

**RECOMMENDATION PAPER TO THE DULLES CORRIDOR
AND FINANCE COMMITTEES**

**ADOPTION OF REGULATION
ESTABLISHING INCREASED TOLL RATES
FOR THE USE OF THE DULLES TOLL ROAD**

OCTOBER 2009

RECOMMENDATION

That the Dulles Corridor and Finance Committees recommend to the Board of Directors that it adopt the regulation, attached to this paper as Attachment A, that increases the toll rates for use of the Dulles Toll Road (DTR), and that, for drivers of two-axle vehicles,¹ increases the toll rates as follows:

- effective January 1, 2010, an increase of \$0.25 at the mainline plaza (from the current \$0.75 to \$1.00) and of \$0.25 at the entrance/exit ramps (from the current \$0.50 to \$0.75);
- effective January 1, 2011, an increase of an additional \$0.25 at the mainline plaza only (to \$1.25); and
- effective January 1, 2012, an increase of an additional \$0.25 at the mainline plaza only (to \$1.50).

BACKGROUND

On July 15, 2009, the Dulles Corridor and Finance Committees (Committees) authorized staff to begin the regulatory process for amending the Airports Authority regulation that establishes toll rates for use of the DTR. That authorization followed a June 23, 2009, meeting of the Dulles Corridor Advisory Committee (DCAC), during which the DCAC received a briefing on the Airports Authority's plan of finance for the Dulles Corridor Metrorail Project (Metrorail Project) and other capital improvements in the Dulles Corridor, along with the set of toll rate increases that Airports Authority staff was prepared to subsequently present to the Committees. Following these briefings, the DCAC indicated its concurrence with the plan of finance and the proposed toll rate increases.

¹ The increased toll rates for vehicles with more than two axles are shown in the regulation in Attachment A.

Since July 15, three public hearings have been held on the proposed toll rate increases, a 30-day public comment period on the proposed increases has been conducted, and a report on the comments submitted during that comment period has been prepared, "Dulles Toll Road Proposed Toll Rate Increases, Report on Public Comments, October 2009" (Report) (attached as Attachment B).

The three public hearings were preceded by a variety of public notices. Advertisements were placed in 10 different newspapers with circulation in the Dulles Corridor (32 separate notices were published), and a number of press releases were issued to the media. Notices were also provided through a series of announcements on local radio and TV stations, in letters to elected officials and on the Airports Authority's website.

Each public hearing included a number of information stations with display boards. The stations provided information on the Metrorail Project, the project's projected cost and the sources of funding the cost, the proposed DTR toll rate increases, the revenue anticipated to be raised as a result of the increases, and the different ways in which this increased revenue would be expended, including a variety of potential improvements to the DTR. Authority staff were present at each information station to discuss the information and answer questions.²

Two individuals were available at each public hearing to record citizens' verbal comments for later transcription. Also, each attendee was given a comment form that could be completed at the hearing and dropped in a comment box, or could be completed later and returned by mail. Throughout the public comment period, the Airports Authority's website included the display boards and an on-line comment form for individuals who were unable to attend a hearing.

The first public hearing was held on August 24 in the western portion of Dulles Corridor at Ashburn Elementary school in Ashburn; it was attended by 40 individuals. The second hearing was held on September 3 in the eastern end of the corridor, at McLean High School in McLean; it was attended by 33 individuals. The final hearing was held on September 9 in the central part of the corridor, at South Lakes High School in Reston; it was attended by 75 individuals.

All told, 148 individuals attended the public hearings.³ During the 30-day public comment period, which ran from August 14 through September 14, a total of 221 comment submissions were made by 210 individuals. Of these 221 submissions, 158 were made online, 53 were made at a public hearing (15 verbally, 38 in writing) and 10 were made in another way.⁴

Of the 210 individuals who submitted comments, 89 percent stated that they used the Dulles Toll

² Copies of the display boards that were used at each public hearing are attached as Attachment D.

³ Thirteen members of the media also attended the hearings.

⁴ In addition, six comment submissions were received outside of the formal 30-day comment period. These comments are not included in the Report, but are included in a supplement to the Report that is attached as Attachment C.

Road and 44 percent stated that they would use the new rail line once it is constructed. Of the individuals who stated they now use the toll road, 49 percent indicated they would use the rail line. As to residency, 54 percent of the 210 individuals stated they lived in Fairfax County, 30 percent indicated they resided in Loudoun County, and the remaining 16 percent either gave a residence other than these two counties or were silent on their residence.

All together, 299 separate comments were submitted. This exceeded the number of comment submissions (221) because some submissions contained more than one comment. Overall, the comments addressed six separate topics (Topics) and, as to each Topic, conveyed a number of assertions, arguments, positions and viewpoints (Points). These Topics and Points are summarized in the Report (Attachment B). The Topics, together with the number of comments (and percent of the total comments) in each Topic area, are as follows:

<u>Topics</u>	<u>Number of Comments (Percent)</u>
Fairness of the Toll Increases	96 (32%)
Impacts of the Toll Increases	59 (20%)
Alternatives to the Toll Increases	55 (19%)
Support for the Toll Increases	53 (18%)
Tax Character of the Toll Increases	19 (6%)
Operational Issues with the Toll Increases	17 (5%)

The Report on the public comments is divided into six sections, with each addressing a separate Topic. Within each section, the Report summarizes the particular Points made by the comments that addressed the Topic. In addition, after each Point, the Report identifies the source of a representative sample of the comments by using the term “Committer,” followed by one or more identification numbers. By referring to Appendix A to the Report, the reader can use the identification numbers to learn the name of the individuals submitting the comments, to review information relating to these individuals that may be helpful in evaluating their comments, and to see a verbatim statement of their comments.¹ [Note: the version of the Report that is being posted to the Airports Authority web site does not contain, in its Appendix A, the names of individuals who submitted comments, and does not contain the Report’s Appendix B which also contains the names of these individuals.]

DISCUSSION

In the following discussion, each of the six Topics addressed by the public comments is identified and described, the major Points conveyed by the comments in each Topic area are presented, and responses to the Points are provided.

¹ Appendix A to the Report is organized in the order of the identification numbers that were assigned to individuals who submitted comments during the 30-day period. As to each identification number, the appendix provides information in six different areas, including the name of the individual assigned the number, his or her residence, his or her answer to two questions (“Do you use the Dulles Toll Road?” and “Do you plan to use Metrorail in the Dulles Corridor?”), the Topic or Topics addressed by his or her comments, and the verbatim comment submission made by the individual.

A. Fairness of Toll Rate Increases

The Topic most frequently addressed by the public comments was the fairness of the proposed toll rate increases (96 comments, 32%). Although expressed in different ways, the theme of these comments was the unfairness of requiring users of the DTR to pay for the construction of the Metrorail Project. See Report, Section A, pp. 4-5.

The major Points expressed by these comments, and a response to each, are set forth below.

Point. Tolls on the DTR should not exceed the cost of operating, maintaining and improving the toll road itself; it is unfair to require users of the DTR to pay for the cost of the Metrorail Project and other non-DTR transportation improvements or to continue paying tolls when they are no longer required to pay the cost of operating the toll road itself. See Report, Section A, ¶ 1 (p. 4).

Response. In proposing the DTR toll rate increases and, more generally, in relying upon DTR revenues to finance the Metrorail Project, the Airports Authority is performing obligations it has assumed under its Permit and Operating Agreement (POA) with the Virginia Department of Transportation (VDOT).⁶ In addition, the Airports Authority is acting in accordance with DTR toll rate policy first established by the Commonwealth of Virginia (Commonwealth) in 1990. At that time, the Virginia General Assembly authorized the Commonwealth Transportation Board (CTB) to provide for improvements “to the Dulles Toll Road and Dulles Access Road corridor, including . . . mass transit . . . , from surplus net revenues of the Dulles Toll Road”⁷ Further, the General Assembly authorized tolls on the DTR to be established and used not only for the debt service on outstanding DTR bonds, but also for funding these improvements in the Dulles Toll Road/Dulles Access Road corridor. Similarly, in 1995,⁸ the General Assembly authorized the CTB to provide for “additional improvements to the Dulles Toll Road and Dulles Access Road corridor . . . , including, but not limited to, mass transit, including rail, and capacity-enhancing treatments . . . from surplus net revenues of the Dulles Toll Road” And over the years, the CTB has taken numerous steps to implement these legislative actions.⁹

⁶ The POA is essentially the permit, issued by VDOT, that authorizes the Airports Authority to operate the DTR and imposes certain terms and conditions upon the Authority in its role as operator of the DTR. Under the POA, the Airports Authority is obligated to finance and construct the Metrorail Project, to make its best efforts to have the construction completed by December 31, 2016, and to set toll rates on the DTR consistent with its responsibility to finance the rail project.

⁷ See chapter 291 of the 1990 Acts of Assembly.

⁸ See chapter 560 of the 1995 Acts of Assembly.

⁹ For instance, in September 1990, the CTB directed the development of a “multi-modal transportation program (“Program”), including rail service as its transportation objective for the Dulles Corridor, . . . with the understanding that such a Program shall be funded to the extent possible by revenues derived from the Dulles Toll Road” and provided that “initially not less than 15% of [DTR] net surplus revenue shall be used or set

Thus, the establishment of toll rates on the DTR, as well as the use of DTR revenue, to fund rail mass transit and other non-DTR improvements in the Dulles Corridor has been the policy of the Commonwealth for close to two decades. And this state policy is continued in the POA, which authorizes and requires the Airports Authority to utilize toll revenues from the DTR to fund the Metrorail Project and other transportation improvements in the Dulles Corridor.

It is understandable for individuals submitting comments to argue that DTR revenues should not be used to fund any non-DTR transportation improvements, and that tolls should cease being imposed on the DTR when they are no longer needed for the road's operation and maintenance. But, for almost 20 years, that has not been the position of policymakers in the Commonwealth. The Commonwealth's policy has been very much the opposite, and its policy is imbedded in the POA and underlies the DTR toll rate increases that the Airports Authority proposed in July.

Point. People throughout the Washington, D.C., metropolitan region will benefit from the Metrorail Project, and they should be paying for its construction; it is unfair for users of the DTR, most of whom will never use the new rail line, to shoulder a substantial part of the new line's construction cost when its real beneficiaries will contribute nothing. See Report, Section A, ¶ 3 (p. 4).

Response. It is, of course, true that persons throughout the metropolitan region will benefit from the new Metrorail line in the Dulles Corridor. And it is not unreasonable to argue that those beneficiaries should contribute to the cost of constructing the new rail line. However, this position is not in line with the region's transportation policy.

In May 2000, the member jurisdictions of the Washington Metropolitan Area Transit Authority (WMATA) -- Virginia, Maryland and the District of Columbia -- established a new policy governing the construction of extensions to the regional Metrorail system.¹⁰ Prior to that time, the cost of constructing system extensions had been carried by all members jurisdictions and, in effect, all residents of the metropolitan region had been contributing to the cost of extending the system. Under the May 2000 WMATA policy, which remains in

aside for transit related improvements" in the corridor. In September 2001, the CTB directed that "beginning in Fiscal Year 2003 and continuing thereafter, no less than 85% of the net surplus revenues of the Dulles Toll Road shall be set aside for mass transportation initiatives in the Dulles corridor" And in February 2005, the CTB approved an increase in the DTR toll rates, effective May 22, 2005, "reaffirm[ed] that no less than 85 percent of existing surplus [DTR] net revenues shall be dedicated for mass transit and rail in the [Dulles] Corridor . . ." and provided "that all additional toll revenue generated from the May 22, 2005 toll adjustment shall be dedicated to the [Metrorail] Project." Between July 1, 2003, and the November 1, 2008, transfer of the DTR to the Airports Authority, VDOT allocated over \$138 million in DTR net surplus revenue, together with accumulated interest, for use by the Metrorail Project.

¹⁰ See WMATA Resolution 2000-35 (May 25, 1990).

place today, the cost of constructing any system extension became the sole responsibility of the single jurisdiction in which the extension is located.

Under this regional WMATA policy, construction of the Metrorail Project is not to be funded by residents and businesses in the entire metropolitan region, notwithstanding that they will benefit from the project. Instead, responsibility for funding the construction lies entirely with the Commonwealth, and it is up to the Commonwealth to define the sources of funds that will enable it to fulfill this responsibility.

Thus, starting in the early 2000s, and working with other governmental units, the Commonwealth began to develop a general plan of finance for construction of the Metrorail Project. Funding “partners” included the federal government, the Commonwealth itself, the local entities in the Dulles Corridor (Fairfax County, Loudoun County and the Airports Authority), and the Dulles Toll Road. Under the plan of finance, efforts were to be made to secure a maximum contribution (in the form of grants) from the federal government; the three local entities would contribute 25 percent of the construction cost; certain contributions would be made by the Commonwealth; and the Dulles Toll Road would cover the remainder of the construction cost. This general plan of finance remains in effect today¹¹ and forms a critical underpinning of the POA, which both authorizes and obligates the Airports Authority to use DTR revenues to fund the portion of the Metrorail Project’s construction cost that is not covered by the project’s other funding partners.

Thus, while many comments suggested it was “unfair” that persons throughout the metropolitan region will not contribute to the cost of constructing the Metrorail Project, this is not due to any decision by the Airports Authority, but to established regional policy regarding the funding of extensions to the regional Metrorail system.

Point. If users of the Dulles Toll Road are required to pay for the Metrorail Project’s construction, then (i) people who use the Dulles Airport Access Highway should also pay for the construction, and (ii) people who enter or exit the DTR without paying a toll should be assessed a toll; it is unfair for DTR users to pay for the construction of the Metrorail Project, while these other individuals do not pay a share. See Report, Section A, ¶ 2 (p. 4).

Response. The Airports Authority, along with Fairfax and Loudoun Counties, has committed to paying a specific percentage of the overall construction cost of the Metrorail Project. The Airports Authority has committed to a 4.1 percent contribution (approximately \$215 million based on a currently projected construction cost of \$5.25 billion). Fairfax and Loudoun Counties have committed to 16.1 percent and 4.8 percent contributions, respectively. Together, these three local entities will contribute 25 percent of the project’s total construction cost. The Airports Authority has decided to provide its contribution not by imposing a toll on users of the Dulles Airport Access Highway, but by charging a fee on passengers boarding planes at Dulles Airport. Another part of the Authority’s contribution

¹¹ The current plan of finance defines the federal contribution as \$900 million and the Commonwealth’s as \$275 million.

will come from its contribution of land on Dulles Airport for use by the project. Moreover, over and above its 4.1 percent contribution, the Airports Authority will contribute over approximately 13 miles of the right-of-way in the median of the Dulles Airport Access Highway between Interstate 66 and Dulles Airport for use by the project.

This Point argues that the Airports Authority should be funding its contribution by imposing a toll on the Dulles Airport Access Highway. This states a legitimate perspective. But the decision to rely on airline passenger charges, rather than access highway tolls, is not unfair to DTR users. This would, perhaps, be otherwise if the decision meant higher toll rates for users of the DTR. But this is not the case. The manner in which the Airports Authority has chosen to fund its 4.1 percent contribution to the Metrorail Project has no effect on the DTR toll rates. A related argument, raised by another Point, is that the Airports Authority's contribution to the project is too small, and that it should fund a larger contribution by imposing tolls on users of the access highway. This other Point is addressed below (see pp. 13-14).

The Point addressed by this response also argues the unfairness of certain DTR users being able to enter or exit the toll road without paying a toll, when most users are always required to pay. It appears that these comments are directed at two locations: at Route 7 where drivers entering the westbound toll road do not pay a toll, and at Route 123 where drivers entering what is in effect the westbound toll road, and drivers exiting the toll road onto Route 123, do not pay a toll.

These are accurate observations. However, two factors are worth noting. First, historically, tolls have not been imposed on drivers entering the westbound DTR at Route 7 and Route 123 because some of these drivers are traveling to Dulles Airport and charging a toll would be inconsistent with Airports Authority policy that travel in the access highway right-of-way to and from the airport is to be free. Second, as to the assessment of tolls on the exit ramps that take vehicles from the eastbound DTR to Route 123, operating jurisdiction over these ramps currently lies with VDOT, and any tolling on the ramps would require its consent.

Point. Businesses in the Dulles Corridor will benefit substantially from the Metrorail Project and they should be contributing a substantial portion of its construction cost; if these businesses paid their fair share, the burden on DTR users to fund the project would be significantly less. See Report, Section A, ¶ 4 (p. 5).

Response. Many commercial enterprises in the Dulles Corridor undoubtedly stand to benefit from the Metrorail Project. However, the Point implies that these enterprises are not contributing to the project's construction cost. In fact, many businesses already are contributing and others will be in the future.

In Fairfax County, the owners of all commercial and industrial properties in the Phase 1 special tax district (running from Tysons Corner past Wiehle Avenue in Reston, along the

Dulles Airport Access Highway)¹² have been assessed additional real property taxes since July 1, 2004 (at a rate of \$.22/\$100 of assessed value), and will continue to be assessed a special tax for many years in the future. Under the terms of the Phase 1 district agreements, the district will finance up to \$400 million of the county's contribution to the cost of constructing Phase 1, and much of that financing will be in the form of debt service payments on bonds to be issued by the county in the near future. Since 2004, over \$125 million has been raised from the Phase 1 special tax district.

A Phase 2 special tax district is now proposed for western Fairfax County. It is located north and south of the Dulles Airport Access Highway from Route 28 on the west to approximately the Reston Parkway on the east. Under the terms of the proposed Phase 2 tax district, the owners of all commercial and industrial properties in the district would be assessed a special tax in order to provide up to \$330 million of the Fairfax contribution for Phase 2.

Thus, a significant portion of Fairfax County's contribution to the Metrorail project is currently planned to come from the owners of commercial and industrial properties that are located along the route of the Metrorail Project -- i.e., the very businesses, as the Point notes, that stand to benefit from the project.

Loudoun County's contribution to the Metrorail Project is currently projected at approximately \$252 million. Although the county has yet to formally decide the source of these funds, its preliminary decision has been to utilize the county's business, professional and occupational license (BPOL) tax. If the county relies on the BPOL tax, then it will be the county's business community that will finance the entire county contribution to the project.

A major portion of the Metrorail Project construction cost, therefore, will be covered by commercial enterprises likely to benefit from the new rail line. Assuming the establishment of a Fairfax County Phase 2 tax district, and Loudoun County's reliance on the BPOL tax to fund its contribution, almost 20 percent of the Metrorail Project cost will be paid by such enterprises. Admittedly, this is less than the percentage contribution currently projected for the Dulles Toll Road (52%), a projection that assumes no federal funding for Phase 2. While one can argue over the appropriateness of these relative percentages, the percentages stem from rail project-related decisions and agreements made over the past five years, and cannot be unilaterally altered by the Airports Authority. The Airports Authority has assumed the obligation to construct the Metrorail Project and to finance the construction in part with DTR revenues, and that obligation is defined in large measure by these prior decisions and agreements. Even if the Authority believed that certain enterprises, entities or groups of individuals should contribute more toward the cost of the project, it is not in a belief to put that decision into effect.

¹² "Phase 1" of the Metrorail Project runs from Interstate 66 to Wiehle Avenue, travels through Tysons Corner, and is located entirely in Fairfax County. "Phase 2" of the project runs from Wiehle Avenue, through Dulles Airport, to Route 772 in Loudoun County, and is located in Fairfax and Loudoun counties.

Point. The public hearing format used by the Airports Authority was unfair; it did not allow citizens to make statements and obtain information in a “town hall” format. See Report, Section A, ¶ 6 (p. 5).

Response. We believe the format used during the public hearings -- an “open forum,” as opposed to a “town hall,” format -- served well the three-fold purpose that had been established for the hearings: (i) to inform the public of the proposed toll rate increases, of the amount of revenue that the proposed increases would produce, and of the uses to which that increased revenue would be put (see Attachment D); (ii) to provide attendees the opportunity to engage in one-on-one conversations with staff members in these information areas; and (iii) to provide an opportunity for attendees to present their views, verbally or in writing, on the proposed increases.

This Point shows that some individuals preferred hearings that followed the “town hall” format. We will keep these comments in mind when the need for public hearings next arises. We would note, however, that federal and state agencies throughout the country routinely utilize the “open forum” format when conducting regulatory public hearings.

B. Impacts of the Toll Increases

The second most frequently addressed Topic (59 comments, 20%) was the impacts that the proposed increased toll rates would or might have. Generally speaking, these comments opposed or questioned the wisdom of the increases because of these impacts.

The major Points expressed by these comments, and a response to each, are set forth below.

Point. In these difficult economic times, increasing the DTR toll rates will harm the finances both of toll road users and of local businesses. Report, Section B, ¶ 1 (p. 5).

Response. There is little question that the recommended increases in DTR toll rates will have some of these adverse effects. However, the recommended new rates are in line with rates on other toll roads of comparable length in Virginia and other states, as shown in the tables on the following page.¹³

¹³ The information in these tables was included in one of the information boards displayed at the public hearings. See Attachment D, p. 13.

