businesses and corporations should pay more of the increase. The Counties will gain more taxes from development, as will the Commonwealth.</p>	<p>14, 27, 36, 37, 52, 54, 59, 116, 120, 143, 184, 270, 306, 324, 395, 438, 449, 463, 482, 485, 529, 558, 574, 579, 585</p>
	<p>Tolls for E-ZPass users and cash customers should be redesigned, with a discount being provided to E-ZPass pass drivers and an increased toll charged to cash customers. Tolls should be reduced in order to increase the number of DTR users and DTR revenue. Local commuters and low-income users should be given a discounted rate. Give a break on the proposed rate increase to the toll road users during non-rush hour/weekends. In addition, toll plazas should be built in other locations along the DTR. These alternatives would help offset the need for raising the tolls for DTR drivers.</p>	<p>17, 46, 65, 67, 95, 101, 102, 134, 150, 156, 159, 164, 170, 174, 211, 254, 260, 283, 294, 307, 341, 387, 394, 407, 415, 428, 458, 463, 471, 492, 497, 507, 511, 526</p>
	<p>Create a system on the Dulles Airport Access Road similar to the HOT/Express Lanes on I-495/95; make DTR free for HOV users.</p>	<p>38, 111, 137, 174, 352, 492, 508, 522, 543, 577</p>
	<p>Funds for the Metrorail Project could be obtained from raising Metrorail fares, increasing fares on upcoming Silver Line users, imposing a tax on the entire metropolitan area, enforcing the speed limit/HOV regulations on the DTR, and/or fining violators who illegally use the Dulles Airport Access Road as a</p>	<p>1, 24, 26, 30, 32, 36, 37, 40, 44, 48, 55, 63, 67, 76, 78, 80, 82, 85, 94, 99, 104, 108, 112, 115, 128, 143, 147, 166, 171, 173, 183, 188, 194, 199, 207, 229, 261, 282, 312, 317, 321, 328, 360, 364, 366, 368, 375, 378, 380, 382, 384, 394, 402, 406, 415, 416, 418, 420, 426, 431, 437, 439, 449, 450, 454,</p>

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	<p>turn-around, instead of raising the toll rates on the DTR. Other alternatives to lower the cost of the Metrorail Project and the amount of the toll increase include: competitively bidding Phase 2 of the Metrorail Project so it will not be as expensive, not building Phase 2, or building light rail or using buses for Phase 2.</p>	<p>459, 466, 476, 478, 481, 494, 500, 503, 511, 516, 520, 522, 524, 525, 536, 537, 542, 543, 545, 547, 550, 551, 558, 565, 574, 579</p>
	<p>The Dulles Airport Access Road should be open to all drivers. This could result in DTR users supporting the proposed toll rate increases for they would feel that they would be getting something in return for the rate increases.</p>	<p>52, 62</p>
	<p>If toll rate increases are necessary, they should be gradual as opposed to doubling at once. Most likely, the tolls will never decrease, even after the Metrorail Project is built. It was not a good decision to have the Airports Authority take over responsibility for the DTR and Metrorail Project, the public was not consulted, and the Commonwealth of Virginia should take responsibility back.</p>	<p>52, 63, 108, 123, 154, 162, 229, 253, 293, 345, 359, 387, 423, 444, 455, 482, 494, 522, 539, 554, 556</p>
	<p>If tolls increase, there is more interest in having it increase at the mainline toll plaza rather than the toll ramp booths, so travelers are encouraged to use the DTR within the corridor for short trips.</p>	<p>7, 260, 308, 482</p>
<p>Fairness of the Toll Increase</p>	<p>The original purpose of tolls on the DTR was to obtain funds needed to pay for the road's initial construction, subsequent widening and other Toll Road improvements. Once the cost of this construction, widening and other improvements was paid for, there should be no further assessment of tolls.</p>	<p>3, 28, 66, 69, 72, 78, 83, 85, 120, 129, 132, 147, 150, 155, 167, 168, 178, 185, 209, 223, 229, 251, 255, 257, 259, 295, 311, 314, 344, 364, 387, 392, 413, 415, 445, 460, 461, 466, 485, 493, 503, 551, 552, 553, 555, 556, 561, 569, 583</p>
	<p>DTR users who will be unable to use, or who will choose not to use, the new Metrorail line should not be required to pay for its construction. No other Metrorail system was funded this way. The current proposal places a large financial burden on current DTR users, while others, such as those who use the Dulles</p>	<p>1, 2, 3, 8, 10, 14, 15, 20, 22, 23, 24, 25, 27, 28, 32, 35, 36, 37, 40, 42, 43, 44, 45, 48, 49, 50, 52, 53, 54, 55, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 72, 73, 76, 77, 78, 82, 83, 84, 89, 90, 91, 93, 96, 98, 99, 100, 101, 102, 103, 106, 108, 113, 114, 115, 117, 120, 121, 122, 123, 125, 128, 129, 131,</p>