Commonwealth Toll Roads		
Name of Facility	Facility Length	Trip Rate
Dulles Toll Road	14 miles	\$1.75 (2010)*
Dulles Greenway	14 miles	\$4.50**
Chesapeake Expressway	17 miles	\$2.00
Pocahontas Parkway	8.8 miles	\$2.75
Powhite Parkway	12 miles	\$2.15
* \$2.00 in 2011 and \$2.25 in 2012		
** Morning and afternoon peak period rate		

Other United States Toll Roads		
Name of Facility	Facility Length	Trip Rate
San Joaquin Hills Corridor (CA)	17 miles	\$5.25
Tampa Crosstown Expressway (FL)	14 miles	\$3.00
Miami Dade Expressway (FL)	16 miles	\$2.25
Northwest Parkway (CO)	11 miles	\$2.50
Mass Turnpike, Boston Extension	13 miles	\$2.50

As the Point indicates, businesses that use or otherwise rely on the DTR will incur somewhat higher business expenses due to the toll rate increases. However, the addition of a new Metrorail line to the Dulles Corridor is expected to deliver improved opportunities and enhanced revenues to many businesses in the corridor. In the end, these commercial enterprises, as was emphasized by many comments, stand to benefit from the new rail line and, also therefore, from the toll rate increases that will help make the line a reality.

This Point does raise a legitimate issue: for some users of the DTR, the recommended toll rate increases will impose a financial burden. However, with the support of the Commonwealth and local governments in the Dulles Corridor, the Airports Authority has assumed the responsibility to construct the Metrorail Project and to set toll rates on the DTR that will produce the revenues required for this construction. The Authority has been, and will continue to be, cognizant of the effect that higher rates present for DTR users, but in the end it must set the rates at levels that will enable it to fulfill the responsibility it has assumed

and to deliver a new Metrorail line to Northern Virginia.

Point. Toll rate increases will cause some DTR users to leave the Toll Road and use alternate roadways, thereby increasing congestion on those roads to the detriment of nearby residents and other users of the roadways. Report, Section B, ¶ 2 (p. 5).

Response. Some drivers may respond to the increases in toll rates by choosing to no longer use the DTR and to travel by another route or mode; others may respond by joining a car pool. In the traffic and revenue study it prepared in connection with the recent issue of DTR Series 2009 revenue bonds, Wilbur Smith Associates (WSA) estimated that the proposed 2010 toll rate increases would cause a 4.9 percent decrease in toll road transactions in the year 2010.¹⁴

A major purpose of the WSA study was to estimate the number, but not the nature, of these diverted DTR transactions and trips. Thus, the times of day when these trip diversions might occur is not known, or is the alternative routes that these trips would take. These trips would be spread over the day and would occur throughout the Dulles Corridor and beyond, meaning that it is unlikely that vehicles departing the DTR would cause significant additional traffic congestion on many local roadways.

This is not to say that the concerns expressed by this Point lack merit. It is possible that there will be one or more “impact spots” where drivers who have elected to no longer use the DTR will cause increased congestion on local roadways. This is a matter that the Airports Authority, in conjunction with localities along the DTR, will monitor in order to determine whether the toll rate increases are, in fact, causing meaningful increased congestion on individual local roads.

Point. By providing funds for major new construction projects, the toll rate increases will result in substantially more construction in and around the Dulles Toll Road, which will have the effect of slowing traffic, increasing congestion and making for longer commutes on the toll road. Report, Section B, ¶ 4 (p. 6).

Response. The Point raises a valid concern, especially when one considers that, over the next few years, users of the DTR will be impacted by construction activities associated with the HOT Lanes project on the Capital Beltway, as well as the Metrorail Project.

This concern has been addressed by the Airports Authority and others. The Authority has entered a Memorandum of Understanding (MOU) with VDOT and Fairfax County for implementation of a transportation management plan in the Dulles Corridor in connection with Phase 1 of the Metrorail Project (TMP). In the MOU, the Authority and Fairfax County has each committed to provide a total of \$12.5 million through 2012 toward implementation of the TMP. The TMP directly addresses the concern raised by the Point, for it is designed to

¹⁴ While WSA projects a decrease in DTR transactions in 2010 as a result of the 2010 toll rate increases, it projects a slight increase in transactions in both 2011 and 2012, notwithstanding the \$.25 toll rate increase at the mainline plaza in each of these years.

ameliorate, to the maximum degree feasible, the adverse impacts that Metrorail and HOT lanes construction activities may have in the next few years on the Dulles Toll Road and nearby roadways.¹⁵ Actual implementation of the TMP will be undertaken by VDOT in close coordination with a broader transportation management program that VDOT will be administering for the entire Northern Virginia region.

C. Alternatives to the Toll Rate Increases

The comments on this Topic (55 comments, 19%) stated that there are, and the Airports Authority should make use of, alternative revenue sources to fund the Metrorail Project, and that taking advantage of these other sources would either make the DTR toll rate increases unnecessary or would allow them to be reduced. See Report, Section C, pp. 6-7.

The major Points expressed by these comments, and a response to each, are set forth below.

Point. Existing taxes at the federal, state and local level or a new tax imposed throughout the metropolitan area should be used to pay for the Metrorail Project. Report, Section C, ¶¶ 1 and 6 (pp. 6-7).

Response. This Point addresses a matter over which the Airports Authority has no control since the assessment of taxes, whether at the federal, state or local level, lies completely in the hands of others. Moreover, over the past five years, many decisions regarding the degree to which tax revenue would be utilized to fund the construction of the Metrorail Project were made by the Commonwealth and local governments in Northern Virginia. Those decisions are reflected in the plan of finance for the Metrorail Project and in various project-related agreements, and they define the contributions toward the project's construction cost that will be made by entities with taxing power. The Airports Authority has no authority, or ability, to alter those decisions, to cause taxes to be assessed by these other entities, or itself to assess any taxes.

Point. Fares on the Metrorail system should be raised and used to fund the Metrorail Project. Report, Section C, ¶ 6 (p. 6).

Response. Since May 2000 it has been the region's policy that the capital cost of constructing an extension to the Metrorail system is the sole responsibility of the jurisdiction in which the extension is located. This means that Metrorail fares, which are largely dedicated to the rail system's operation and maintenance, may not be used to fund any Metrorail extension project. Therefore, Metrorail fares and fare revenues are not an available source of funds for the Metrorail Project's construction.

Point. Tolls should be imposed on users of the Dulles Airport Access Highway and fees

¹⁵ The TMP for the Dulles Corridor calls for management and control activities in four areas: transit and transportation demand management, intelligent transportation systems, incident management communications, and local road network operations.

should be charged users of facilities at Dulles Airport (e.g., airlines passengers, tenants), and the resulting revenue should be used to fund the Metrorail Project. Report, Section C, ¶ 2 (p. 6).¹⁶

Response. The Airports Authority has committed to funding 4.1 percent of the Metrorail Project's construction cost and is providing much of the right-of-way for the project. It has not elected to fund this commitment by imposing tolls on the access highway. Instead, it expects to raise the vast majority of its contribution from passengers facility charges which will be accessed passengers boarding planes at Dulles Airport.

The import of this Point is that the Airports Authority is not sufficiently contributing to the Metrorail Project and, in addition to assessing these charges against passengers, should be imposing tolls on the access highway and charging fees to airlines, concessionaires and others who use the facilities at Dulles Airport. But this ignores the decisions and agreements that have been reached over the years. The Authority's contribution to the Metrorail Project was agreed to years ago by the project's funding partners, and the level of that contribution was a major factor in the Authority's decision to accept the obligation to build and finance the Metrorail Project. At this point, any change to the level of the Authority's contribution would be inappropriate.

Point. Commercial interests, especially those along the Dulles Corridor, which stand to benefit financially from the Metrorail Project should be required to contribute to the project's construction cost. Report, Section C, ¶ 3 (p. 6).

Response. As already noted, many commercial interests that will benefit from the new Metrorail line in Dulles Corridor are already contributing to the project's costs or others are expected to contribute in the years ahead. More specifically, the owners of commercial and industrial properties in the Phase 1 special tax district in Fairfax County have been contributing to the project's Phase 1 cost since 2004, and will make further contributions for many years in the future. Owners of similar properties in a currently proposed Phase 2 tax district in the county will become contributors in the event the district is formally established. And commercial interests in Loudoun County that are subject to the county's BPOL tax are anticipated to contribute substantially to the Loudoun County portion of the Metrorail Project's cost. The Airports Authority, on its own, is unable to require businesses in the Dulles Corridor to contribute more than their local governments are, or will be, requiring of them.

Point. Changes in the manner in which DTR tolls are assessed would produce additional revenue and thereby reduce the need for the proposed toll rate increases; for instance, a higher toll could be assessed during peak periods, different toll rates could be assessed DTR users who pay electronically and those who pay by cash, and tolls could be assessed at ramps that are currently un-tolled. Report, Section C, ¶¶ 4 and 5 (p. 6).

¹⁶ A related Point -- that increasing DTR toll rates without assessing a toll on the access highway is "unfair" -- has been addressed above (see pp.6-7).

Response. This Point suggests a number of modifications to DTR toll policies that the Airports Authority, over the next 12 to 18 months, will be studying as part of a larger review of the current DTR toll collection system. Charging tolls at currently un-tolled locations and imposing different toll rates during different times of the day, during different traffic conditions, or for different drivers based on the way they pay tolls present a variety of financial, technical and practical issues that need to be analyzed. The suggestions in this Point are of value and will be given further review in the months ahead.

D. Tax Character of the Toll Increases

The comments on this Topic (19 comments, 6%) argue, in different ways, that the proposed toll increases are a “tax” that cannot be imposed by the Airports Authority since it lacks the power of taxation. See Report, Section D, 7. The Points made by these comments raise a legal issue that has been presented in litigation against the Airports Authority and other parties¹⁷ -- i.e., whether the tolls imposed on users of the Dulles Toll Road constitute a tax under Virginia law because the resulting revenues are to be used for non-toll road purposes.¹⁸ The Airports Authority believes that the tolls it has and will continue to set for use of the DTR are not a tax, and that it is fully authorized by law to establish them.

E. Operational Issues with the Toll Increases

The comments on this Topic (17 comments, 5%) were not directed at the proposed toll rate increases themselves, but at the uses to which the resulting DTR revenues would be put. The comments stated that the increased revenues should be expended on the Dulles Toll Road itself, either rather than or before being applied to the Metrorail Project. See Report, Section E, pp. 7-8.

The major Points expressed by these comments, and a response to each, are set forth below.

Point. Revenue derived from the increased toll rates, before being used for the Metrorail Project, should be used (i) to upgrade the physical condition of the Dulles Toll Road (e.g., through better and more signage, improved bridge maintenance, improved toll booths) and (ii) to reduce traffic congestion on the toll road. Report, Section E, ¶¶ 1 and 2 (pp. 7-8).

Response. These are valid comments that the Airports Authority has already taken steps to

¹⁷ Parkridge 6 LLC et al v. United States Department of Transportation et al, Case No. 1; 09-CV-01478-GK, pending in the federal district court in the District of Columbia.

¹⁸ This issue was also presented in a lawsuit decided in October 2008 by the Circuit Court for the City of Richmond. In that case, plaintiffs challenged, through a variety of claims, the authority of VDOT to transfer the DTR to the Airports Authority. One such claim asserted that any tolls set by the Airports Authority would be invalid because they would constitute a “tax” which, under Virginia Law, may only be imposed by an elected body. Since the Board of Directors of the Airports Authority is not elected, plaintiffs argued that the Authority could not set tolls for the DTR. The Richmond Circuit Court rejected the claim, along with others, and dismissed the suit.

address. The 2009 budget for the Authority's Dulles Corridor Enterprise Fund establishes a Renewal and Replacement Program (RRP) and Capital Improvement Program (CIP) for the DTR and Dulles Corridor. Approximately \$5.6 million is budgeted in 2009 and 2010 for the RRP, and \$152 million for the CIP. In the recent DTR revenue bonds sale, approximately \$100 million was raised to help fund CIP projects designed to improve the physical condition of the DTR and to reduce traffic congestion on the toll road and in the Dulles Corridor.¹⁹

The 2009 budget provides for a wide range of DTR improvements that are included in the RRP and CIP. The RRP includes roadway and pavement repairs, improvements to signage and lighting, the rehabilitation of bridges and bridge structures, and repairs to road side facilities (e.g., guardrails and traffic barriers). The CIP includes sound wall replacement and construction, improvements to interchanges and bridges, upgrades to the electronic toll collection system, the addition of dynamic message signs, improvements to signage and lighting, and improvements to optimize the efficiency of toll plaza operations.²⁰

Thus, the Airports Authority is already taking steps to plan for and undertake a range of activities that will respond to the comments raised in this Point by improving the condition, capacity, efficiency and safety of the DTR.

Point. Operationally, toll rate increases on the DTR should not be applied evenly across the board, but should (i) be applied only to drivers traveling in peak-direction during rush hour, (ii) should be at different levels for different drivers based upon the location where the driver begins his or her trip, and (iii) should be applied only to cash-paying toll road users. Report, Section E, ¶¶ 3-5 (p. 8).

Response. This Point advances a number of changes to current DTR toll collection policies. They are potentially useful options, and the Airports Authority will consider them as part of the review it will be conducting of the entire DTR toll collection system. It should be noted, however, that the Permit and Operating Agreement imposes some restrictions on the Airports Authority's ability to establish toll collection policies. Under the POA, the Authority is required to apply the same toll rates to persons using the DTR under "similar conditions." At the same time, the agreement expressly allows for differential rates based upon the type, weight and number of axles of vehicles, the time of day or the day of week of travel, and traffic congestion or other traffic conditions. As the options presented in this Point are considered, they will need to be reviewed in light of these POA provisions.

¹⁹ One of the information stations at the public hearings was devoted to outlining potential improvements to the DTR that would be funded with revenues produced by the increased toll rates. See Attachment D, pp.2-5.

²⁰ The Airports Authority's 2010 budget for the Dulles Corridor Enterprise Fund will be adopted in early December 2009. It is anticipated that the RRP and CIP in the approved 2010 budget will largely continue, and supplement, these two programs as outlined in the 2009 budget.

F. Support of the Toll Increases

The comments on this Topic (53 comments, 18%) expressed general support for the toll rate increases, though a number of comments urged that efforts be made to obtain additional financial support from the federal government and the Commonwealth. See Report, Section F, ¶¶ 1-3, p. 8. The comments emphasized the benefits that the Metrorail Project would bring to the Dulles Corridor, recognized that the toll rate increases were necessary for the project to become a reality, and understood that the increases would bring needed improvements to the DTR.

CONCLUSION

Almost 300 comments were submitted on the proposed increases to the DTR toll rates. The comments were, almost without exception, thoughtful, considerate and articulate. They focused on legitimate issues that are presented by the toll rate increases, and provided reasonable arguments and viewpoints on those issues. A majority of the comments, particularly those that addressed the Topic of "fairness," opposed the proposed toll rate increases, and argued that the increases should not be adopted because users of the DTR should not be required to finance any part, and certainly not any substantial part, of the construction of the Metrorail Project. While no doubt sincerely held, the view expressed in these comments stands in contrast to multiple public policies and decisions regarding the financing of a rail line in the Dulles Corridor dating back to 1990. It also stands in conflict with the obligations and responsibilities that the Airports Authority has assumed in the Permit and Operating Agreement, and elsewhere, to construct and finance the Metrorail Project, and to accomplish this, in part, by increasing and utilizing DTR revenues. In a major sense, therefore, these comments are more pertinent to the many policy decisions made years ago than to the present decision regarding DTR toll rate increases.

In staff's view, the comments as a whole have not presented any substantial reasons to modify the staff's proposal that was presented to the Committees in July. Staff, therefore, recommends that the Committees recommend to the Board of Directors that it approve the set of DTR toll rate increases, along with their effective dates, which are identified in the regulation in Attachment A, and that it adopt the regulation.

Attachments

ATTACHMENT A

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY REGULATIONS

PART 10 - DULLES TOLL ROAD

§ 10.1. (Effective January 1, 2010) Tolls for Use of the Dulles Toll Road.

- (1) The tolls applicable to the Dulles Toll Road (also known as the Omer L. Hirst– Adelard L. Brault Expressway) shall be as follows:

Vehicle Class	Tolls*	
	Main Line Plaza	Ramps
2-axle	\$0.75 <u>\$1.00</u>	\$0.50 <u>\$0.75</u>
3-axle	\$1.00 <u>\$1.25</u>	\$0.75 <u>\$1.00</u>
4-axle	\$1.25 <u>\$1.50</u>	\$1.00 <u>\$1.25</u>
5-axle	\$1.50 <u>\$1.75</u>	\$1.25 <u>\$1.50</u>
6 or more axles	\$1.75 <u>\$2.00</u>	\$1.50 <u>\$1.75</u>

[* Toll rates being replaced by new rates are shown with strike-through line; new rates are underlined.]

- (2) Except for persons permitted free use of toll facilities under Virginia Code § 33.1-252, it shall be unlawful for any person operating a vehicle to use the Dulles Toll Road without payment of the tolls set forth in this section.

§ 10.1. (Effective January 1, 2011) Tolls for Use of the Dulles Toll Road.

- (1) The tolls applicable to the Dulles Toll Road (also known as the Omer L. Hirst– Adelard L. Brault Expressway) shall be as follows:

Vehicle Class	Tolls*	
	Main Line Plaza	Ramps
2-axle	\$1.00 <u>\$1.25</u>	<u>\$0.75</u>
3-axle	\$1.25 <u>\$1.50</u>	<u>\$1.00</u>
4-axle	\$1.50 <u>\$1.75</u>	<u>\$1.25</u>
5-axle	\$1.75 <u>\$2.00</u>	<u>\$1.50</u>
6 or more axles	\$2.00 <u>\$2.25</u>	<u>\$1.75</u>

[* Toll rates being replaced by new rates are shown with strike-through line; new rates are underlined.]

- (2) Except for persons permitted free use of toll facilities under Virginia Code § 33.1-252, it shall be unlawful for any person operating a vehicle to use the Dulles Toll Road without payment of the tolls set forth in this section.

§ 10.1. (Effective January 1, 2012) Tolls for Use of the Dulles Toll Road.

- (1) The tolls applicable to the Dulles Toll Road (also known as the Omer L. Hirst– Adelard L. Brault Expressway) shall be as follows:

Vehicle Class	Tolls*	
	Main Line Plaza	Ramps
2-axle	\$1.25 <u>\$1.50</u>	<u>\$0.75</u>
3-axle	\$1.50 <u>\$1.75</u>	<u>\$1.00</u>
4-axle	\$1.75 <u>\$2.00</u>	<u>\$1.25</u>
5-axle	\$2.00 <u>\$2.25</u>	<u>\$1.50</u>
6 or more axles	\$2.25 <u>\$2.50</u>	<u>\$1.75</u>

[* Toll rates being replaced by new rates are shown with strike-through line; new rates are underlined.]

- (2) Except for persons permitted free use of toll facilities under Virginia Code § 33.1-252, it shall be unlawful for any person operating a vehicle to use the Dulles Toll Road without payment of the tolls set forth in this section.

§ 10.2. Penalty

Persons violating § 10.1 shall be liable for a civil penalty, consistent with Virginia Code § 46.2-819.1, as follows:

- (1) for any violation not addressed in paragraphs (2) through (4) of this section, a penalty of \$50;
- (2) for the first violation occurring after, and within 12 months of, the violation described above in paragraph (1), a penalty of \$100;
- (3) for the first violation occurring after, and within 24 months of the violation described above in paragraph (2), a penalty of \$250; and
- (4) for each violation occurring after the violation described in paragraph (3), and within 36 months of the violation described above in paragraph (2), a penalty \$500.

§ 10.3 Unpaid Tolls and Administrative Fee

In addition to the penalty described in § 10.2, persons violating § 10.1 shall be liable, in connection with each violation, for the unpaid toll and an administrative fee designed to recover the expense of collecting the unpaid toll.

ATTACHMENT B



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

DULLES TOLL ROAD

Dulles Toll Road Proposed Toll Rate Increases

Report on Public Comments

October 2009

DRIVE TO RIDE

TABLE OF CONTENTS

Introduction.....	1
--------------------------	----------

Summary of Comments

A. Fairness of the Toll Increase.....	4
B. Impacts of the Toll Increase.....	5
C. Alternatives to the Toll Increase.....	6
D. Tax Character of the Toll Increase.....	7
E. Operational Issues with the Toll Increase.....	7
F. Support of the Toll Increase.....	8

Appendices

A. Comments Arranged by ID Number.....	A-1
B. Commenters Arranged by Last Name.....	B-1
C. Airports Authority July 2009 Proposed Regulation Increasing Dulles Toll Road Toll Rates.....	C-1

DULLES TOLL ROAD PROPOSED TOLL RATE INCREASES REPORT ON PUBLIC COMMENTS OCTOBER 2009

INTRODUCTION

In early July 2009, the Metropolitan Washington Airports Authority (Airports Authority) initiated its regulatory amendment process in connection with a proposal to increase toll rates on the Dulles Toll Road (DTR). The proposal is to increase toll rates, for two-axle vehicles,¹ in the following manner: (i) by \$0.25 at the DTR mainline plaza (from the current \$0.75 to \$1.00) and by \$0.25 at the entrance/exit ramps (from the current \$0.50 to \$0.75), effective January 1, 2010; (ii) by an additional \$0.25 at the mainline plaza only (to \$1.25), effective January 1, 2011; and (iii) by an additional \$0.25 at the mainline plaza only (to \$1.50), effective January 1, 2012.

Notification of Public Hearings

As part of this process, the Airports Authority conducted three public hearings on the proposed toll rate increases. Notice of these hearings was provided in a variety of ways: advertisements in The Washington Post, Washington Examiner, Washington Times, Loudoun Independent, Loudoun Times Mirror, Leesburg Today, El Tiempo Latino, Sun Gazette, Fairfax Times and the Connection newspapers;² public service announcements on local TV and radio stations; letters to elected officials; and announcements on the Airports Authority's Web site, www.mwaa.com/tollroad.

The notices provided the location, date and time (5:00 PM to 8:00 PM) of the public hearings. They stated that attendees would have the opportunity to learn about the proposed toll rate increases and the different ways in which the revenue produced by the increases would be expended, and would be able to present their views on the proposed increases. The notices also indicated the hearings would be conducted using an open house format.

Public Hearings

The Airports Authority conducted three public hearings on three different days, in three different weeks, at three different locations within the Dulles Corridor. The purpose of the hearings was twofold: (i) to inform members of the community about the proposed DTR toll rate increases and the primary uses to which the increased toll revenue would be put, namely, the Dulles Corridor Metrorail Project (Metrorail Project), improvements to the DTR and other transportation improvements within the Dulles Corridor; and (ii) to provide opportunities for attendees to submit

¹ The proposed increased toll rates for motor vehicles with more than two axles are shown in the July 2009 proposed regulatory amendment which is set out in Appendix C to this report.

² All together, 32 notices of the public hearings were published in newspapers with circulation in the Dulles Corridor.

comments on the proposed toll rate increases. Each hearing included a number of stations with display boards. These boards provided information on: the Metrorail Project; the project's projected cost; the sources of funding for the project; the toll rate increases being proposed; the revenue anticipated to be raised from the increases; and the ways the increased revenue would be expended, including for improvements to the DTR and for constructing the Metrorail Project. Representatives from the Airports Authority were available at each station to discuss this information.

Two individuals were available at each public hearing to record citizens' comments. In addition, every attendee was given a comment form that could be completed and dropped in a comment box at the hearing or returned by mail. Attendees were also given a layout of the room showing the name and location of the information stations, and an 8.5" x 11" copy of the display boards. Just before the first hearing, the Authority's Web site was updated to include the display boards and an online comment form for people who were unable to attend a public hearing.

The first public hearing was held on August 24, 2009, at Ashburn Elementary School in Ashburn. It was attended by 40 individuals, ten of whom submitted comments (either in writing using the comment form or verbally to an individual with a recorder). The second hearing was held on September 3, 2009, at McLean High School in McLean. It was attended by 33 individuals, nine of whom submitted comments. The final hearing was held on September 9, 2009, at South Lakes High School in Reston. It was attended by 75 individuals, 34 of whom submitted comments.

In total, 148 individuals attended the three public hearings.³ Attendees submitted 33 comments using the comment form, 5 letters and 15 verbal statements were recorded. Outside of the public hearings, the Airports Authority received ten written comments; (includes three comment forms, two direct emails containing comments, five letters,) and approximately 158 online comments that were submitted through the Authority's Web site www.mwaa.com/tollroad.

Public Comments

The formal period for commenting on the proposed DTR toll rate increases was from August 14 through September 14, 2009. During this period, a total of 221 comment submissions were made (including written comments on the comment forms, letters, emails, verbal statements provided during the hearings, and comments made online) by 210 individuals. In a few cases, individuals made more than one submission, usually using more than one medium.

Of the 210 individuals submitting comments, 54 percent identified their residence to be in Fairfax County, 30 percent identified their residence to be in Loudoun County, and the remainder either gave a residence outside of these counties or did not indicate their residence. Eighty-nine percent of the individuals giving comments stated that they currently use the DTR, while 49 percent of

³ Thirteen media representatives also attended the hearings.

these DTR users indicated that they plan to use the new Metrorail line once it is operational. Overall, 44 percent of the commenting individuals stated that they plan to use the Metrorail.

This report summarizes the comments submitted by members of the public on the proposed toll rate increases. The report is organized into six sections. Each section addresses a different topic related to the proposed toll rate increases that has been presented by the comments. These topics, along with the number of comments that addressed them, are as follows:

<u>Topics</u>	<u>Number of Comments</u> ⁴
Fairness of the Toll Increase	96
Impacts of the Toll Increase	59
Alternatives to the Toll Increase	55
Tax Character of the Toll Increase	19
Operational Issues with the Toll Increase	17
Support for the Toll Increase	53

Each section of this report contains a summary of the comments relating to the section's particular topic. Within each section, its topic is identified and the particular points made by the comments are summarized. The source of these comments is noted by the term "Commenter," followed by one or more identification numbers. By referring to Appendix A to this report, Comments by ID Number, a reader of the report can use these identification numbers to learn the name of the individuals who submitted the comments, to review information relating to these individuals that may be helpful in evaluating their remarks, and to see a verbatim statement of their comments.

Appendix A, Comments by ID Number, is organized in order of the identification numbers that have been assigned to all individuals submitting comments. The numbers were assigned on an as-received basis. For each identification number, Appendix A provides the following information with respect to the individual making the comment:

- The name of the individual (last name, first name)
- The city/town/area in which the individual resides
- The individual's answers to two questions: "Do you use the Dulles Toll Road?" and "Do you plan to use Metrorail in the Dulles Corridor?"
- The source or manner in which the individual submitted the comment (e.g., at a public hearing or online)
- The topic or topics addressed by the individual's comment
- The verbatim comment made by the individual

⁴ The number of comments in this column (299) exceeds the number of individuals submitting comments (210) because some individuals addressed more than one topic in their comments.

Appendix B to this report, Commenters Arranged by Last Name, is organized in the order of the last names of the individuals who have submitted comments, and provides the identification numbers assigned to these individuals. After locating the name of a specific individual in Appendix B and obtaining his/her identification number, the reader may then turn to Appendix A and use the identification number to learn, among other things, the topic or topics addressed by the individual's comment, as well as the actual comment submitted by the individual.

Appendix C, Airports Authority July 2009 Proposed Regulation Increasing Dulles Toll Road Rates, contains the schedule of toll rate increases proposed in July 2009 and is provided for informational purposes.

This report and the appendices are available on the Authority's Web site, www.mwaa.com/tollroad.

SUMMARY OF COMMENTS

Section A. Fairness of the Toll Increase

Comments in this section addressed the fairness of the proposed toll rate increases and, for one reason or another, characterized the toll rate increases as unfair to the users of the DTR or others.

Ninety-six comments addressed the topic of the Fairness of the Toll Increase. The comments made the following points:

1. 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 is paid for, there should be no further assessment of tolls. *e.g., Commenters 2, 3, 15, 18, 24, 31, 34, 42, 47, 65, 81, 94, 119, 147, 151, 172, 212.*
2. 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. The current proposal places a large financial burden on current DTR users, while others, such as those who use the Dulles 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. *e.g., Commenters 6, 10, 12, 25, 37, 39, 45, 47, 51, 55, 61, 63, 64, 73, 93, 116, 122, 123, 131, 135.*
3. 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. *e.g., Commenters 3, 8, 20, 25, 26, 36, 59, 60, 62, 69, 72, 80, 81, 82, 96, 103, 104, 105, 121, 124, 127, 132, 136, 147, 154, 163, 164, 174.*

4. 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. *e.g., Commenters 9, 40, 42, 78, 93, 129, 156.*
5. All revenue that is derived from the DTR should only be used for maintenance and upkeep of the actual Toll Road. *e.g., Commenters 36, 53, 79, 89, 90, 132, 139, 146, 166, 169.*
6. The public hearing format was unfair; it was not the normal public hearing format and did not enable the public to participate in any type of question and answer period. Also, the dates and times of the hearings were not ideal for those people who are impacted the most by the proposed toll rate increases. *e.g., Commenters 128, 133, 196.*

Section B. Impacts of the Toll Increase

Comments in this section addressed the impacts that the proposed DTR toll rates would, or could, have. Most comments were premised on the belief that the current toll rates are already too high. Some comments stated that making the rates even higher will have negative consequences for drivers and their families, as well as the local economy. Other comments opposed the idea of the Metrorail Project rail itself, characterized it as a waste of time and money, and stated that it will cause more harm than good.

Fifty-nine comments addressed the topic of the Impacts of the Toll Increase. The comments made the following points:

1. Times are tough (*e.g.*, the economy is bad, houses are in foreclosure, 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 the working class and other local residents to move from the area). *e.g., Commenters 1, 5, 8, 16, 18, 19, 24, 28, 31, 33, 51, 56, 61, 71, 86, 91, 92, 95, 101, 110, 116, 120, 125, 171.*
2. 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, thus increasing congestion on those routes, and will cause other DTR users to travel less and visit certain areas less often. *e.g., Commenters 11, 16, 28, 38, 67, 71, 87, 91, 105, 119, 128, 143.*
3. A toll rate increase will drive Maryland commuters away from the DTR, resulting in Virginia commuters being required to pay even higher toll increases in the future. *e.g., Commenters, 23, 55, 64.*

4. A toll rate increase, by providing the funds for major new construction projects, will mean substantially more construction activities in and around the DTR, which will slow traffic, increase congestion and make for longer commutes. *e.g., Commenters 46, 50, 58, 63, 69, 117, 157, 174.*

Section C. Alternatives to the Toll Increase

Comments in this section identified and addressed other ways that funds for the Metrorail Project could be raised. The comments urged that alternative means of financing the project be pursued either in lieu of toll rate increases or in order to reduce the size of the increases.

Fifty-five comments addressed this topic of Alternatives to the Toll Increase. The comments made the following points:

1. Federal, state and local taxes that have already been collected, and/or will continue to be collected, as well as other sources of funds, 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. *e.g., Commenters 3, 8, 24, 36, 72, 154, 162, 167, 168, 190, 194, 197.*
2. Users of the Dulles Airport Access Road and of facilities at Dulles Airport (e.g., taxis, airlines, users of parking garages) should be required to pay a toll or other fee, with the resulting revenue being used to reduce any increases that may be needed in the DTR toll rates. *e.g., Commenters 5, 9, 17, 30, 37, 47, 63, 64, 70, 73, 103, 112, 179.*
3. 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. *e.g., Commenters 9, 42, 56, 62, 93.*
4. Additional revenue could be derived from the DTR by assessing different toll rates at different times of the day and week, and by imposing a toll on currently un-tolled locations, and this would reduce the burden of the proposed toll rate increases on some DTR users. *e.g., Commenters 28, 44, 89.*
5. Tolls for EZ pass users and cash customers should be redesigned, with a discount being provided to EZ pass drivers. Also, tolls should be reduced in order to increase the number of DTR users and DTR revenue. 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. *e.g., Commenters 12, 13, 24, 68, 71, 72, 84, 87, 91, 93, 103, 134, 135, 179.*
6. Funds for the Metrorail Project could be obtained from raising Metrorail fares, imposing a

tax on the entire metropolitan area, and/or enforcing the speed limit/HOV regulations on the DTR, instead of raising the toll rates on the DTR. *e.g., Commenters 36, 93, 131, 149, 212.*

7. The Dulles Airport Access Road should be opened 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. *e.g., Commenters 31, 85, 93.*
8. If toll rate increases are necessary, they should be gradual as opposed to doubling at once. *e.g., Commenters 77, 211.*

Section D. Tax Character of the Toll Increase

Comments in this section argued that DTR toll rate increases to fund the Metrorail Project are, in effect, a tax upon the users of the DTR, and that the increase should be called a tax, should be imposed as a tax in a legally valid manner, and should be imposed upon a different and wider group of individuals.

Nineteen comments addressed the topic of the Tax Character of the Toll Increase. The comments made the following points:

1. 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. *e.g., Commenters 6, 8, 24, 26, 27, 30, 41, 49, 80, 101, 124.*
2. 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. *e.g., Commenters 22, 24, 69, 104.*

Section E. Operational Issues with the Toll Increase

Comments in this section urged that the additional revenue produced from the toll rate increases be used for purposes other than, or in addition to, the Metrorail Project, and suggested variations in the ways in which the toll rate increases might be applied.

Seventeen comments addressed the topic of Operational Issues with the Toll Increase. The comments made the following points:

1. The DTR is poorly managed. Before money is set aside for another project, the DTR would benefit from upgrades, such as better bridge maintenance and signage, more HOV lanes, and improved toll booth operations. *e.g., Commenters 7, 55, 92, 107, 146, 160.*

2. 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. *e.g., Commenters 17, 19, 202.*
3. 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. *e.g., Commenters 44, 77.*
4. The toll rate increases should be different for 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. *e.g., Commenters 47, 57.*
5. 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. *e.g., Commenters 12, 13, 21, 98, 189.*

Section F. Support of the Toll Increase

Comments in this section generally supported the DTR toll rate increases. The comments recognized that the increases were necessary to the funding of the Metrorail Project, which was viewed as a positive addition to the transportation infrastructure of Northern Virginia and, in particular, of the Dulles Corridor.

Fifty-three comments reflected Support of the Toll Increase. The comments made the following points:

1. Increasing the DTR toll rates to provide funds to finance the Metrorail Project is an appropriate use of toll revenue. *e.g., Commenters 4, 29, 43, 52, 64, 66, 72, 88, 97, 102, 109, 111, 113, 118, 137, 138, 140, 144, 148, 150, 167, 184, 188.*
2. The Metrorail Project will significantly improve the Dulles Corridor and will help to make it more prosperous. Since the toll rate increases will help make the project a reality, they should be supported. *e.g., Commenters 32, 54, 74, 100, 115, 138, 162, 165, 170, 194.*
3. The toll rate increases are appropriate because the revenue they will produce will, in addition to helping fund the Metrorail Project, be used to pay for improvements to the DTR and other major highways. *e.g., Commenters 99, 154, 160, 173.*

Comments by ID Number: Appendix A

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 1 of 79
1	Ashburn	Y	Y	Online Comment Sheet	Impact	NO RATE INCREASE! We already are paying enough and times are tough. It's clear your "new and improved" traffic enforcement is netting you much more money than it used to! Enough is enough!	
2	Bluemont	N	N	Online Comment Sheet	Fairness	I used to drive the toll road. Don't anymore. Congestion is ridiculous. Tolls are outrageous. You have the nerve and overwhelming greed to propose raising them again??? I pay well over a dollar per day in gas tax just riding the toll road. That's all you should get. The road was paid long ago. The tolls should be abolished, not raised.	
3	Aldie	Y	Y	Online Comment Sheet	Fairness, Alternatives	I thought the original intent of the toll fees were to pay for the toll road, which I've also heard was paid for some time ago and yet the public still pays fees. I can understand why the greenway continues to have fees as it is a privately owned road. When does it end with the toll road? There is always some excuse to keep fees but even worse continue to raise them. I don't think that is right. Make the whole region pay for metro through taxes rather than make the citizens of Loudoun foot a larger burden.	
4	Annandale	Y	Y	Online Comment Sheet	Support	I would favor a Toll increase if the revenue is used to provide metro service out to Dulles.	
5	Winchester	Y	N	Online Comment Sheet	Impact	Have you people lost your minds? The Toll road is already too expensive to be used on a regular basis. It would be nice if you LOWERED the price. For a trip from Winchester to Arlington, it would be nice if the Toll Road were affordable. Making it more expensive will only push working class people away. There will always be those that make too much, or are too impatient- they'll always pay. For the majority of working class people out there, the Toll Road is out of realistic reach. I only use when I am running very late.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

6	Herndon	Y	N	Online Comment Sheet	Tax, Fairness	I am 100% opposed to the toll increase for two reasons. 1 - The Dulles corridor is being unfairly taxed. There is not a similar toll on I-66 or other roads in this area. The toll increase will place a heavy burden on the local area. In 2012 it will cost \$5 a day round trip to use the road. That is \$25 a week, and over \$100 a month. You are trivializing the cost increase. It is large! We have already paid for the road with tolls from years past. 2 - You are asking local people who have to take the toll road to fund a multibillion dollar state and federal project. This is absolutely wrong. Many of us will NOT be able to use the Metro, as it does not go where we need to go!
---	---------	---	---	----------------------	---------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

7	Herndon	Y	Y	Online Comment Sheet	Operations	The Dulles Toll road is poorly managed. Smartpass subscribers are punished everyday. The minority have both booths for service in the morning in Reston. Those of us who try to ease the commute, waste precious gas and add time to everyone's commute, and pay each and every time we pass the plaza. Signage at the main plaza is confusing. I wrote to Homer Pierce several times, no change.
---	---------	---	---	----------------------	------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

8	Reston	Y	Y	Online Comment Sheet	Impact, Tax, Fairness, Alternatives	I do not support the proposed toll road increase - residents of the Reston/Herndon/Ashburn/Leesburg (RHAL) corridor have already experienced a substantial increase to use this road -my household incurs over \$1,600 in toll cost per year. This represents a thinly disguised tax to residents of the RHAL corridor. Rail to Dulles will benefit the entire Washington Metropolitan area - the cost should therefore be shared by all, the same way other transportation improvements are shared by all through our state taxes. Virginia abrogated its responsibilities by turning over the toll road to the WMAA - when recent referendums clearly showed that residents did not support a tax increase, VA legislators should have looked for low priority programs to eliminate so that sufficient funds would be available for high priority transportation projects. Instead, they abandoned responsibility for one of the state's leading transportation priorities, resulting in residents of the RHAL corridor to be unfairly burdened with this cost.
---	--------	---	---	----------------------	-------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