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	<p>Airport Access Road, or who enter and exit the DTR through areas that don't have a toll, will continue to travel free of charge. Metrorail construction costs for Tysons Corner are the greatest and those residents are not paying for the increase but will benefit from Metrorail.</p>	<p>132, 136, 138, 143, 144, 145, 146, 148, 149, 150, 155, 157, 158, 165, 166, 167, 170, 171, 173, 174, 177, 178, 185, 187, 189, 190, 191, 194, 196, 197, 200, 201, 205, 206, 207, 208, 217, 219, 220, 221, 225, 228, 233, 235, 236, 237, 238, 239, 241, 242, 243, 249, 250, 251, 255, 256, 257, 258, 259, 261, 262, 265, 269, 270, 271, 274, 276, 277, 285, 287, 292, 294, 297, 298, 299, 301, 303, 305, 306, 311, 312, 314, 317, 318, 320, 321, 324, 328, 331, 332, 334, 336, 338, 343, 344, 349, 350, 352, 357, 358, 359, 360, 364, 367, 370, 372, 375, 376, 377, 378, 382, 383, 384, 385, 388, 391, 392, 393, 394, 396, 397, 399, 400, 401, 402, 404, 405, 412, 415, 416, 417, 419, 424, 428, 431, 432, 433, 438, 439, 442, 443, 444, 446, 448, 449, 450, 451, 453, 454, 457, 459, 460, 461, 463, 464, 466, 467, 469, 474, 475, 476, 478, 480, 481, 484, 485, 490, 491, 492, 493, 497, 499, 501, 503, 504, 509, 510, 518, 521, 523, 525, 527, 528, 530, 531, 533, 534, 537, 539, 541, 545, 547, 548, 550, 553, 555, 556, 558, 561, 573, 579, 583</p>
	<p>People who use the DTR including residents and businesses of Fairfax and Loudoun Counties, should not be required to contribute substantially to the construction of the Metrorail Project, which will benefit people throughout the metropolitan area who will contribute nothing. Drivers should not need to pay for the “privilege” of riding on a road; they can drive through many states without paying a toll. Some people feel the increases say the road is only for the well-to-do.</p>	<p>10, 15, 25, 32, 36, 40, 45, 48, 52, 53, 55, 60, 62, 82, 93, 101, 108, 112, 117, 120, 128, 149, 166, 170, 171, 183, 185, 188, 194, 195, 197, 206, 207, 208, 225, 235, 243, 249, 255, 259, 269, 270, 273, 274, 282, 288, 292, 294, 298, 305, 306, 317, 321, 331, 357, 360, 362, 367, 375, 377, 380, 383, 384, 388, 394, 396, 402, 431, 438, 442, 448, 454, 457, 460, 466, 485, 503, 504, 505, 521, 524, 539, 541, 544, 545, 552, 556, 558, 573, 579</p>
	<p>Businesses in the DTR corridor will see an increase in the value of their business and property as a result of the Metrorail Project, and should be contributing to the project's cost, thus decreasing the major contribution now being required of DTR commuters.</p>	<p>14, 27, 36, 52, 143, 270, 306, 312, 314, 324, 585</p>
	<p>All revenue that is derived from the DTR should only be used for maintenance and upkeep of the actual Toll Road.</p>	<p>44, 53, 67, 71, 90, 100, 147, 176, 219, 220, 241, 261, 271, 349, 364, 387, 415, 490, 515, 531, 540, 545, 548</p>