9	Potomac	Y	Y	Online Comment Sheet	Fairness, Alternatives	I think there are two groups who would benefit from an extension of WMATA - travelers & commuters (assuming there are stops along the corridor). Commuters should not bear the entire burden - a rail system to downtown, preferably expanding a third station, such as Union Station, instead of adding more volume at Metro Center or Gallery Place, would be an asset to tourism. I propose that DC Chamber of Commerce or Economic Development groups be asked to contribute as well as a Dulles airport tax.
---	---------	---	---	----------------------	------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 3 of 79						
10	Leesburg	Y	Y	Online Comment Sheet	Fairness, Impact, Operations	While I am not against the Dulles Rail Extension, I don't think raising rates on the toll road is the right answer. For some commuters, the rail is not ever going to be a feasible option for replacing driving. I work in Pentagon City and taking the Silver Line as planned, which doesn't include express trains, would take way too much time. If offered an express train from Ashburn, the rail would become a feasible option. Commuters like me, who won't be served by the Silver Line, will be the people subsidizing the use of the line by others. It's unfair to place the responsibility of funding on commuters. Plus, I have seen no evidence other than "your word" that tolls would be kept in the corridor. What would they be used for? Your group couldn't even keep a road clear last winter. There were 6 plow trucks sitting at the Greenway/Toll Road booths, and the road was still covered enough to immobilize vehicles. Not to mention the questionable logic in the MWAA awarding the Silver Line project to the same company responsible for the Boston "Big Dig" debacle with a no bid project. Maybe I would feel better about paying more, if I had any faith in the MWAA as a steward these tolls.
11	Herndon	Y	Y	Online Comment Sheet	Impact	I use the toll road infrequently at most, and will certainly be more vigilant in looking for alternatives to it should prices rise AGAIN. They just doubled in the last few years, to pay for the metro improvements you're saying will be paid for by this raise in cost. Essentially tripling it in less than a decade. Hm, at least some costs are rising faster than healthcare.
12	Sterling	Y	N	Online Comment Sheet	Fairness, Alternatives	Another set of hikes to pay for the boondoggle known as the Silver Line! I carpool, why am I having to pay for something I would rarely (if ever use)? It isn't bad enough the Greenway is the biggest ripoff in the area! No more toll hikes for regular commuters of VA-267 - I have a better idea: How about the next hike on the Toll Road be aimed at the people who still insist on using CASH and slowing the rest of us on the ramps?
13	Reston	Y	Y	Online Comment Sheet	Alternatives	Before raising tolls for EZPass users, why not greatly increase the cost for cash customers and at the same time convert all except two lanes at the main toll plaza to EZPass only? Without a doubt, cash customers are much costlier to the Dulles Toll Road system and there should be strong incentives to move cash customers over to EZPass. I recommend a 10x increase for cash customers at all toll booths while keeping EZPass user's tolls the same. A reduction in congestion at toll stations, a reduction in need for toll workers, a reduction in maintenance to cash collection machines and a reduction in 'local' stress due to rising tolls. Many cash users are not Dulles corridor residents, so by charging more to cash users, we are effectively spreading the costs to the people who gum up the system and we are encouraging all users to be proactive in obtaining an EZPass account.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
14	Falls Church	Y	N	Online Comment Sheet	Impact	I am AGAINST raising the toll rates.
15	McLean	Y	N	Online Comment Sheet	Fairness	I remember well in the original news releases prior to and during the construction of the Dulles toll road that once the road was paid for then the tolls were to be eliminated. What happened? The toll road must have been paid for many times over by now. Gas and other taxes are supposed to cover road maintenance. Yet another toll increase is in the works.
16	Reston	Y	N	Online Comment Sheet	Impact	I use the toll road daily and an additional rate hike would require me to find an alternate route. I would no longer be able to afford it. I believe the last price increase was excessive and another one on top of that would cause others to discontinue use of the road as well.
17	Sterling	Y	N	Online Comment Sheet	Operations, Alternatives	Why would users of the toll road agree to pay an increase in tolls just to sit in traffic. The current airport road has no charges, wouldn't it be fairer to introduce a toll on this road. I agree there is a metro requirement to Dulles Airport but not at an increased the cost of the motorist.
18	Ashburn	Y	Y	Online Comment Sheet	Impact, Fairness	In the current economy you all want to increase the tolls. This road should be paid for. If you all are planning on improving the road conditions for easier traffic flow it could be justified. But other than that it is not justified to increase the toll fee.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
19	Winchester	Y	N	Online Comment Sheet	Impact, Fairness	Although I understand the reasoning behind raising the tolls I must strongly object. The economy has been hard hit and it already costs many of us \$9 a day or more to get to and from work. Asking for more so that we can take a convenient route to work seems greedy. If the toll is raised any higher I know that I will stop using the greenway to get to work. I commute to Herndon from Winchester in order to make enough money to live - but can't afford to live in this area. The toll becomes a necessary evil. I already have been thinking about taking alternate routes, this just seals for me the reason to go a different way. The toll road doesn't become any easier when it gets backed up from an accident much closer to the beltway than the airport. It doesn't help me get to work any faster when I'm sitting in traffic on a regular basis. Thank you.
20	Great Falls	Y	N	Online Comment Sheet	Fairness	I find it fundamentally unfair that the Silver Line will be paid for in significant part by tolls on the Dulles Toll Road when other parts of the Metro system have been built without collecting tolls or other similar payments from residents served by those rail lines. My state and county taxes have helped pay for rail lines in other Washington area jurisdictions and neighborhoods. Why are those citizens not paying, in turn, for the rail line near me?
21	McLean	Y	Y	Online Comment Sheet	Alternatives	Rather than raise the tolls, I suggest collecting revenue by enforcing the 35 MPH speed limit at the main toll booth. Most drivers blitz thru the toll gate at over 60 MPH, some at even 70 MPH. This is 25-35 MPH above the posted limit and worthy of a reckless driving fine. It is a scary proposition for law abiding drivers that are intimidated by scofflaw speeders. To my knowledge, money raised from traffic fines goes to the toll road authority, not to county or state coffers. This method could easily raise as much as a million dollars a day.
22	Reston	Y	N	Online Comment Sheet	Tax	Number one where do you get your authority to raise the rates on the toll road? If you raise the rates there is going to be a backlash you people will not soon forget. We will start a boycott and traffic back up like you can't believe. This is a back door tax and you know it we are not stupid out here. The government doesn't have the nerve to raise taxes so they think if the airport authorities raise the rates so unbelievable. This will make this the highest toll road in the country to go such a short way. If you do this thing we will vote every politician out of office.
23	Silver Spring	Y	N	Online Comment Sheet	Impact	I think nearly doubling the toll on the Dulles Toll Road is very wrong. I just visited Chicago, Illinois and their toll rates are far more reasonable. Increasing the tolls will just make this area less desirable for Maryland residents. There is a lot to be gained from our patronage.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 6 of 79						
24	Herndon	Y	N	Online Comment Sheet	Impact, Fairness, Alternatives, Tax	I adamantly oppose any further increase in Dulles Toll Road tolls. The tolls - originally - were to be removed once the road was paid for. We have long passed that goal, and now appear to be using tolls as an undeclared tax. The Airport Authority is not an elected body, thus should not have taxing powers, but this proposed increase will be precisely that. I see no justification for that, or for the idea that those of us who use the toll road should be further taxed to pay for Metro rail. It is particularly inappropriate when the entire economy is suffering as it is now. Perhaps the Federal government can ante up additional stimulus funds, which come from taxes we already pay, rather than increasing the toll.
25	Falls Church	Y	N	Online Comment Sheet	Fairness	For people like myself who are not planning on using the metro for more than occasional flights out of Dulles Airport, I feel that asking me to continuously pay more for my commute just seems unreasonable. The Dulles Metrorail project was not created just to make traffic lighter on the road but also for convenience for out of town guests visiting the city who fly in to the airport and need to get downtown. It is supposed to help everyone (people that don't live here and never pay tolls here) so why should only the people that live here bear the brunt of the increases in the tolls when out of towners are getting to ride the access road toll free when everyone is going to be able to use the metro. There are going to be several people in Tysons Corner using the metro from all over who never get on the toll road..., but you want me to help pay so that they can use it, while I don't even plan to use the metro for my commute.
26	Chantilly	Y	N	Online Comment Sheet	Fairness, Tax	I strongly oppose the increase in tolls to pay for the rail project. While use for rail is for everyone, only the drivers using the toll road are being 'taxed' for the rail project. In other words drivers using the toll roads are being discriminated against for using the toll road. All Virginians should share the burden for raising funds for this project not just a select group of drivers.
27	Reston	Y	N	Online Comment Sheet	Tax	I strongly oppose using road tolls to fund projects other than paying for the original road construction. Government officials seem to view the Dulles Toll Road as a source of free money. This money is not free but a hidden tax on the residents of western Fairfax County and Loudoun County.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

28	McLean	Y	N	Online Comment Sheet	Alternatives, Impact	The Dulles Toll Rd tolls are starting to reach a level where they impact my use of the road. While I do not commute via this road (have in the past) I use it frequently on weekends to reach shopping and entertainment locations. I live in McLean and go out to eat in Reston, or go to shops in the Rt 28 corridor etc. If your goal is to discourage this type of use, you are well on your way. You may be able to force commuters who have no choice to accept your rate increases. But I will just take my dining and shopping dollars to Arlington and Falls Church that I can reach at no cost! You seriously need to consider not having these high tolls during off-peak hours like weekends. Or I fully suspect you will hurt businesses all over the Reston, Loudoun and Dulles areas. Differentiated pricing by day of week and hour are LONG overdue on this road. I simply refuse to pay \$2 or more to reach Reston and then \$2 to return for leisure activities.
----	--------	---	---	----------------------	----------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

29	Rixeyville	Y	Y	Online Comment sheet	Support	I support increasing tolls on the Dulles Toll Road to help pay for Metrorail.
----	------------	---	---	----------------------	---------	-------------------------------------------------------------------------------

30	Alexandria	Y	N	Online Comment Sheet	Tax, Alternatives	The proposed toll road increase is a tax, any way you slice it. I am willing to pay to maintain the toll road, not Metro. If you insist, cars using the DAR also should pay a toll to help pay for transit. Seems illogical to have non airport users pay for transit to the airport while cars heading to the airport pass free.
----	------------	---	---	----------------------	-------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

31	Sterling	Y	N	Online Comment Sheet	Fairness, Impact, Alternatives	The fare increase on the Dulles Toll road is unfair. Originally the toll was to be used to pay for the road and after payment the toll booth would come down. Then it stayed for Northern VA road improvements and now a new rail system. If everyone in Northern VA used the Dulles toll road like the toll on the Chesapeake Bay then perhaps I could see a fare increase across the board as a way to pay for the rail system. However if everyone across the board paid then it would be considered a tax hike and we know tax hikes would not look good. What this fare increase amounts to is a simpler way to fund yet another project by a few to help the many who never or seldom use the Dulles road. The few are legally being held up "highway robbery". People went west of the 495 corridor because housing was more affordable and taxes were lower. Jobs are being lost, foreclosures are occurring, gas costs are higher, utilities are up, the cost of simply raising a family has become a hardship and you ask the few for more. The Dulles toll road is a parking lot during rush hours. You want to increase the toll road, open up the airport road during the rush hours for us. Give us something in return for all the projects we help to fund.
----	----------	---	---	----------------------	--------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 8 of 79						
32	Vienna	Y	Y	Online Comment Sheet	Support	I live within a mile of the Dulles Toll Road and work at Dulles Airport. I support the rail project and have every confidence in the staff of the Airports Authority to get it built on time and within budget. The rail to Dulles project will connect our region's international growth airport not only to Washington, DC, which is vital, but also to the rest of the region served by metrorail. It will be a boon for this region.
33	Ashburn	Y	N	Online Comment Sheet	Impact, Fairness	It is extremely unfair to raise rates on the Toll Road, forcing even more of a financial burden onto the backs of commuters. The reason most of us live far out from DC is because we can't afford to live close to those places where the jobs are, such as DC, Arlington, Tysons, and Falls Church (where I currently work). We spend a tremendous amount of time commuting (which could be better spent with our families or at least relaxing), and already pay huge amount to commute, not just on your recently raised tolls, but also for gas and the increased wear and tear on our cars: This cost is even greater for those of us stuck using the Greenway, which is ALSO raising its tolls. We already pay state taxes. And now, in these tough economic times, you want to raise the tolls to help build a rail to Dulles, which, when finished, we will then also have to pay to ride, even though we just paid to build it? It is more than enough that we pay taxes to help fund things like the metro rail (or the only-for-the-rich Hot Lanes under construction in our area). Now, you propose we be essentially "double-billed:" once through taxes, then again, repeatedly, through increased tolls. Stop making the people who already spend too much of their time working and commuting, spend even more of their hard-earned money as well. Remember, it's not just YOUR increase we have to worry about, but also the Greenway's, the gas company's, the health insurance company's, as well as all those prices that go up because of them. Our pay is not going up the same percentage as all these increases (that is, for those of us lucky enough to still have a job). Enough already! I realize these words mean nothing to you, as you will do what you want anyways. But I speak up so that somewhere down the road, when someone who has power to hold you accountable for your bilking of us, you won't be able to say that no one spoke up in protest.
34	Reston	Y	N	Online Comment Sheet	Fairness	I VEHEMENTLY PROTEST ANY INCREASE IN TOLLS! THE COST OF BUILDING DULLES TOLL ROAD WAS PAID FROM TOLLS LONG AGO. THIS IS HIGHWAY ROBBERY. LITERALLY. I HAVE NO CHOICE BUT TO USE THE TOLL ROAD IN MY DAILY COMMUTE TO ROCKVILLE, MD. WHY SHOULD I HAVE TO PAY FOR THIS DRIVE. WHEN I MOVED TO RESTON IN 1999, MY WIFE TOLD ME THE TOLLS SHOULD END SOON. THIS IS TOTALLY UNFAIR!!!!
35	McLean	Y	Y	Online Comment Sheet	Impact	I am AGAINST these rate increases for the Toll Road. I think they are exorbitant.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 9 of 79						
36	Ashburn	Y	N	Online Comment Sheet	Fairness, Alternatives,	Using tolls from the Dulles Toll Road to fund, support, or back bonds funding or supporting, construction of ANY MetroRail tracks, stations, routes, infrastructure, trains, or anything else not directly related to the Toll Road and its infrastructure should NOT be allowed. I will NEVER use the Metro to/from Dulles. I use the Toll Road every day. If there is a market/constituency for Metro to Dulles, then tax them! Raise fares on Metro. Add a surcharge to the Metro. Add a surcharge to tickets in and out of Dulles. Use the W&OD right of way to save billions of dollars in construction. Use a dedicated fleet of busses on the Dulles Access Road instead of building Metro. Any or all of these are viable options. There is NO reason that I, or any other Dulles Toll Road user should be taxed to support Metro. I will be contacting all elected officials to ask them to crush this unfair and mis-guided attempt to force one group to pay for the desires of another group.
37	McLean	Y	N	Online Comment Sheet	Fairness, Alternatives	I feel as a paying customer ALL vehicles should pay for using the toll road. This includes all Airport bound traffic. Exempting airport bound traffic is unfair. I feel that the Privilege to use the toll road whether for commuters, commercial traffic or taxis, to and from the airport, should pay their fair share. Those vehicles using the "free" lanes on the toll road still cause maintenance and repairs bills just as the other regularly traveled lanes. There are 'non-toll' alternatives to the airport for those who choose it. This INCLUDES taxis and air travelers.
38	Ashburn	Y	N	Online Comment Sheet	Impact	Increases in rates will prevent me from using either option!
39	Herndon	Y	N	Online Comment Sheet	Fairness	I am not in support of the toll increases that have been discussed (doubling of the tolls over 3 years). I believe it is not fair to use the toll as a means of subsidizing the rail project at the levels proposed. I would support a 25c increase at the main plaza and each on-ramp but only 25c (one time in 3 years, not each year). (Or a one time increase of 50c at the main plaza only). Many people who use the toll road travel to areas that are not convenient by metro. Myself for example, work for the FDA in Rockville and taking metro would not be feasible. I believe that a 25c to 50c increase would be economically feasible, but if you increase it more, people will use the toll road less, moving congestion to other corridors. Please do not increase the tolls - we cannot afford another doubling. Thank You
40	McLean	Y	N	Online Comment Sheet	Fairness	Since Loudoun County residents will benefit most from the future expansions, Loudoun County should pay a larger portion than Fairfax County. Currently, Fairfax County is listed as contributing 16.1%, Loudoun at 4.8%. Given Loudoun residents benefit from the lower housing prices and need the road to commute in, they should bear that higher cost of the expansion.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
41	McLean	Y	N	Online Comment Sheet	Tax	Taxing the toll road users only is unfair.
42	Ashburn	Y	N	Online Comment Sheet, Court Reporter	Fairness, Alternatives	I am completely opposed to increasing tolls to help pay for the extension of Metro Rail to Loudoun County. The original intent of the tolls was to pay for the construction of the Dulles Toll Road. That debt is essentially paid off, and now MWTa and others would like to use the Toll Road as the Golden Goose to pay for other public works projects within MWTa's jurisdiction. An increase in the tolls is an unfair financial burden on those that use the Toll Road. MWTa falsely claims that those that use the Toll Road will directly benefit from the extension of Metro Rail out to Loudoun because there will be fewer cars on it. However, extension of metro rail will lead to significant development near that corridor resulting in more vehicles on the Toll Road, not less. The biggest beneficiaries of the extension of Metro Rail to Loudoun will be the land owners near it due to appreciation of their property values, especially commercial real estate. I propose that businesses along the Dulles Toll Road help fund the extension of Metro Rail just like businesses agreed to pay for the Route 28 interchanges.
43	Reston	Y	Y	Online Comment Sheet	Support	I am for increasing tolls on this road. The rates should equal the amount those pay to use Metrorail, as there's little reason for automobiles to use the DTR once rail is built. Let the pollution generating, traffic clogging, road damaging vehicles pay to help maintain the road and reduce pollution by giving people an alternative to private automobiles.
44	Arlington	Y	Y	Online Comment Sheet	Support, Operations, Alternatives	Is an increase in the toll reasonable? Yes. Is it reasonable to increase the toll when the road is not congested? No. The Authority should consider raising the toll for peak-direction rush hour commutes, applying the same principles as for HOT lanes (adjusting the toll based on traffic volume and flow speeds). The existing toll for non-peak trips or reverse-commute trips should stay the same (unless the road becomes congested at those times).
45	Chantilly	Y	N	Online Comment Sheet	Fairness	What is the current revenue from the toll road? Based on the amount of traffic that I see there should be a cash surplus generated already. What has happened to these funds and where can that amount be found? If the toll road has been supporting other projects with the excess funds then the money for the rail system should not be on the backs of those using the toll road. We are already paying our part.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

46	Frederick	Y	N	Online Comment Sheet	Impact	<p>I understand the toll road and greenway are two separate pieces, I'd like to know who is in control of the large toll plaza between the greenway and toll road? We've been told toll increases here are to pay for the Dulles Metro expansion and "toll road improvements", yet we are also told its a private company that controls the Greenway, and tolls are to pay for road maintenance. Those of us traveling from Leesburg east towards the beltway will for the most part see -zero- benefit from this. Those traveling from the Leesburg area are still going to travel on the Greenway, there will still be basically the same amount of traffic. Who is going to control whether the exit to the Metro has an outrageous toll there? Once the Metro is complete are these tolls ever going to GO DOWN? Right now to travel from Frederick, MD to Fairfax, taking the Toll Road and Greenway, it costs \$9 in tolls, and with no traffic about \$10 in gas, A DAY. When traffic is at its peak, it takes over 2 hours to get to Fairfax from Frederick Maryland, and about \$15 in gas, A DAY. Thats over \$6200 a year just to travel to work. At what point are we going to say ENOUGH to these toll increases? The Greenway to Toll Road, a couple years ago, used to be a \$2 toll, then when talk about the metro started, the toll jumped to \$3, and continued to rise since. It is now \$4.50 each way! The excuse has always been "road improvements" or the Metro, for years now. All "toll road improvements" means to me is road work, and road work means more congestion. The privately owned Greenway was supposed to have a toll on it until the road was paid for, then the toll was SUPPOSED TO BE DROPPED! What on earth is the point of paying \$9 a day just to sit in worse traffic than the beltway! At least the beltway is free -for now-. NO MORE TOLL INCREASES! Adding another 75 cents to the large toll plaza is UNACCEPTABLE! That will take the already OUTRAGEOUS \$9 I spend EACH DAY in tolls to \$10.50! NO MORE TOLLS! NO MORE TOLLS!</p>
47	Herndon	Y	N	Online Comment Sheet	Fairness, Alternatives	<p>I use Dulles Toll Road daily to commute to my job since public transportation takes too much time and with kids in school I need flexibility to return anytime. With the new silver line it is not going to get any easier to get in DC - just going to take just as long or even longer to get to DC. I already pay 2.50 per day that comes around \$50.00 in toll every month and since both my husband and I travel at different times we pay \$100 a month on toll - with the increase planned we will be shelling out even more every month and for us it is not going to make any difference. We will still have to continue paying more and more every time you guys plan something and we don't benefit from anything. It feels like we are being punished for buying a house close to the toll road. Initially when the road was built it was said that they will eliminate the toll once the construction costs are paid off - forget elimination it has just been going up and now we have to pay for the rail too. Why don't you charge the people who go to the airport - ask them to pay too. Why exempt them?</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 12 of 79
48	Sterling	Y	Y	Online Comment Sheet	Impact	I am against the proposed toll increases.	
49	Ashburn	Y	N	Online Comment Sheet	Tax	I am very much against the idea of increasing tolls for the purpose of funding metro to Dulles airport. It is a hidden tax. If the tolls increase again, I'll likely start using (and further clogging) Route 7.	
50	Ashburn	Y	N	Online Comment Sheet	Impact	I am tired of having to pay to subsidize another mode of transportation. What ever happened to entities supporting themselves? And if they cannot, then they don't exist. This is free enterprise. I am against the toll increase!	
51	Sterling	Y	N	Online Comment Sheet	Impact, Fairness	I have been using Dulles toll road the last six years. I am against the proposed increase. Probably we are living the wealthiest counties around the toll rd, however hard working families like mine are struggling to pay mortgage, ever increasing property tax and other living expenses. I make \$24000/year. How are you going to tell me to pay more for metro that I may not use at all? Let us think for the poor who live around us.	
52	Ashburn	Y	Y	Comment Sheet	Support	I accept the increases as necessary to get Metrorail to Loudoun Co. Good presentation at this hearing.	
53	Sterling	Y	N	Court Reporter, Comment Sheet	Fairness	I'm objecting to the use of the Dulles Toll Road tolls to pay for any projects other than toll road maintenance and acquisitions costs. Fundamentally, I think it's immorally wrong that you're using money from people who have no other choice but to take the Dulles Toll Road to get to work, to get to their corridor, wherever. Generally, you're going out -- you either live out there, which I don't, or you work out there, which I do; so I need to take it everyday. Metro is not going to solve a problem for me. But getting back to what I basically object to, is the use of toll road money for any project other than the maintenance and acquisition costs of the toll road.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 13 of 79
54		Y	Y	Comment Sheet	Support	Great idea.	
55	Ashburn	Y	N	Comment Sheet, Court Reporter	Support, Alternatives, Fairness, Impact	Suggest any proposed toll road rate increases first go to the following: 1) Improve Rt. 28 toll booths and merging lanes northbound on Rt. 28. 2) Create a better exit from northbound on 495 beltway to westbound on Toll Road by marking left lane "FOR TOLL ROAD EXIT ONLY" at a minimum of 1-2 miles before exit so Maryland users do not block traffic that needs to exit onto the Toll Road. I am a little concerned about the toll increase proposals because I particularly am -- I've been out here 20 years, and I don't see personally how I'm going to benefit from the Metrorail. I will not be a user because my commute is not in a convenient location. I'm not going into D.C. I'm not going into Tysons. I'm going about seven miles south of the toll road. I would like to see -- before they increase tolls to pay for a system that I'm not going to be a beneficiary of, I think I have a couple of suggestions where I'd like to see improvements on the toll road or, say, access to the toll road from the Beltway, as well as getting off on 28 and going westbound in the evenings. So I think there are some very easy fixes relative for the cost of this project that probably, for the majority of the people who are on the toll right now, for just a fraction of the cost of the project, I'd like to see them direct funding or propose extra funding from toll increases to go to some of these projects. And I was going to write down on the suggestion sheets here specifically what I am referring to. Besides what I just said, I'm always concerned -- I work in a business where I see cost overruns as more than typical of what happens. Cost overruns and the length of projects expand well beyond what the original proposals were. And even on some the first couple of years, which looks reasonable, they conveniently leave off the tail end of the proposed time frame. And if the time frame expands beyond that, the cost goes up and the increase will be dramatically higher than the first three years that are being proposed here. So I think people need to be aware that some of these relative modest toll increases being proposed here could potentially be just a fraction of what the toll increases will eventually be for people.	
56	Ashburn	Y	N	Comment Sheet	Impact, Fairness	I oppose to the proposed toll increases for the following reasons: -Local residents end up funding a business venture. This is a tax on the residents of Loudoun. -The costs are disproportionately given to local residents who depend on 267 for travel. 52.6% -Taxes should pay for this. NOVA doesn't get its fair share out of its tax revenues to begin with. -My income can't support a 50% increase on an essential cost.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	<div>Comment</div> <div>Page 14 of 79</div>
57	Ashburn	Y	Y	Comment Sheet	Operations	<p>Would like to see the tolls pro rated - those served in phase 1 see the increase since they will see the benefit - since those in the Loudoun County will still have to drive the full extent - we see construction impacts but no benefit - \$.25 seems small but it is - \$5 per week or \$125 per year. Would also like to see the Loudoun County plan to see how access will work to the lots.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 15 of 79
58	Reston			Letter	Impact, Tax, Alternatives	<p>The Metropolitan Washington Airports Authority (MWAA) does not want you to know the magnitude of future Dulles Toll Road (DTR) toll increases that they plan to collect to support Dulles Rail financing - \$18 billion in DTR tolls over the next 40 years are possible according to a recent MWAA bond prospectus. MWAA plans to increase annual DTR revenues from \$65 million in 2009 to \$110 million in 2012, \$220 million in 2020 and over \$500 million annually in the 2040's with further toll increases likely to cover long overdue repair and improvement costs. As a result, you can expect to pay \$11 or more in tolls each way from Herndon and Reston to Tysons Corner, even more if you are Dulles Greenway user. MWAA's 13 member Board is unelected by Virginians. Only five of these members even live in Virginia – none in Loudoun County. Governor Kaine circumvented the Virginia General Assembly in approving the transfer of the DTR, a valuable state asset, without any financial benefit paid to the Commonwealth or even an appraisal estimating value of the property interest conveyed.</p> <p>Your tolls are paid with after tax money yet a junior judge in Richmond claimed without finding of fact or conclusion of law that are not a tax. Only the Virginia General Assembly can approve tax increases. Demand of your legislators that a tax referendum be held before any toll increases are approved.</p> <p>While you will pay \$18 billion or more in tolls if MWAA's plan is approved, Tysons Corner land owners stand to gain \$10 billion or more in windfall land value increases when Dulles Rail opens. Is that fair? The MWAA public hearing process being used for this increase is designed to prevent the public at large from learning about the true extent of opposition to planned toll increases. One recent poll showed over 90% of those voting claim that present tolls are high enough already. Most people believe that DTR tolls collected during the last 25 years should have been used to end tolling as has occurred in elsewhere in Virginia. Most people have no idea that the total cost of Dulles Rail will include not only the estimated \$5.3 billion capital cost but \$18 billion or more in FINANCING COSTS to be paid by DTR users. Additionally, as much as \$8 billion in OPERATING COST DEFICITS will result from Dulles Rail operations over the next 40 years. Who will pay for these additional costs? MWAA? Certainly not! They run the airports and collect tolls from you and I. Guess who will pay 75% or more of potential cost overruns from construction of Dulles Rail? MWAA? Certainly not! They run the airports and don't pay taxes on the 11,000+ acres of land. FOLKS IT IS YOU AND I WHO WILL PAY MOST OF THE BILLS. Why should Loudoun County residents risk paying \$ billions to ride Dulles Rail via 17 stations stops to downtown Washington taking 1.5 hours when efficient, clean and reliable Loudoun County Transit buses can take you there in only 50 minutes at far less cost?</p> <p>How can a rail system be cost effective in eastern Loudoun County when population densities average only 1,500 per square mile in Ashburn and 2,000 to 2,500 per square mile east of Route 28? MWAA has not answered these and fundamental questions about economic feasibility such as what is the projected rail ridership? How much additional infrastructure costs will be needed?</p> <p>If you want factual answers from MWAA for a change, please join our effort in opposing the toll increases and the Dulles Rail plans. Please fill out the attached form or send us an e mail at the link shown on www.dullescorridorusersgroup.com. Thanks for your consideration!</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
59	Reston	Y	N	Online Comment Sheet	Fairness	I am adamantly opposed to increasing the tolls on the toll road to fund the Metro unless all the other Metro users pay to enhance the system. Bus riders and Metro riders should shoulder the same burden.
60	Ashburn	Y	N	Online Comment Sheet	Fairness	<p>The Washington area has Metro access all throughout Virginia, Maryland, and DC. None of the residents who utilize its services have paid a toll on their roads to build, or extend, Metro access. Why then do the people who drive on the toll road have the privilege of paying for this extension? If this is the new funding model, why doesn't the 270 corridor or route 66 have a toll to pay for Metro improvements?</p> <p>As the improvements to Metro continue, will the revenue raised by the Toll Road be used for other areas outside of the Dulles extension? In other words, will frequent travelers on the Toll Road continue to fund Metro progress? In my experience, a toll never goes away, it only costs more to travel through it.</p>
61	Leesburg		Y	Online Comment Sheet	Impact, Fairness	I am very concerned about the toll road increases. I am already paying over \$5 per day to ride the toll road and the Greenway to work in Tysons. Why should those who currently use the road pay more for the building of the metro than the rest of the population. The metro will be available to all and should be paid for by all. I could pay for this metro for years and then the metro will be completed and I may no longer work in Tysons. I will have paid for something I won't be using. It really should be spread evenly with a tax on all residents.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
62	Reston	Y	Y	Online Comment Sheet	Fairness	<p>I work as a transportation consultant, and am a big advocate for transit, but I feel that the financing of the Dulles metrorail project is extremely unfair to the Reston/Herndon communities. Over 50% of the financing costs for the metrorail project will come through increases in tolls on the Toll Road. These costs are borne by people who live in the Dulles Corridor who need to use the Toll Road to get on the Beltway to travel to places like Bethesda and Alexandria. The new Metrorail line will not serve these trips effectively. So, people who do not directly benefit from the rail line will be forced to pay the majority of its cost. The primary beneficiaries of the new rail line appear to be:</p> <ul style="list-style-type: none"> - Land owners and businesses in Tysons Corner who will see their land values increase, tremendous new development opportunities, and greatly improved access to employees/customers in Arlington and DC - People who live in Arlington and the District who work or shop in Tysons - The airport and its passengers (traveling to/from Tysons, Arlington and DC), who will now have a direct rail ride (considerably cheaper than a cab or the current Dulles bus) - Residents in the Dulles Corridor will likely see much more limited benefits. - Since the rail line will be in the middle of the highway, there are more limited opportunities for creating transit oriented development and walkable communities around the metro lines. - Residents who currently take transit from Reston into Arlington and DC will likely pay higher transit fares (since the Metrorail costs more than the Fairfax Connector bus service to West Falls Church), those who park at the Wiehle Ave park-and-ride will likely pay much more (since free parking will be replaced with a likely \$4/day Metro parking garage), the ride is unlikely to be significantly faster since the buses currently run in the airport access lanes without any traffic congestion; and people who take the bus directly from home will still have to transfer from bus to metro (they will just transfer at Wiehle Ave. rather than at West Falls Church). <p>Basically, the financing scheme puts the large share of the burden on people who live in the Dulles Corridor, while major beneficiaries of the new Metrorail line are largely those who live or work in Arlington, the District, and Tysons, and the airport itself. Why isn't the airport paying a much larger share of the cost through increased airport passenger fees? This financing plan is outrageous in its lack of fairness.</p>
63	Ashburn	Y	N	Online Comment Sheet	Fairness, Impact, Alternatives	<p>Too much of a burden placed on toll road users. I feel we were not told the truth in the original proposals about the percentage of funding (less than 25%) expected from tolls. 52% from tolls is unfair! We are being gouged. The MWAA has said they expect more state and federal funding, but I consider that highly unlikely given the dire fiscal picture for all levels of government. Will the airport access road users pay tolls? If not, why not? The MWAA should contribute more like 25% instead of 4.2% because of the benefits that rail to Dulles Airport will bring.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 18 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

64	Herndon	Y	Y	Online Comment Sheet	Support, Fairness, Alternatives	<p>To MWAA Officials,</p> <p>I am a Herndon resident and I use the toll road every day to commute to work. I support the Metrorail project. I support the creation of a tax district. And, since I am a daily user of the toll road, I agree to pay my fair share of tolls to help support toll road maintenance as well as the future extension of the Metrorail line, which I may occasionally use. I also agree on your plan to incrementally raise the tolls. I attended the recent public hearing at Ashburn Elementary School. I was disappointed that it did not seem to be a hearing at all, but rather a display of information. Nevertheless, I brought a hard copy of the display materials home with me, I have reviewed it, and I would like to offer some comments/recommendations.</p> <p>I believe that the toll road users are bearing an unreasonable portion of the burden for financing this project. I note that one of your pie charts indicates that the funding sources for Phase 1 and 2 are broken down as follows:</p> <ul style="list-style-type: none"> -MWAA 4.1% -Loudoun County 4.8% -Virginia 5.2% -Fairfax County 16.1% -Federal 17.1% -Dulles Toll Road 52.6% <p>I asked one of the MWAA officials at the hearing what the MWAA portion is, and he explained to me that the 4.1% came from airport users (although I am not sure how this will be collected). One of the purposes of this project is to connect our International Airport to Washington, D.C. Both local commuters and airport users will benefit from the rail line. I am disappointed that the local commuters will have to pay for the vast majority of it. One of your charts shows that it is anticipated that the Metrorail will be completed in about 2016. Another chart shows that debt service won't start decreasing until about 2050. That same chart said that, toll increases beyond 2013 will be analyzed based upon actual financial performance and potential receipt of any additional Federal monies. I do not think that we can bank on the best-case scenario, that is, future Federal money. Also, as I understand it, toll road usage in the near years will likely go down due to the increased toll fees which will likely also cause the toll fees to continue to go up, in order for financial obligations to be met. In other words, I anticipate that the toll rates will continue to have to be raised with no relief. Once 2013 gets here (or even prior to that), when you analyze the status of the funding, I recommend that you look at slowly increasing the airport user portion of the funding. This can also be done incrementally. For example, in 2014, the MWAA financing portion goes from 4.1% up to 10% percent of the project, while toll road users portion goes from 52.6% down to 47%. Another incremental adjustment can be made the following year, and so on, until both local toll road users and airport users are more equally sharing the financial burden of this project. Once the project is completed, the airport users will be benefiting from using the new Metrorail line as much as the local commuters will.</p>	
----	---------	---	---	----------------------	---------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 19 of 79						
64	Herndon	Y	Y	Online Comment Sheet	Support, Fairness, Alternatives	<p>I am not sure what instrument you may use to charge the airport users. Transfer fees? Additional toll booths at the airport exit? Additional airport parking fees?</p> <p>Some of these ideas might not square with current agreements. I think it will take political will to re-negotiate any necessary agreements to make financing more equitable. It may also take more out-of-the-box thinking to come up with more creating financing tools. The bottom line is that anyone who comes out of the airport will use either the metro rail or the toll road. Why should they not have to pay more fees? I noted one of your charts shows the toll rates on other toll roads around the country. But we should not feel happy that we have to pay higher fees just because toll roads, such as the Dulles Greenway or the San Joaquin Hill Corridor, have to pay a ridiculous amount in tolls. We should not measure ourselves against the lowest common denominator. Some other toll roads around the country also use a fare card system, whereby the amount of toll fare one pays is based on the amount of distance one travels on the toll road. Even that would seem to be more equitable (especially if it included airport users). Again, I do support this project and I am willing to pay my fair share. But I also think that our local officials (including MWAA officials) should look out more for the best interests of the local tax payers, and attempt to diversify the financial burden of this project even more by shifting more of that burden onto out-of-town airport users, those who will be reaping the rewards of using our Metrorail line.</p>
65	Reston	N	N	Online Comment Sheet	Fairness	<p>When the funding is identified and agreed to, then move ahead with the "plan". We have already committed in this country to more than we can afford. I do not support raising the tolls, my husband uses this road and these tolls were supposed to be eliminated some time ago. Once gov't gets a revenue source, it never gives it up. It only takes more. It's time to live with our means.</p>
66	Ashburn	Y	Y	Online Comment Sheet	Support	<p>It's like the post office, in a way...we can't expect costs to go down right now; however, citizens' savings and finances are down, so naturally there is a lot of objections to toll raising. I find Dulles Toll Road ok, but the Greenway? That is a total rip-off.</p>
67	Sterling	Y	Y	Online Comment Sheet	Impact	<p>I do not think increasing the Tolls will help with the congestion that already occurs on the Toll Road daily during the school year. Not only are people paying the current rates for a route of which is often backed up from 7100 to the toll plaza but the increased rates will increase traffic on ALL local roads around the toll road as those who can not afford the increase will find other routes and thus clogging them up. If the toll is going to increase, then the speed of the travel from one end to the other should also be increased. I recognize that the cost for the building of the new Metro line costs money, but if the current travel on the Toll Road is not improved then what is the purpose of the increase if the quality or the speed of the ride is not ALSO increased or improved?</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 20 of 79
68	Leesburg	Y	Y	Online Comment Sheet	Alternatives	<p>I would use the Toll Road much more if it wasn't so expensive. I think the tolls should actually be reduced which would encourage more riders and result in more revenue.</p> <p>At a minimum there should be a reduction in cost if you are not traveling the entire length of the roadway. I would travel daily from Leesburg to the Claiborne Parkway exit and then return in the evening if the toll was reasonable.</p>	
69	McLean	Y	N	Online Comment Sheet	Impact, Tax, Fairness	<p>I would like to go on the public record as being adamantly against the use of Dulles toll road monies to subsidize the construction of the Dulles rail extension. In fact, I would like our public officials to justify how this plan is legal. It was not long ago that we saw their initial funding proposal of assessing so called "taxes" in the form of exorbitant fees on Va residents only for such things as speeding violations shot down as being unconstitutional. Then, the so-called appointed tax authority body, not subject to taxpayer election or input, was also found to be unconstitutional. Now we are being faced with yet another attempt to rip people off. How did the Federal government and/or VA allow the toll road to be turned over to a private group (i.e. the Airport Authority) who can raise tolls at a whim, without the need for any real public input and without the potential for losing public favor in an election process? How is that transfer of ownership, in itself, legal, since up until this time, the Dulles Toll Road was a Federal road, was it not? And how does that Airport Authority group dare place the burden of their self serving construction of rail to the airport on the backs of drivers who are already paying tolls designed to pay for the upkeep of the toll road? Why are we being expected to subsidize an alternative form of transportation (i.e. rail) that helps few of us who commute out to offices along that route get to work more quickly, conveniently and easily? Why should individuals whose companies moved to outer suburbs and who already have to bear the cost of tolls, have to take on the burden of paying for a project that will purportedly "benefit" the entire region? This places a totally unfair burden on individuals already hard pressed economically at this time and it will only end up pulling much needed funding away from the very road from which it is being generated. The toll road is already worn and in need of resurfacing and repainting of rumble strips in many areas... It is too bad that whoever is at the helm of this rail proposal continues to ram it down the throats of No Va (and, as in the case of proposed toll increases, the entire region), at any expense, and without any real concern for public input. That ramming process began way back when Fx Co decided to have closed door meetings on how rail was going to get to Tysons Corner and basically awarded Bechtel a contract for above ground rail at Tysons, when that clearly was not what the majority of the public or land owners wanted. By the time the public was apprised of the situation, it was too late and the above ground rail (as unattractive and ultimately more expensive as it will be) won out due to fears of losing Federal funds; fears that would not have been valid had the public been included in the discussions earlier on.</p> <p>I view this toll road funding proposal as a continuation of that ramming and believe that its fairness and legality ultimately belongs in the hands of the court system. I can only hope that the volume and intensity of public outrage will get it there.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
70	Sterling	Y	Y	Online Comment Sheet	Fairness, Alternatives	The most lucrative answer to getting funds to pay for Rail to Dulles is to charge those who will benefit. In addition to the residents, users of the Dulles airport should be paying. It is criminal to charge selectively for use of the Dulles corridor. I am opposed to any raise in toll fees until airport users and others who do business in Dulles pay their share as well. Keeping the center roads for direct airport access should only be done if those using it also pay a toll, preferably higher than those of us stuck in traffic on the sides. After all, Virginia is building Hot lanes where the privileged may pay extra to go on the limited access roads, it is reasonable to do the same for those who use the airport access. If they can afford to fly, they can afford to pay.
71	Herndon	Y	Y	Online Comment Sheet	Impact, Alternatives	I commute to Bethesda for work and use the toll road twice a day. With finances being tight I would definitely not welcome an increase in the tolls and will be forced to use alternate routes in my commute. In other states they give a discount to residents who use the EZ passes. That would be an attractive alternative to a full rate increase to those of us in Virginia who have EZ passes.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 22 of 79
72	Oakton	Y		Online Comment Sheet/ Letter	Support, Fairness, Alternatives	<p>On behalf of the Greater Reston Chamber of Commerce, I write to provide comments on the proposed increase in toll rates for the Dulles Toll Road to fund the Dulles Metrorail Project (the Rail Project) and other improvements along the Dulles Corridor. The Chamber recognizes that increases to the toll rates are a necessary component for funding construction of the Rail Project. In that regard, we support the proposed incremental increases in toll rates in order to provide sufficient capital to fund this much-needed transportation improvement.</p> <p>In addition to expressing the Chamber's support for the proposed increases, however, I also want to convey to the Authority our observations on certain aspects of the Rail Project's funding and the opportunities we contend should be explored to reduce the need for future toll rate increases in future construction phases. First, we submit that it is imperative that the Authority, the Commonwealth of Virginia and our congressional delegation continue to exhaust all opportunities to secure additional federal funding for Phase 2 of the Rail Project. Without an infusion of federal funds for Phase 2, Reston and Herndon area residents and employees disproportionately will be burdened with up to 75% of the construction costs for Phase 2 of the Rail Project. By contrast, residents and employees in and around Tysons Corner will enjoy the benefits of increased transit service and reduced congestion yet enjoy a much less substantial financial burden. Additional federal funds could help to offset this inequity. Second, as a corollary to our first suggestion, we encourage the Authority and the Virginia Department of Transportation to identify locations in the Tysons Corner area where additional, new toll plazas could be established to capture drivers who are benefiting from the rail project but not directly funding its construction. For example, the addition of new toll plazas at the eastbound entrance to the Dulles Connector road at Route 123 in Tysons Corner could raise substantial revenues that, in turn, could be used to reduce the need for future increases in toll rates west of Tysons Corner. Similar facilities could be installed at the westbound ramps from both Route 123 and Route 7 in Tysons Corner. Put simply, we can think of few logical reasons why drivers entering the Dulles Corridor at these locations should not be expected to pay their fair share of the capital costs for the Rail Project.</p> <p>Third, we encourage the Authority to consider the timing for approval and implementation of these toll rate increases in relation to the formation of the Phase 2 Tax District by commercial landowners in Fairfax County and the Town of Herndon. Specifically, we note that the Tax District's formation must be approved by the Fairfax County Board of Supervisors and the Herndon Town Council before collections may begin. To the extent that increases in the toll rates along the Toll Road can influence public opinion on the Rail Project's overall cost and financial burden, we suggest that securing approval of the Phase 2 Tax District's formation prior to instituting the toll rate increases is worth considering. Otherwise, we risk placing the region's elected officials in a potentially difficult political position.</p> <p>Fourth, we encourage the Authority to explore the use of toll road revenues resulting from the proposed toll rate increases to fund critical transportation improvements needed to facilitate access to and from the four rail stations in western Fairfax County. For example, the Wiehle Avenue Transit</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 23 of 79
72	Oakton	Y		Online Comment Sheet/ Letter	Support, Fairness, Alternatives	<p>Station will include parking for 2,300 cars that will use local Reston streets to access the parking facilities. Absent improvements to facilitate this increase in traffic, access to the transit station itself may be compromised. The same can be said for improvements at Reston Parkway and the Herndon-Monroe stations.</p> <p>Finally, we express reservation about the inclusion of improvements to Route 606 west and south of Dulles Airport as a potential beneficiary of the proposed toll rate increases. While we recognize that improvements to Route 606 are needed and would have substantial benefit for Loudoun County and Dulles Airport, we nevertheless contend that the Authority's primary obligation at this point in time is to fund and construct the Rail Project and the various upgrades to the Dulles Toll Road itself. Diverting funds from the Toll Road to non-Toll Road and non-transit-related improvements is inappropriate until all of the priority projects within the Dulles Toll Road corridor are completed. Thank you for your consideration of our comments. We look forward to the opening of the Dulles Rail line in the very near future.</p>	
73	Reston	Y	Y	Online Comment Sheet	Fairness, Alternatives	<p>I'd like to know who approves this increase. The toll road is the easiest access to anything from Reston. The rail takes twice as long as driving for me. I think it is unfair to make the people who use the toll road to pay over 50% of the funding for the first two phases. I will not get to benefit. It will primarily be the businesses and the airport. Why not use money from the parking garages at the airport?</p>	
74	Fairfax Station	Y	N	Online Comment Sheet	Support	<p>I would agree with any proposal to increase tolls to support the rail service to Dulles. A much needed addition to our transportation system.</p>	
75	Herndon	Y	N	Online Comment Sheet		<p>No comment provided.</p>	
76	Reston	Y	N	Online Comment Sheet	Impact	<p>No toll increase please. You need to explain to the public where the money collected today is being spent and why those existing dollars aren't being diverted to fund the construction.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
77	Ashburn	Y	Y	Online Comment Sheet	Support, Alternatives,	While I realize that toll increases are required for the funding of the Dulles Metro Rail - since I live in Loudoun county, and am not guaranteed that Metro will be built/finished after the first phase, I would support the setting of tolls where gradual increases are phased in each year. The doubling of the tolls in a single year, while increasing revenue, will reduce my usage of the toll road whenever possible, and may not raise the needed funding.
78	Herndon	Y	N	Online Comment Sheet	Fairness	Raising tolls is patently unfair. Dulles Rail should be funded by those who profit from it in proportion to how much they profit. As my economic analysis has shown, the primary beneficiaries are those who ride the Rail and those who own land within 0.5 miles of the stations. Funding should come from the fares and from the increases in land values. The benefit to the toll-road users is minimal. Even the DEIS shows that toll-road traffic is reduced only 5%. Dulles Rail does little to reduce congestion.
79	Washington	Y	N	Online Comment Sheet	Fairness	Remove tolls from the Dulles Toll road or use them only for improvements and maintenance of that road. Do NOT raise tolls to fund the black hole that is Metro. Keep the free Dulles Access road open.
80	Purcellville	Y	N	Online Comment Sheet	Fairness, Tax	<p>I am strongly opposed to the toll rate increase proposed over the next several years. This increase is clearly an unfair and unjust burden imposed on individuals, families and on businesses and their clients who make use of the toll road. My question is what tax burden is being levied against other people or businesses (i.e. business travelers, tourist, special interest groups or association meeting attendees) who are the more likely users of rail service between Dulles Airport and the Metro DC-area? The toll road rate hike proposal is simply another example of both the local and federal government's insensitivity to the needs of the local citizens; the mindset seems to be stick-it to the working-class, what are they going to do?</p> <p>It seems the government has no problem raising taxes and fees that will directly impact the general public but you do not have the backbone to stand-up to corporations or other groups that, with great frequency and effectiveness, take the public to the cleaners. If you really want to demonstrate true leadership qualities, find a solution that's fair and equitable to all parties who will benefit from this project. The residents of the area who contribute to the quality of life and the economic vitality of this area; and who are frequent users of the toll road should not be singled out as an easy target funding source for this project.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 25 of 79
81	Sterling	Y	Y	Online Comment Sheet	Fairness	Another toll increase? Where is the money going now? As I remember it, the tolls were supposed to be temporary as a way to pay for the toll road in the first place. My understanding is that the road was paid for years ago which means every dollar collected since should have been gravy. Stop holding the residents of Loudoun County hostage.	
82	Ashburn	Y	N	Online Comment Sheet	Fairness	<p>Why are residents mainly of Loudoun County the only target of toll roads and toll road increases in VA's portion of the Metro Washington area? Are any of the roads going to Reagan Airport toll roads? No, it's just Dulles airport and the "rich" people who live around it or west of it that are asked to foot the bill for the entire toll road and now also for a rail line that will still be too impractical and expensive to be a worthy alternative to commuting in our cars. Let those who ride metro buses and rails pay for their own new metro lines rather than forcing those of us who drive cars to pay for those who choose not to.</p> <p>Remember, if you make commuting by car prohibitively expensive for those out west, they and their employers will take their tax money to areas of the country where the cost of business is reasonable.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 26 of 79
83	Vienna			Letter, Fax	Impact, Alternatives	<p>I am not pleased with the proposed toll increase but I accept the great need for it because of the perfidy of the Virginia General Assembly which has absolutely refused to meet the Commonwealth's financial obligations to fund transportation. By law, 14.7% of the Transportation Trust Fund is for public transportation, both capital and operating cost, but the General Assembly has allowed the funding to fall from about 27% of the price of a gallon of gasoline to only 14%. They seem to prefer toll financing, as is evident on I-95, I-395 and I-495 projects now underway. Contrary to law, the General Assembly has caused the Virginia Department of Rail and Public Transportation to fund none of its share of the Dulles Silver Rail Line construction. The federal government has declined to provide the 80% as permitted by law and as given to other transit systems. As a result, they have determined by default that tolls must pay the Commonwealth's share. All of this was determined before MWAA took possession of the project. In 1997, it was officially determined after millions of dollars of study that the Dulles Silver Rail Line must be built. Congressional interference delayed this determination until more recently, requiring the study be done over again, with the same result. The rail line is unavoidably necessary for congestion relief, mobility, economy, air quality and energy conservation. It must go forward. To break the impasse, MWAA took over the project with agreement of the Commonwealth and agreed to follow Commonwealth plans for the toll increase. The Toll Road is on MWAA property. To mitigate the toll increases, MWAA should go after additional federal funding. The law allows 80%, which is \$4 billion dollars of federal aid. Congress may not be politically willing to provide that much but they certainly should provide more than 18%. We, as federal taxpayers, are being ripped off by Congress.</p> <p>Because of these problems, the Dulles Corridor Users' Group has become largely misinformed in their protest against the toll increases. There is nothing secret. The hearings were advertised in newspapers multiple times. Dulles Rail does not need \$18 billion in future tolls. With federal aid and local tax support, the tolls need to cover only a portion of \$5 billion. Operating expenses will be paid by the Metropolitan Washington Area Transit Authority which will collect the fares. The subsidy will be modest, far less proportionally than local bus subsidies. MetroBus requires a subsidy of \$3 for each dollar of fare. Fairfax Connector Bus requires a subsidy of \$4 for each dollar of fare. MetroRail requires a subsidy of only 25 cents for each dollar of fare. It is the low cost option. Investment is not a cost. Operating expenses are a cost as is depreciation of the investment.</p> <p>There is no secret about Dulles Rail passengers. The 1997 study promised 100,000 weekday passengers which I said was too high. The current official plans propose 82,000 weekday passengers which suggest 8,200 one-way in the peak hour. This would require three more lanes of toll road in each direction, assuming the 8,200 are split three ways, Loudoun County to Tyson's Corner, Tyson's Corner to D.C., and Loudoun + Reston to D.C.. Not only would that cost billions we don't have but it would completely gridlock I-66 from Falls Church to Washington. When I-66 was built, it was based on a signed formal three-party agreement to limit it to two lanes each way. Only Dulles Rail has the capacity and the economy to move our future.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 27 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