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	The public hearing open house meetings served no purpose as the Authority will do what they want. The format of the public hearing process should include an opportunity for individuals to speak in an open forum and to hear others' comments.	62, 93, 121, 450, 544, 547, 572
Operational Issues with the Toll Increase	Before money is set aside for another project, the DTR would benefit from upgrades, such as improved toll booth operations. The construction of exits is sub-par and causes large backups on the roads. Leaving the exit ramps, the traffic lights are not synchronized. Toll plazas at DTR and the I-495 North and South interchanges, Route 7, and Springhill Road are challenging and need improvement. There should be a toll ramp at Route 123. No improvements have been seen to the DTR despite ever-increasing tolls. There have been no upgrades that justify the high costs.	40, 61, 71, 137, 161, 241, 244, 300, 307, 316, 327, 347, 365, 419, 444, 449, 468, 473, 482, 486, 575
	The traffic is bad on the DTR, and increasing the toll rates to help fund the Metrorail Project has the potential to make it worse due to the growth in development that will occur as a result of the new Metrorail stations. Therefore the new DTR revenue should first be used to improve DTR traffic conditions. The ongoing construction of Phase 1 of the Metrorail Project makes traveling the DTR difficult. If traffic were better, the increased tolls would be more tolerable.	17, 71, 81, 106, 130, 158, 257, 321, 326, 449, 465, 492
	The toll rate increases should be limited to peak-direction rush hour commuters, rather than be applied to all users at all times of the day. Fees should be based on distance-tolling; toll road users should not pay for the entire length of the road when they only need to go one exit. Additional revenue could be derived assessing different toll rates at different times of the day and week, peak and non-peak period pricing, electronic tolling, and/or by imposing a toll on currently un-tolled locations. This would reduce the burden of the proposed toll rate increases on some DTR users. The toll rate increases should be different for	17, 49, 135, 139, 146, 157, 206, 248, 267, 303, 340, 394, 415, 451, 469, 482, 492, 507, 511, 522, 567, 577, 578

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	different drivers based on the location from which they begin their trip, with the smallest increase being assessed to drivers who are most distant from the first phase of the Metrorail Project, since they are least likely to benefit from it.	
	Consider using all electronic tolling collection and video tolling to save costs, to lessen the toll increase, and to improve traffic flow. Eliminate exact change booths at toll plazas; convert to E-ZPass. Have one dedicated lane for E-ZPass users at each toll plaza to avoid long lines at the toll booths.	372, 430, 449, 482, 501, 520, 522, 575, 576
	The toll rate increases should only be applied to cash-paying DTR users and those who speed since these individuals add more cost to the toll road than EZ-Pass users and those who obey the law.	17, 108, 471, 507
	The E-ZPass monthly maintenance fee is not justified; if it was not needed before, then it should not be needed now.	245, 268, 366
	There needs to be bus connectivity and more parking at Metrorail stations to allow local residents to use the metro.	27, 89, 154, 399
Tax Character of the Toll Increase	The toll rate increases are a hidden tax, unfairly imposed on a limited group of individuals (the DTR users), rather than on all taxpayers of the area whose tax dollars typically fund transportation projects. To raise the toll rates is “Taxation without Representation.”	3, 18, 47, 52, 63, 64, 69, 72, 83, 100, 104, 107, 120, 138, 144, 145, 148, 149, 166, 178, 184, 203, 211, 217, 220, 221, 225, 226, 230, 232, 255, 299, 312, 317, 331, 340, 342, 347, 358, 365, 384, 401, 438, 442, 457, 460, 467, 472, 493, 509, 523, 527, 539, 541, 546, 552, 560, 566, 574, 584
	Because the proposed DTR toll rate increases constitute a tax and because the Airports Authority is unable to assess taxes, the Airports Authority lacks the power to increase the toll rates.	72, 107, 514, 546
Noise Wall Program and the Toll Increase	Focus on those affected by increased noise levels. Sufficient toll revenues need to be collected to bridge the gap between what the Symphony Meadows community qualifies for in terms of cost effectiveness and what is needed to construct a noise wall.	484, 487, 571

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	At the Wiehle station, consider whether a noise abatement wall needs to be included in the plans to limit the noise that may exist.	
Support of the Toll Increase	Increasing the DTR toll rates to provide funds to finance the Metrorail Project is an appropriate use of toll revenue. However, MWAA should continue to pursue additional federal and state funding and low cost financing to offset the toll increases and fund the Metrorail Project. The toll rates increases are appropriate because the revenue they will produce will, in addition to help fund the Metrorail Project, be used to pay for improvements to the DTR. The Metrorail Project will significantly improve the Dulles Corridor and it is important that the project be completed.	30, 74, 79, 110, 137, 192, 231, 351, 354, 434, 495, 498, 508, 520, 532, 557