83	Vienna			Letter, Fax	Impact, Alternatives	<p>When I went to the Fairfax County Office Building September first, I was handed a flyer grossly misrepresenting the toll increase. It said Dulles Rail will take an hour whereas express buses would take only 45 minutes. NOT SO. From Wiehle Avenue in Reston to Farragut Square in downtown Washington, Dulles Rail will take 45 minutes with 12 stops. With non-stop express bus today, it takes 29 minutes from The Pentagon to Wiehle Avenue, ten minutes on the Blue Line from Farragut Square to The Pentagon and five or six minutes to transfer at the Pentagon. This assumes traffic flows smoothly. In the future it will not. There is and there will be gridlock. It also assumes all passengers are going from Wiehle Avenue to Farragut Square. They are not. Some are going to Ballston, some to Rosslyn, some to Crystal City, etc. Others are originating in Tyson's Corner where express buses can not serve expeditiously at all. Express buses can not accommodate enough of the various trip patterns. Many stops are necessary to do that.</p> <p>We now have non-stop express buses on the Toll Road from Herndon to West Falls Church. They do a good job and attract a bus load every three minutes in the peak. The rail line is expected to attract four carloads every three minutes, nine times more passengers. We need that to save energy, sustain mobility, clean the air, save lives with fewer accidents, and save money long term.</p> <p>Motorists must be educated to the fact that their very low gasoline taxes used to sustain the highways are not sufficient to do what is needed so there are two choices. (1) Raise the gasoline and diesel taxes or (2) raise tolls. The General Assembly has, by default, forced the toll increase.</p> <p>I am a retired professional engineer. I represent no vested interest nor do I have anything to gain from how this turns out. I have much to lose if Dulles Rail is not built. No one wants tighter gridlock nor more foreign oil dependence.</p>	
----	--------	--	--	-------------	----------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

84	Lovettsville	Y	N	Online Comment Sheet	Alternatives	Before you raise the rates for everyone, please consider raising the rates for the people using cash vs. the fast toll devices. The people who use cash should pay more. They slow traffic down when they pay with cash too. Please seriously consider my comment.	
----	--------------	---	---	----------------------	--------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 28 of 79						
85	Herndon	Y	N	Online Comment Sheet	Alternatives	<p>The Dulles Toll Road is the only acceptable artery into the District along the Dulles corridor, although it was never designed as a commuter route. The Toll Road is a monopoly, and to raise the tolls any amount is extortion.</p> <p>The 1974 intent of the toll was to pay for bonds to construct the highway, not to burden those who in the future would not use a rail system.</p> <p>I support fees for use. Inbound and outbound traffic is clogged much of the day. In return for increased fees to fund a rail system, I propose access for all vehicles to the dedicated Dulles Airport lanes. It is preposterous to sit in 4 lanes of traffic while there is no traffic on the highway just on the other side of the divide.</p> <p>Raise the rates, but give something back. It will feel more like we're getting something for our money.</p>
86	Herndon	Y	N	Online Comment Sheet	Impact, Alternatives	<p>During this dire economic conditions, we the people are being nickled & dime for money solutions. People are in home foreclosures, lost jobs or furlowed, retirement savings/accounts gone, no health ins. & can't hardly afford gas or groceries. Please look for money solutions from our POLITICIANS.</p>
87	Ashburn	Y	Y	Online Comment Sheet	Impact, Alternatives	<p>Increasing the toll on the Greenway is a horrible idea. The current cost is absurd enough. Since the toll increase we've cut our use of the toll road dramatically. And if the toll continues to increase we'll be forced to stop using it entirely, even though we live right next to it. I'm convinced the toll road would see more traffic and actually make more money if they decreased the toll.</p>
88	Berkeley Springs	Y	Y	Online Comment Sheet	Support	<p>I agree with all proposals including increases in tolls.</p>
89	Herndon	Y	N	Online Comment Sheet	Alternatives, Fairness	<p>You can get far more money with little notice from the enhanced property values along the toll road. When the rail comes in you will see large increases in values.</p> <p>Toll road revenue should go to maintenance and improvements.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
90	McLean	Y	N	Online Comment Sheet	Fairness	I do not want a metro line to Dulles. I will never use a metro line to Dulles and I do not want tolls increased to pay for that line. Let those who use it pay for it and leave our road tolls dedicated to roads.
91	Gaithersburg	Y	N	Online Comment Sheet	Impact, Alternatives	I am against toll increases on the Dulles Toll Road until 2013. At this time of recession, you are going to burden an average commuter with almost \$264 additional toll in the year 2010. It will be more over the next two years. As a result of the increase, you will most probably notice more traffic congestion on the secondary roads, leading to an insurmountable problem with traffic in Tysons Corner. As such, it is quite bad. More traffic congestion means more environmental degradation. You may want to add a program in the EZ Pass that would allow folks with EZ pass to have discounts on the toll. Maryland and other states have that feature.
92	Ashburn	Y	Y	Online Comment Sheet	Alternatives	I think that this rail project is long overdue. Hopefully it will reduce the amount of traffic we're seeing in the area. However, I disagree strongly with the proposition to raise the tolls in order to pay for this. For one thing, why aren't my elected officials involved? The MWAA Board of Directors doesn't represent me or anyone else, they represent themselves and their interests. I rarely take public transportation or the toll road due to the current high rates. And now you want to raise the toll even more? I can guarantee that metro tickets are also going to increase once this is in place. There has got to be another option that doesn't require me handing over my wallet to pay for it.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 30 of 79
93	Ashburn	Y	Y	Online Comment Sheet	Fairness, Alternatives	<p>1. I believe the people who are going to benefit most from the completion of the metrorail are businesses and the airport itself. Why should I, and average person, have to pay additional money for something that is going to help make money for the airport and other businesses. I suggest we tax the airport or businesses instead of raising my toll.</p> <p>2. How come the people in Loudoun and Fairfax are the only ones who have to pay to drive on a road? Rt. 66, 395, and 95 don't have tolls. Somehow they got a whole new mixing bowl without a toll on the people down there? Who paid for that? Me with my taxes? If so, then put the cost of the metrorail in everyone's taxes, not just on the backs of the people who currently pay both taxes and toll fares!</p> <p>3. If the only way you can complete this project is by raising the toll costs, then I think all metro parking lots that access the new metro rail should be free. There will be a lot of revenue generated by the people who will be going to and from the airport. Use their money to pay for us to park. Then it will feel like we paid up front, but benefited at some point.</p> <p>4. When does the toll road become a regular road with no tolls? How long will those of us who use the toll road have to pay taxes to repair and fix Virginia state roads and also pay a toll? It sure feels unfair from where I'm sitting.</p> <p>I'd suspect you would get a lot more support if you gave us something back in return, either free metro parking or the tolls going away and the road being paid for with our taxes.</p>	
94	Herndon	Y	N	Online Comment Sheet	Fairness	I oppose the increase of tolls along the Toll Road. When it was built, toll collection was to take place until the road had paid for itself. Now it is being used to fund other projects. The tolls are high enough already. Using the Toll Road to and from work in the course of a month at current costs, I'm spending \$50 a month just to use a road on top paying taxes allocated for transportation. Enough is enough!	
95	Leesburg	Y	N	Online Comment Sheet	Impact	The dulles toll road is too expensive, now; especially the privately held portion @ 4\$ each way. I don't understand why commuters tolerate paying to sit in bumper-to-bumper traffic on the toll road? The toll road should be free; supported by the Fairfax & Loudoun counties (excessive) tax revenues. A metrorail from Tysons to Dulles will not decrease traffic flow. It hasn't worked in other communities. Why will it work in the country's 4th or 5th largest commuter area? In addition, the metrorail will provide access to Loudoun County communities by undesirables from the WDC metro area. The project is a waste of time & money. Just open both sides of the toll road and let traffic flow.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 31 of 79
96	Ashburn	Y	Y	Online Comment Sheet	Fairness, Alternatives, Tax	<p>Because of the benefits they will gain from completion of Metrorail to Dulles, airlines and/or their passengers who use Dulles Airport should share in its development cost, as should, to a much lesser degree, Maryland and DC. That would offset some of the need for funding the development via increases in tolls for users of the Dulles Toll Road</p> <p>The funding plan exhibit shows that 52.6% of the funding is expected to come from the Dulles Toll Road, 4.1% from MWAA, and the balance from federal, Virginia state, and Virginia county governments. Dulles Airport airline companies and their passengers are not listed as contributing anything to the project. Neither Maryland nor DC is being asked to share in the funding.</p> <p>The original impetus for bringing Metrorail to Dulles Airport was to give airline passengers an alternative to paying for parking at the airport and for fighting beltway traffic, with its unpredictable delays. For example, an accident on the American Legion bridge can cause people (whether in private cars, rental cars, buses, or taxis) traveling from Maryland to the Dulles Airport to be stuck in traffic for hours, causing them to miss their departing flights and stranding arrivals at the airport waiting for their rides to pick them up. Passengers missing a flight is not only bad for the travelers, it can also cause airlines to fly without full loads, costing the airlines money. A Metrorail alternative will allow passengers to plan their trip to the Dulles Airport with far greater confidence in the time their travel to the airport will take. Certainly airlines, and their passengers, who use Dulles Airport will benefit greatly from their option of using Metrorail from the station closest to their homes, hotels or businesses to be confident in how much time to allow to get to Dulles Airport. An addition to the fee charged Dulles airlines for landing and take off should be increased to help pay for development of Metrorail to the airport. A small additional fee or tax could be added to Dulles ticket fares.</p> <p>Those passengers are not users of the Dulles Toll road. They get to use the toll-free Dulles Access Road that our taxes paid for. It is physically possible but illegal for Loudoun County drivers to bypass the toll road by using the free Access Road. So the people for whom the Metrorail to Dulles was originally intended to benefit, and who will benefit from it, are being asked to contribute nothing to its development.</p> <p>Whether Airport passengers use the Access Road or Metrorail to get to the airport is of no consequence to Toll Road drivers. The traffic on the Toll Road will not be eased by passengers using Metrorail instead of the Access Road.</p> <p>The present financial plan exhibit has Toll Road users subsidizing the airline passengers' benefit. That is unfair.</p> <p>I do not object to paying a modest increase in toll to use the Dulles Toll Road. I do not use the Greenway because of its already outrageously high tolls. I travel to Route 28 and use it to connect to the Toll Road. I object to the Greenway's current toll structure and to any increase in that toll. However, I am not a commuter; I use the Toll Road but only when I want to travel to Baltimore, Rockville, Bethesda, Chevy Chase or DC. Although I am retired and live on an annuity, I can as yet afford a small increase in the toll. Commuters who use the road daily may feel differently as to what is</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
96	Ashburn	Y	Y	Online Comment Sheet	Fairness, Alternatives, Tax	a modest increase. When Metrorail is complete to Loudoun County it is very likely that I will use it for travel to DC theaters and other attractions. I avoid that now because I do not see well, especially after sunset, and am not comfortable in general driving long distances in high speed traffic. Over an hour of stop and go traffic can pose other difficulties for me. I mention this because I envision that bringing Metrorail to Dulles will bring income from additional Virginia customers to Maryland jurisdictions. Why are not they too paying at least a little for its development?
97	Reston	Y	Y	Online Comment Sheet	Support	I strongly support extension of Metro to Reston and eventually to Dulles Airport, and I also support using fees from the Dulles toll road to fund Metro construction. Requiring car commuters on the toll road to help pay for Metro construction makes a lot of sense to me. I live and work in Reston but occasionally go to DC for meetings or for events; having the Metro right here in Reston, instead of having to switch from bus to Metro or having to drive on our increasingly congested roads, will make those journeys much easier.
98	Herndon	Y	N	Online Comment Sheet	Operations	Having worked in Tysons Corner for 24 years, I feel I have paid more than my fair share to commute to work to pay my taxes. Consider charging more for those who pay with cash. They slow up the toll booths and also require staffing of the booths. Also 1 booth at each exit should be for smart tag users only. Also consider a discount or rebate for the smart tag users, you have our money in advance.
99	Reston	Y	Y	Online Comment Sheet	Support, Operations	I hope the additional money from the toll increase will also be used to improve the actual road. During the morning commute, the toll road grinds to a halt at Reston Parkway, Wiehle Ave. and Hunter Mill Rd. due the small on-ramp. Please improve these intersections for both planned Metro users and daily commuters.
100	Warrenton	Y	Y	Online Comment Sheet	Support	I support the toll increase as Dulles Rail will transform this region in a positive manner.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
101	Reston	Y	N	Online Comment Sheet	Tax, Impact	The proposed toll increase, while genuine and sincere in its intent, will place a heavier burden on commuters and residents like myself. As a recent college graduate, I moved to Reston very recently. I commuted from Baltimore, MD to my office in McLean, VA for an entire year before moving to Reston. Because I now drive 267 every day, the proposed toll increase will without doubt place just a little more financial strain on my household. From my perspective, the proposed toll increase is an arbitrarily conceived source of additional revenue that boils down to a tax on the residents of Reston.
102	Purcellville	Y	Y	Online Comment Sheet	Support	As a resident of Loudoun County and a user of the Dulles Toll Road and the Greenway I am in favor of toll increases as this will help finance the extension of Metro to Tysons Corner, Dulles Airport and eastern Loudoun County. While no one likes toll or tax increases, if they are spent wisely and result in new transportation options and reduced traffic congestion for our region I am willing to pay my share.
103	Reston			Online Comment Sheet	Fairness, Alternatives	<p>It is patently unfair that most of the benefits of the Dulles Rail Phase 1 accrue to the residents and drivers in Tysons Corner, while the responsibility for paying for it has been levied over the past several years solely on the residents and drivers of Reston and Herndon who must use the Toll Road on a daily basis. There should be no raising of tolls until Tysons Corner pays its fair share.</p> <p>If you must resort to tolls, please consider putting toll booths on entrance/exit ramps from I-495 and I-66 onto Routes 7 and 123.</p> <p>Or simply put toll booths on Routes 7 and 123 at the edges of Tysons Corner.</p> <p>You should also consider requiring tolls of the airport users. Why should they get a free ride? No other airport in the US does that. I was just up in Boston and the road tolls were just added to my bill. Why you would seek to put the burden on only one part of the county and not the other is beyond me. That not only demonstrates a total lack of imagination, it shows a lack of moral and ethical fiber.</p> <p>You were elected to make the hard choices, not to take the easy way out!</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 34 of 79
104	Reston	Y	Y	Online Comment Sheet	Fairness, Tax	<p>I have been carefully watching the developments associated with the expansion of metro to Dulles Airport. As a frequent user the Dulles Toll Road, I am obviously directly affected by those developments.</p> <p>I think it is incredulous that a small percentage of the Northern Virginia population will actually pay for much of that expansion. According to the MWAAs public hearing exhibits, revenue from the Dulles Toll Road will cover almost 53 percent of the total cost of the Dulles Corridor Metrorail project, the federal government will contribute a little over 17 percent, and Fairfax County another 16 percent. While the State of Virginia and Loudoun County will be nicked for another 5 percent each, others, such as Arlington County; the cities of Falls Church, Alexandria, and Washington DC; and the State of Maryland, are conspicuously absent from the funding charts. But then, I guess their residents will never take Metro to Dulles. I originally thought that Metro was a National Capital Region transportation system, operated for the common good and funded by all, but then along came the expansion to Dulles. Somehow, our politicians decided that the taxpayers living along the Dulles Corridor would benefit the most from the expansion and, therefore, they should also carry the primary funding burden, with the Dulles Toll Road serving as the cash cow. The intriguing issue associated with this decision is that no one is accountable. I have never heard anyone say that the residents of Vienna, Reston, Herndon, Sterling, Ashburn, Brambleton, and other locales should bear the primary responsibility for extending Metro to Dulles because they will benefit the most from the expansion. No politician would have the nerve to make such a statement. Instead, they hit on a surrogate solution use toll road revenue that had the same implications, but not stated so bluntly. Looking at this decision in even more depth reveals that the thousands of residents in those locales, who also live in Fairfax County and routinely use the Dulles Toll Road, are further dinged through Fairfax County's contribution and that from the State of Virginia. When Metro was originally constructed, did we ask the residents of Arlington, Springfield, Alexandria, and Vienna to contribute more than those in Annandale, Fairfax City, or Clifton? Clearly, the answer is no because Metro was a regional transportation system, or, at least, I thought it was!</p> <p>Now, I understand that the Dulles Toll Road has already been fully paid for, which means that all current and future tolls are actually taxes. While my wife and I enjoy many benefits from the toll road, benefits that we have gladly paid over the years, the recent and planned increases for the metro expansion are now making us wish for the unthinkable: restore the full personal property tax on automobiles. (As an aside, our current toll road costs exceed \$1,200 per year, and we have short commutes between the Hunter Mill and Route 7 exits.) Those monies could easily fund the Dulles expansion while the tolls could continue to pay for the upkeep of the Dulles Toll Road plus some extra for the State. Finally, after carefully studying the Metro expansion through the Tysons Corner area, I have concluded that my wife and I will never use Metro to get to work or to Dulles, but we may use it a few times each year to go into the District on weekends: quite a return from the expected \$400 to \$500 extra that we will be paying the Metropolitan Washington Airports Authority each year, but then, this cash cow cannot moo loud enough for any decision maker to hear. Thank you.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 35 of 79
105	Vienna	Y	Y	Comment Sheet, Court Reporter	Fairness, Impact, Alternatives	<p>My opinion on this is I understand that the Washington Metro Airports Authority is only spending about 4 percent of the money for the Metro for the Silver Line, I guess you call it. The rest of the money or most of the rest of the money is going to be coming from the toll road riders. And I understand it's about 53 percent. And I understand as the cost of building the Metro go up and up, that percentage will stay the same, so obviously the cost of the tolls is Now Old Courthouse, as I told you, is the road to get out of my neighborhood. And Old Courthouse goes out to Beulah, mixing with Beulah. You can take it out to Route 7 or you can take it up Browns Mill and to Hunter Mill into Reston. As you raise the rates on the toll road, most people are going to be looking for another way to get into Tysons Corner. And our road, Old Courthouse Road, is the only easy viable road for them. Now our neighborhood has been fighting light on Old Courthouse. It doesn't look like that's going to happen. And in fact they may open -- and we're hoping not, open Ragland Road, which at this point is a dead-end, which has a few old houses. And people that own those houses want to sell it to a developer and get the zoning changed so they can build more townhouses there. And the developer's plan is to provide a road opening into Key West, which Key West will go down into Coral Gables, which goes -- you have to turn on Pine Valley, which is my street. And then you take Pine Valley out to Old Courthouse. Well, we realize that our neighborhood will be an incredible pass through at rush hour. A lot of people can avoid driving up Gosnell and making a right on Old Courthouse. They can cut off a lot of time by getting through our neighborhood if that's opened up. So I'm just saying as you -- since the toll road riders are paying the highest percentage of this and as the costs are going to go up -- as the costs go up, the toll road fees go up. And as the toll road fees go up, the people are going to come down Old Courthouse. And it's going to be harder and harder to get out of our neighborhood. VDOT at this point will not put a light in. And if they open that Ragland Road opening, it's just going to destroy our neighborhood. I just want you to realize as the fees go up on the toll road, our street, Old Courthouse, the only street that we can take to get out of our neighborhood, is going to be bumper to bumper about six hours a day. And I want you to take that into account and try to get some money from other sources and not just from the toll road riders. This is not about the Old Courthouse issue. I just wanted to say that everyone in our neighborhood believes there has to be some sort of agreement between Bechtel and the politicians because absolutely no one in our neighborhood or anybody that I know of that works in Tysons Corner wants this elevated rail going through Tysons Corner. We all would like -- the tunnel is going to be the least disruptive construction project for our lives. And we've all wondered why you've wanted to do something that is going to create so much havoc in our lives. It's already causing problems because of the closure of the service road. Like if I want to go to Best Buy, I have to come up Gosnell. I have to get on to Route 7, and I have to go down to the opening. And usually there are like four or five people trying to get into that opening. And some of the people are still on Route 7 because they can't get into the turn lane. This was all neatly taken care of before when you could get on the service road. And the utilities have not been buried yet; I mean, completed. As I understand, the work's going to take at least to next March, and then I'll guess you'll be starting on the</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 36 of 79
105	Vienna	Y	Y	Comment Sheet, Court Reporter	Fairness, Impact, Alternatives	<p>construction. It's causing major havoc. I mean, you've heard all these things before. All I'm trying to tell you is that it's the most illogical way of dealing with getting the Metro through Tysons Corner, and that all of us that live in the neighborhood or work in Tysons can't understand why you want to do it, because the tunnel would not affect our lives very much and achieve the same purpose. I was talking to I guess one of the technical people, the engineering people, about the plans. He said that the Verizon line is what's holding them up. And I said to him I think once you've completed that and you're ready for construction, that you need to build that road along both sides of the middle, which is today Route 7 and will be in the future the elevated rail; that you need to get that road done as quickly as possible and not spend time -- I would put absolutely minimal effort into building the elevated rail until the road is done, and I would hope that you could get -- I asked him would it be possible to get the road done in a year, and he said yes. That's what you should do. I gather there's got to be a few changes moving in general, not just using what is today or what was the service road, because we can't use it at all. And the grassy area, the right side, the McCormick & Schmick's side, the SAIC side, evidently there are some areas where they don't have enough room. There's a wall in front of that building that has McCormick & Schmick's in it.</p> <p>And he said there are going to be some changes made to the dimensions of the road. They've got to move it all I guess to the left, if you're going towards Dulles Toll Road. But I'm telling you what is only fair for us because all of us don't want this elevated rail. And you're doing it against our will, and, of course, you know that. But what you could do to be fairest to us is to get that road built in one year, and then spend as long as you want on the elevated rail because it's going to be behind some jersey walls. I'm just saying that is the fairest thing to us.</p>	
106		Y		Comment Sheet	Impact	I will be using the Toll Road less and less as the rates go up.	
107	Vienna	Y	Y	Comment Sheet	Operations	Please provide VMS on roadways ahead of expected construction delay to allow motorists to seek alternative routes before getting stuck in construction delays.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 37 of 79
108	Vienna	Y	N	Comment Sheet	Impact	This project is way over priced. I estimate orange line serves 70,000 riders/day. That includes going to work and return. Orange line is 31 miles long. Dulles rail projected to be 23 miles long through considerably lower density population. Assume optimistically Dulles line will also get 70,000 cost of \$5.2 Billion divided by 70,000 is about \$70,000 per daily rider. Expect daily rider - spend \$1,000/year on fares. A \$1,000 return on a \$70,000 investment before operating and finance expenses factored in is terrible.	
109	Hamilton	Y	Y	Comment Sheet	Support	I would like to thank the Authority for putting on these events and providing the engineers and personnel to provide information and offer answers. I support the proposed projects and also support funding it with ridership as opposed to real estate, sales or other tax increases.	
110	McLean	Y	N	Comment Sheet	Impact	At a time when the economy is tanking and retirees savings are sinking - this is not the time to raise tolls. Those still working will have a higher cost to commute and local road will be more congested than ever!! The interesting thing, we won't even be able to vote on this. This is billed as a public hearing - it is not. Sad political pressure on the taxpayer.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 38 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

111	Dulles			Comment Sheet	Support	<p>The Washington Airports Task Force (WATF) supports the proposed toll increase. The reasons for our support are stated in the attached resolution, which was passed by the WATF's Executive Committee on September 2nd. The WATF hopes that the recommended toll increase will be seen in the context of the cost of living change since the toll was initiated, as well as the price charged by other toll roads in the region. In constant dollars, the cost of using the toll road at the proposed new toll levels will be approximately the same as the original cost when the road opened in 1984. The original toll for traveling the full 14-mile length of the highway was \$.85. Escalated to 2009, \$.85 would be \$1.75 compared to the \$1.75 proposed for 2010. By comparison, the cost of using the Greenway has increased substantially more than the cost of living since the road opened in 1995, and is now \$3.40 outside the rush hour, and \$4 inside the rush hour for traveling any distance along its 13-mile length. Further, the toll increase will not only help fund the rail project, but also will fund road improvements, which will substantially increase the highway capacity in the Dulles Corridor, as well as the capacity of major highways within Tysons Corner. The Washington Airports Task Force (WATF) is a non-profit, 501(c)(3) Virginia Corporation that works to promote the expansion and enhancement of aviation services for Virginia and the National Capital region. As such, its views represent consumer, civic, and economic interests in a region whose tourism and high tech employment is closely tied to the proficiency of its scheduled air service. The WATF is goal oriented and its work has yielded hundreds of millions of dollars in economic return. The Task Force appreciates this opportunity to comment.</p> <p>Resolution of Support for the Proposed Toll Increase to Support Dulles Rail Project Funding</p> <p>Whereas, federal planners of Dulles Airport envisioned a rail link to downtown Washington and acquired a right of way for both a future rail service and a future local highway, known now as the Dulles Toll Road; and</p> <p>Whereas, the Commonwealth Transportation Board (CTB) agreed to commit to keeping Dulles Toll Road revenue in the Dulles Corridor for further transportation improvements, before an easement across airport land was granted for the Dulles Greenway; and</p> <p>Whereas, the original Rail Funding Plan envisioned use of Toll Road revenues to pay the Virginia share of the Dulles Rail Project capital cost; and</p> <p>Whereas, the Virginia share increased when the federal government changed its policy from funding 50% or more of local transit projects, to funding approximately 20% or less of this project; and</p> <p>Whereas, in 2005, when the Dulles Rail Project was under the control of Virginia's Department of Trail and Public Transportation, the CTB approved a toll increase to support rail construction and required a</p>
-----	--------	--	--	---------------	---------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 39 of 79
111	Dulles			Comment Sheet	Support	<p>further increase in 2010; and</p> <p>Whereas, the Dulles Rail Project will enable the transformation of Tysons Corner into a major 21st century city and the Dulles corridor into a 21st Century Main Street, to the significant benefit of the National Capital Region's sustained prosperity, land use, growth and environment; and</p> <p>Whereas, the Dulles Rail Project will expand the Metrorail system to 25% of the region's economy, creating a transit alternative for people throughout the region seeking employment in the Dulles Corridor or on Dulles Airport; and</p> <p>Whereas, the Dulles Rail Project also will expand the capacity of the Dulles Toll Road, as well as Rt 7 within Tysons Corner;</p> <p>Now, therefore be it resolved that the Executive Committee of the Washington Airports Task Force:</p> <ol style="list-style-type: none"> 1. Supports the proposed Toll Increase of 25 cents at the Main Toll Plaza and 25 cents at the ramps effective 2010, and 25 cent increases at the Main Toll Plaza in 2011 and again in 2012. 2. Recommends that the Airports Authority seek to minimize the need for further toll increases by seeking additional funding sources including federal funding for Phase 2. 3. Calls on Fairfax and Loudoun Counties, and the Town of Herndon to allow urban levels of land-use density within walking distance of Silver line stations as a step toward gaining the maximum societal and economic development benefits from the Dulles Rail Project 	
112	Silver Spring	Y	N	Online Comment Sheet	Alternatives	<p>Metropolitan Airport Authority too must be facing budgetary problems like any other department. To overcome this problem small steps towards increasing the income are suggested, which may be implemented with appropriate modifications and following necessary procedures to pass the proposal.</p> <p>STEP 1. Levy a fee of \$ 2 - 5 from each vehicle passing via the terminal (to drop / collect passengers).</p> <p>STEP 2. Levy a fee of \$ 2 - 5 from each person entering the terminal (to see off / receive guests).</p> <p>This amount will certainly boost the budgetary health of the Airport Authority.</p>	
113	Bethesda	Y	Y	Online Comment Sheet	Support	<p>I think the toll road is the best deal in town...never crowded, always clean...If an increase is needed to keep the level of service high, I am willing to pay an increase.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 40 of 79
114	Vienna	Y	Y	Online Comment Sheet	Operations	<p>I am concerned about the impact of the toll increases on traffic in the Tysons Corner (TC) area and in the surrounding residential neighborhoods. The traffic problem is already bad in TC and traffic impacts in the surrounding residential neighborhoods are getting worse. If land use density increases significantly, with the four new Metrorail stations in the Tysons area, as contemplated in the vision of the Tysons Land Use Task Force and currently being discussed by Fairfax County officials, traffic in and around Tysons corner is bound to increase dramatically, even with the current tolls.</p> <p>The Toll Road is an important bypass to move traffic around TC and the structure of the proposed toll increases will provide a perverse incentive to drivers to undermine that function. I specifically refer to the tolls at the Main Toll Plaza near Spring Hill Road, the Spring Hill Road exit and the exits to Eastbound and Westbound Route 7. The present toll at the Main Toll Plaza exceeds that at Spring Hill Road and Eastbound Route 7 by \$0.25; the exit at Westbound Route 7 is free (there is no toll booth). I can already observe how even that differential encourages drivers to leave the toll road (especially using the Route 7 Westbound ramp and then making a U-turn towards TC) and use surrounding neighborhood streets or drive into TC. Increasing that differential further will encourage additional bail out traffic: thus the perverse incentive.</p> <p>From an economic perspective, the tolls at the Spring Hill Road exit and the exits to Eastbound and Westbound Route 7 should be significantly higher than the toll at the Main Toll Plaza near Spring Hill Road. This would provide an incentive to drivers to pass through the Main Toll Plaza and reduce the traffic going into TC and through the residential districts along Spring Hill Road and Route 7 West.</p>	
115	Columbia	Y	Y	Online Comment Sheet	Support	<p>I support the toll increases on the Dulles Toll Road for the following reasons.</p> <ol style="list-style-type: none"> 1. When the Dulles Toll Road opened in 1984 it consisted of two lanes in each direction. It was increased in 1991 by an additional lane in each direction, and more recently by a fourth lane in each direction which resulted in an 8-lane highway. The Dulles Toll Road is now built to capacity and cannot be widened any further within the Dulles Corridor right of way. The Metro Extension will help to reduce congestion on the Dulles Toll Road, which will benefit not only Metro riders but motorists who wish to continue using the toll road. 2. The use of toll revenues for rail transit projects is not unique to the Dulles Metro. Tolls from the Philadelphia, New Jersey, New York and San Francisco regions have been used to fund major transit projects, all of which have been quite successful in attracting riders and reducing highway congestion. <p>Note: The writer was a transportation official with the Maryland Transit Administration for 24 years.</p>	
116	Round Hill	Y	N	Online Comment Sheet	Fairness, Impact	<p>The toll is too expensive. I try to not use it, but most time I find it unavoidable to do so. High transportation costs had already forced me to trade in my F150 for a Fusion, what else am I supposed to do? Working at the airport, there are not many choices in the routes available if I do not want to be sitting in traffic. And I have no plans what so ever to use the expanded MetroRail, why should I have to pay such high tolls that go towards contruction costs?</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
117	Ashburn	Y	Y	Online Comment Sheet	Impact	Why is there no plan to reduce toll rates once the extension is paid for if the sole purpose for the rate increases is paying for metrorail extension? I would support these rate increases to build metrorail if they include reducing rates once the extension is paid off. However, this rate increase seems more about an MWAA cash-cow with metro extension as an excuse. If you want support, then the plan needs to include reducing tolls once the extension costs are covered.
118	Weems	Y	Y	Online Comment Sheet	Support	The rail connection to Dulles is essential and the toll increases are not only necessary, but a most practical way to help pay for the extension.
119	Gainesville	Y	N	Online Comment Sheet	Fairness, Impact	I believe that increasing the cost of tolls is contrary to the original agreement and may be unlawful. Further it will just push many commuters onto already crowded roads causing traffic jams, increasing congestion and air pollution.
120	Vienna	Y	N	Online Comment Sheet	Impact	We do not need this useless project. We never needed it. It was a farce from day 1. You are trying to make this area into another NYC. My family and I will be moving away from the area because of the congestion, configuration, and crime that this will bring. I am sure many others will do the same. It is a waste of money, but that seems to be the name of the game nowadays.
121	Sterling	Y	Y	Online Comment Sheet	Fairness	I find the planned toll hikes to be completely unacceptable and potentially unconstitutional in the Commonwealth. I would like to understand how the MWAA believes it can circumvent the law to impose significant burdens on so few Virginians.
122	Herndon	Y	N	Online Comment Sheet	Fairness	No DTR toll Increases. Enough is enough! If people want to build the silver line they should pay for it-- not the DTR users!

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
123	Reston	Y	N	Online Comment Sheet	Fairness	<p>I am opposed to the rate increases. I avoid using it whenever possible because the fees are getting so high. The Greenway tolls are astronomical and grossly unfair. People farther west have few options and those who are running the road are exploiting them like robber barons. Although I don't live out there, I feel sorry for them.</p> <p>I would only rarely ride the metro. The rail project should be financed by the airport and related businesses there. Most importantly, the local infrastructure is not there. Reston Parkway is already a parking lot every morning. It cannot handle the additional traffic. I see the Metro project as something that will give me no benefit, yet take my money and decrease the quality of life in my neighborhood because of the additional traffic strain.</p>
124	Berryville	Y	N	Online Comment Sheet	Fairness	<p>Stop abusing us drivers in Northern Virginia...don't we already pay enough in transportation taxes to fund any additional construction??? Where is all this money going?</p>
125	Sterling		N	Online Comment Sheet	Impact	<p>We have been living at the Dulles Toll Corridor for the last 20 years. I must say that we are absolutely appauled that there is even a suggestion to increase the toll to support the Metrorail projects. Is it not enough that we are already paying for it with the so call stimulus package. Is it not enough that we have been paying with all the increases through the years and still no relief from the everyday stand still on the toll road? Is it not enough that we get penalized when we do not have anyone else with us to be able to drive down the so call HOV lane and still have to pay to get onto the road because it is the only road to 495. Let me tell you something, there is no more blood left!!!!</p> <p>Get real, if you want it, you fund it. NO MORE INCREASE IN TOLL!! AS IT IS, I CAN'T AFFORD TO HAVE BREAKFAST BECAUSE OF HOW MUCH I HAVE TO PAY FOR TOLL.</p>
126	Sterling	Y	N	Online Comment Sheet		<p>No comment provided.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 43 of 79
127				Letter	Fairness	<p>We are supporters of building rail to Dulles Airport, but I am deeply troubled by the grossly unfair changes to the funding plan for the project. The plan needs some major adjustments or the project will go down in history as a scandal, not the achievement should be. A few weeks ago, I hosted a panel discussion on Reston Impact, a community television program. Panelists on the program raised serious issues about the fairness of the distribution of the project's benefits and costs in the corridor. We used as the basis for our discussion the latest financial information available to the public and a thorough analysis of the data done by Mr. Joe Ritchey, a Reston resident and winner of the Robert Simon Award for a lifetime of service to Reston. The analysis shows with penetrating clarity that, while the Reston community will benefit a great deal from the project, there is a staggering inequity in the allocation of project costs in the corridor and that project benefits flow disproportionately to a handful of landowners and developers in Tysons Corner. Reston residents and landowners will be losers on both counts, but particularly with respect to the cost burden----UNLESS MWAA, with the help of others, takes essential corrective actions. Tysons Corner will be served by four Metro stations, allowing residents to walk to a rail station. Meanwhile, Reston Town Center does not have even one station and most of our 65,000 residents will not be within walking distance of any station. Most Tysons properties are ready for immediate redevelopment and will benefit from a futuristic plan which Fairfax County has spent millions preparing. New development opportunities are much more limited in the Reston area by Fairfax County zoning and NO comparable planning has been done. A minor exercise is just being initiated in our area, but it is more to open the way for developers to go ahead with projects quickly rather than wait for a long overdue new Reston Master Plan, which incorporates the advent of rail into the planning. There will be no commuter parking with its attendant negative impacts in Tysons Corner, while Reston will have 2300 commuter spaces initially with apparently no funding planned to ameliorate the impact. Over all, Tysons Corner's benefits far exceed those accruing to Reston and to the rest of the corridor for that matter. This glaring imbalance in benefits, however, pales by comparison to the unfairness of the cost allocations as currently proposed, excluding debt to pay over a generation to come. The total project will cost a currently estimated \$5.3 billion. Of this total, the federal government is obligated to pay just \$900 million or 17 percent; the Commonwealth of Virginia will pay \$299 million or 6 percent; Fairfax County will pay about \$830 million (\$730 million of which comes from landowners: \$410 from those in Reston/Herndon, \$320 from those in Tysons, \$100 from county property taxes) or 15 percent; Loudoun County (three stations) pays only \$120 million or two percent; and, MWAA will pay \$103 million for its own station, about one percent of the total. As proposed, the balance of \$3.1 billion or 59 percent would come from Dulles Toll Road tolls (\$440 million from Tysons [8 %] and \$2.660 billion [51 %] from Reston/ Herndon/west tolls!). In Phase I alone, 43 percent of the cost for rail from Tysons (4 stations) to Reston (1 station) comes from tolls, 86 percent from Reston and Herndon, 14 percent from Tysons. In Phase II, tolls will rise to over 81 percent of the total cost. Our residents and those in Herndon and Loudoun would pay 86 percent, Tysons just 14 percent. These estimates reflect a staggering inequity and an unfair burden on Reston residents now</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

127

Letter

Fairness

and for a generation to come UNLESS changes are made. Any unbiased analysis of the plans screams for action to rectify the proposed injustice. The funding plan now under discussion should be altered in order to restore minimal fairness and bring cost allocations in the corridor more into balance. I support the recommendations already made by Joe Ritchey. The following is my proposal for actions to at least partially rectify the injustices in the proposed plan:

1. The Virginia Department of Transportation should put rail tolls plazas at the Dulles Connector exit onto westbound Route 123, and on Route 7 entrances into Tysons Corner. Furthermore, tolls at all toll plazas should be recalculated in order to increase relatively the tolls for Tysons users and to reduce them for Reston/Herndon users in particular.
2. MWAA and the northern Virginia Congressional delegation should aggressively pursue federal funding for Phase II Dulles Rail. While a long shot, to not do so would amount to dereliction of duty by MWAA and the elected officials. Further, the Commonwealth of Virginia should be lobbied to increase its Phase II contributions in light of the increased overall costs.
3. Fairfax County should provide urban density benefits within the ½ mile radius of rail stations similar to those provided in Tysons Corner.
4. MWAA should use Toll Road revenues so disproportionately paid by Reston and other Dulles Corridor residents and businesses to mitigate local road congestion caused by the 7,800 commuter rail parking spaces being built in our communities, including 2,300 in Reston alone. While I think it would have been far better to open up the “public hearing” to feedback by and conversation with the citizens affected by this important project, I appreciate the opportunity to comment in this form to the process. I would, of course, appreciate a formal response both to my comments and to the suggestions for corrective action.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

128	McLean			Court Reporter	Fairness, Impact	<p>The MCA takes the following positions. We do not have a position at this time on the toll increases themselves. We're concerned that the McLean hearing has been scheduled on a date, September 3rd, and at a time, 5:00 p.m., that will likely limit rather than promote broad public participation. Thursday, September 3rd is during the week most private schools reopen, the week before public schools open, with a number of schools holding parent-student events, and the last week for summer vacations before Labor Day. In sum, many residents will be focused on their children's schools or their vacation plans rather than on the DTR. Moreover, the time for the hearing, 5 p.m. to 8 p.m., conflicts with most people's work schedules. Therefore, the scheduled time precludes participation by many of the very people in the McLean area who will be affected by the toll increases. Either the hearing should be rescheduled or a subsequent hearing should be scheduled in McLean at a date and a time, starting no later than 7 p.m., more likely to attract broader citizen participation. This is a significant community issue and deserves broad public input. The MCA is extremely concerned about the impact that price increases on the DTR will have on usage. Specifically, we are concerned that some number of drivers who are now taking the DTR will seek to avoid paying higher tolls by taking other routes than the DTR. As a next-door neighbor to the DTR, much of diverted traffic will find its way onto McLean area roads, which are already heavily congested. Accordingly, the MCA requests that before any increases are implemented, MWAA make available to the MCA and the public MWAA's studies or estimates of the impact of price increases for the DTR on demand and traffic diversion to the local roads and highways, along with MWAA's plans, if any, to address traffic diversion in the Greater McLean area. Further, MCA requests that MWAA factor MCA and public comments on these studies and plans into its decision-making on toll increases. Rob Jackson, MCA's president, is authorized to deliver this position to MWAA and other appropriate officials and entities. Adopted by the McLean Citizens Association's Executive Committee, August 11, 2009.</p>
-----	--------	--	--	----------------	------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

129	Oakton	Y	N	Online Comment Sheet	Fairness	<p>I'm opposed to an increase in tolls to pay for the subway's extension, my commute cost is already too high. Metro has a budget for paying for its own extension by charging users a high price for using the metro, double that what it costs in NY city.</p>
-----	--------	---	---	----------------------	----------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

130	Great Falls	Y	N	Online Comment Sheet		<p>No comment provided.</p>
-----	-------------	---	---	----------------------	--	-----------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 46 of 79
131	Herndon	Y	Y	Online Comment Sheet	Fairness, Alternatives	It is unfair to use the money collected via car tolls to pay for Metrorail extension. Metrorail extension should be paid with future receipts from the metrostations. Plus, increasing the tolls so rapidly is not fair for folks like me who uses the toll road frequently.	
132	Reston	Y	Y	Online Comment Sheert	Fairness	I use the toll road 2-3 days a week will probably use Metrorail in the Dulles Corridor about 6 times a year and will appreciate having it here. I have no problem paying higher tolls to fund improvements on the Dulles Toll Road. But I wonder why users of the toll road have to fund the metro. Is there any other section of the metro that was funded by residents of the neighborhoods through which it runs? I don't think so. If I'm wrong, please let me know.	
133	Reston	Y	Y	Online Comment Sheet	Fairness	It is my understanding that comments from the public will not be allowed during the September 14th hearing. It is unfortunate that MWAA and WMATA refuses to hear from the residents most affect by this plan. Robert Jeffery, USN (Ret)	
134	Sterling	Y	Y	Online Comment Sheet	Alternatives	Increasing toll rates is not as likely to increase revenue as a toll rate DEcrease. Decrease the rate and you will increase traffic. Many people already avoid the toll road. Increasing the rates will only increase the number of people who stay away, me included. Unless your goal is to minimize traffic through a rate increase as opposed to increasing revenue, this is bad idea. Why not do a well advertised, one month test--lower the rates to \$.25/\$.50 and see what happens?	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 47 of 79
135	Falls Church	Y	Y	Online Comment Sheet	Fairness, Alternatives	The Airport Authority is proposing a toll rate increase of 25 cents at the Main Toll Plaza AND a 25 cents increase at each ramp for 2010. That represents a 40% toll increase each way to those drivers who come through the Main Toll Plaza and who enter or exit at certain points along the Dulles Toll Road. Based on this percentage, this seems an excessive toll rate increase. Furthermore, this toll increase is not equally shared by those drivers who merely use the Dulles Toll Road to transit to and from the Greenway. Should they come through the Main Toll Plaza, you would only be collecting an extra 25 cents from them - not the additional 25 cents collected from everyone else when entering or exiting along the Toll Road - because you do not have an entrance/exit fee for those drivers where the Dulles Toll Road meets the Greenway. Yet they are traveling the full length of the Dulles Toll Road each time... just like the driver going to or from Route 28. So because there is no exit or entrance toll being collected from Greenway drivers, your proposal places the burden solely on Dulles Toll Road drivers. This difference will only become more pronounced when the new Metro line is complete, certainly benefiting people using the Greenway too. A Greenway driver can travel onto the Dulles Toll Road with no entrance toll, get off at any intermediary exit (due to providing free eastern-direction exits to Dulles Airport users who shift onto to the Toll Road to leave except near Tysons) to catch the new Metro, get back onto the Dulles Toll Road heading west and never pay a toll at all (again due to free western-direction entrances for possible Dulles Airport users)! Yet they will be taking full advantage of all of the improvements and enhancements the other drivers have helped to fund. Your toll system has a gaping hole that you need to plug first before charging all of the other users a 40% rate increase. If you were to set up a new Entrance/Exit Toll Plaza at the western end of the Dulles Toll Road where you start collecting the current fee of fifty cents to all Greenway drivers, you then could have a much smaller toll increase along the entire system for all users.	
136	Herndon	N	N	Online Comment Sheet	Fairness	We, the people living in the Reston/Herndon/Loudoun County area, should not be shouldering the burden of costs for this project. The toll road was thrust upon us years ago, without discussion and input from the public. Many people do not use the toll road, will not benefit from this project, and should not experience additional punitive costs from bureaucrats who have lost control of the budget.	
137	Purcellville	Y	Y	Online Comment Sheet	Support	I support the increased tolls because they will fund Rail to IAD. All the best.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
138	Manassas	Y	Y	Online Comment Sheet	Support	I applaud MWAA for taking action and doing something positive about the shortfall in transportation funding in this area. I use the toll road almost every day because of my work and I am happy to pay the additional fee if it will help build the transit in this corridor. We have many serious issues in our transportation infrastructure in Northern Va and in Va as a whole. The politicians have given us a lot of talk about solving our transportation problems but very little action. MWAA is the only entity that is doing anything about it and they deserve our support.
139		N	N	Online Comment Sheet	Fairness	Raising rates for costs related to use of the Dulles Toll Road might be reasonable. To raise them to pay for construction of a rail system that will never benefit the toll payers is theft. The Rail Project is a huge, expensive, rigid system. Improving roads and commuter bus lanes would benefit all who live in the area and would be flexible in case of attack by terrorists, natural disaster, etc. The Toll Road should be self-sustaining and not a cash cow for other projects that benefit special interests and are not rational or economical.
140	Hamilton	Y	Y	Online Comment Sheet	Support	I am in favor of the toll increases. Should even be higher.
141	Herndon	Y	Y	Online Comment Sheet	Fairness	I understand the increases in toll fees to pay for rail but the percentage covered by fees is wrong. Many others, besides toll road users, will use the rail system. Where is their contribution? Toll road users also have few alternatives to travel east-west in a car. Routes 7, 29, & 50 are already clogged at various times. Our choice is to add to that confusion. Not all locations can be reached by the rail choice. Please rethink the funding plan. Do not lay over one half of it on drivers already held hostage by tolls on a road which should have been toll-less some time ago and drivers who have few alternatives.
142	Herndon	Y	Y	Online Comment Sheet	Fairness	I adamantly oppose raising tolls to pay for Metro. No other area in the region has had to pay directly for Metro to be built. The taxpayers of the entire metro region have footed the bill for the rest of system. Why should the citizens of Herndon/Reston be singled out to pay for the subway to our region? Had the politicians put partisanship aside and concerned themselves with the interest of the people this project would have been completed long ago.
143	Herndon	Y	Y	Online Comment Sheet	Impact, Tax	I am totally opposed to an increase in tolls. I pay enough in taxes. I will not use the toll road if you increase the cost. I would rather sit on route 7 for an hour than to pay a toll increase.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
144	Reston	Y	Y	Comment Sheet	Support	Very informative, all friendly, good listeners. Great maps and charts. Finances explained beautifully - very clear. Good luck
145	Hillsboro	Y	N	Comment Sheet	Impact, Tax	I oppose all toll hikes especially to subsidize metro. This is a rip-off for taxpayers.
146	Vienna	Y	Y	Comment Sheet	Operations	I would like to know how toll road funds are going to be used to replace and maintain the bridges over the toll road. Two in particular to my area are the Trap Rd and Beulah Rd bridges. The Beulah Rd bridge has a "sufficiency rating" of 33 out of 100. In my mind, this bridge needs to be replaced before the METRO rail goes in. I was also told tonight that MWAA will maintain all toll road bridges up to the surface structure and VDOT will maintain the surface. Shouldn't the toll fund cover all maintenance in the toll road corridor?
147	Reston	Y	Y	Comment Sheet	Fairness	I feel I am being penalized for living along the Dulles corridor. The toll road is very convenient for me, but since I'm on a fixed income I can't afford to use it. Originally the tolls were to be stopped when the road was paid for. Instead they went up and are going up again and again. I'm looking forward to having Metro Rail to Ashburn, but not at the expense of the people who live in this area alone.
148	Reston	Y	Y	Comment Sheet	Support	The toll increases are absolutely necessary if we wish the road to be improved and/or upgraded. Without increases the road will deteriorate. You will always have a very large % of people complaining about increases, even though for the daily commuter. This only works out to \$2.50 weekly - less than a starbucks latte!!!
149	Reston	Y	N	Comment Sheet	Alternatives	Funding for Metro Rail to Dulles should be from user fees on the metro rail only. If MWAA (the ultimate beneficiary) would raise its \$10 user fee to \$15 or \$20 then a raise in toll fees would not be necessary.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 50 of 79
150	Reston	Y	Y	Comment Sheet	Support	I strongly support this project and am willing to pay additional tolls to ensure that it is successful. I would also like to see bicycle access along the DTR corridor, similar to I-66 inside the Beltway.	
151	Vienna	Y	N	Comment Sheet	Fairness	We moved into our home off Hunter Mill Rd. before the toll road began. We were told tolls would be used to pay for the toll road construction, whereupon tolls would no longer be levied. We didn't believe that at the time, and none of the tolls never ceased. Then came the "idea" of a metro extension to Dulles. In 2005 (this is 2009), tolls were drastically increased (doubled at Hunter Mill Rd, e.g.). The excuse was to pay for the rail line to Dulles. Now, 4 years later, the tolls are to be increased yet again, then again, then again -- in order to pay for the rail line to Dulles. Enough already! Another point...there are thousands of families, who, like me, live along the toll road but don't use it to commute to D.C. or to Dulles, we hop on and off during errands to save a few minutes. But the toll increases hit us "locals" as hard as commuters. Why should "locals" be made to pay for service extensions we never use? Can't there be "local" toll trips at a much reduced price?	
152	Reston	Y	Y	Comment Sheet		No comment provided.	
154	Reston	Y	Y	Comment Sheet	Support, Fairness, Alternatives	1- It is quite obvious that the toll increases are necessary for funding the rail construction. However, the Federal government needs to provide more of the upfront funding. Access from D.C. to Dulles Airport benefits the nation, not just Fairfax and Loudoun Counties. 2- As a Reston resident, I am very concerned that our already overburdened roads will not be improved, but further clogged. With little overage from the tolls for improvements, we could have serious problems at the station sites, without funds to ameliorate the Metro.	
155	Herndon	Y	Y	Comment Sheet	Impact	I believe more information and public education is necessary when any increase is forthcoming. Also, could the payment total (\$35) be increased? It is possible that could be exceeded in a week, if using Greenway.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 51 of 79
156	Vienna	Y	N	Comment Sheet	Fairness	The present funding plan for the Dulles Corridor Metrorail project unfairly burdens the residents of Fairfax County. The cost burden should be shared to a greater extent by Tysons Corner landowners, metro rail riders, and the MWAA.	
157	Fairfax	Y	N	Comment Sheet	Impact	Tolls should be reduced, not increased. Metro rail is a waste. Highways should be "free"ways.	
160	Sterling	Y	Y	Comment Sheet	Support, Operations	I appreciate the necessity of the toll increases. However, since it will be 10 years until I am able to use the metrorail I would like to see improvements in the near and mid term. Specifically, I would like to see improvements in HOV - increasing the number of lanes. Dedicated HOV toll lanes at main plaza, enforcement of HOV violations. Separation of HOV from normal lanes. I would also like to see the improvements to the 495 interchange implemented sooner.	
161	Arlington	Y	Y	Comment Sheet	Operations	I live in Arlington and commute to Herndon daily via the 66 and the toll road. I am unhappy with time spent in traffic; I waste 30-60 minutes every day in traffic. Additionally I am concerned about toll increases beyond 2012. Toll road increases have a direct affect on my pocketbook and I do not want to pay higher tolls. I have a few constructive suggestions: 1- Raise the speed limit to 65 mph, I usually travel 65-75 mph on my ride to work. I should not be subject to a speeding ticket. 2- Change different fares for Ezpass and non-Ezpass users. There should be an incentive to use Ezpass. 3- Install one Ezpass-only lane on Exit 10. Every day I have to wait behing non-Ezpass users.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 52 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

162	Reston			Comment Sheet, Court Reporter	Support, Alternatives	<p>I am speaking on behalf of the Reston Association and its president. The Reston Association represents nearly [60,000] residents of Reston. We are deeply involved in working for effective, yet fair and equitable, transportation solutions affecting the entire transportation system serving Reston. For many years the Reston Association has been a staunch support of Rail to Dulles. With three stops directly affecting Reston, this rail service extension will have a major impact upon the future of the community, will enhance mobility for residents and employees, and will significantly expand trip capacity in the Dulles corridor thereby reducing potential future congestion. We recognize that the Metropolitan Washington Airports Authority is reliant upon tolls as a major source of revenue for the Dulles Corridor Metrorail Project. The Association supports increased state and federal funding contributions to the project. (We have written a letter to our congressional delegation requesting their support for increased federal funding.) While we would prefer an alternative source of revenue, the Association understands that monies from the tolls are a reliable resource which will enable the project to move forward, where other alternatives have stalled. Jim Bennett, President of the Airports Authority, has said that after the 2012 toll increase, the Airports Authority will review its financial plan. The Association hopes that at that time new sources of federal and state funding will have been identified and that future toll increase can be held to a minimum. Because of the importance of Rail to Dulles to the entire Northern Virginia region, the Reston Association supports the Metropolitan Washington Airports Authority's proposal to adjust tolls on the Dulles Toll Road to assure the expeditious construction of rail and related roadway improvements. We look forward to having three stations serving the Reston Community and a direct rail link to Washington Dulles International Airport, Tysons Corner, Washington, D.C. and Loudoun County.</p>	
-----	--------	--	--	-------------------------------	-----------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 53 of 79
163	Reston	Y	Y	Comment Sheet	Fairness	<p>My name is Marion Stillson, President of the Reston Citizens Association (RCA). I am making this statement at the unanimous request of our Board of Directors. The RCA represents about 65,000 residents and businesses. RCA was founded in 1967 to protect Reston's founding principles and to be a voice for the interests of this community. The Dulles rail project is of profound interest to us. As such, it is a project we have followed and supported for many years. We are gratified that construction finally has begun. We continue to support rail through Reston to Dulles Airport and beyond, but can no longer support funding plans for tolls allocation and pricing along the corridor. Our attention was drawn to the inequities by Mr. Joe Ritchey who is also been a strong supporter of rail to Dulles. He has fought to overcome cost/benefit inequities in the project by educating the Reston community and the region. While the Reston community will benefit a great deal from the project, the evidence is compelling that the benefits are not shared equitably and there is a staggering inequity in the allocation of project costs. Regrettably, Reston residents and landowners will be the losers on both counts, but particularly with respect to the cost burden, unless MWAA takes corrective action. Project benefits accrue sharply in favor of landowners and residents of Tysons Corner. Tysons Corner will be served by four Metro stations, allowing most residents to walk to a rail station. Most Tysons properties are ready for immediate redevelopment and will benefit from a futuristic plan on which Fairfax County has spent millions of dollars. New development opportunities are much more limited in Reston. In Tysons Corner, there will be no commuter parking with its attendant traffic congestion. Reston will have 2300 commuter spaces at Wiehle station in Phase I and 3500 parking spaces in Phase II at the Herndon/Monroe station. This total of 5800 spaces, at 1.9 spaces per 1000 square feet (the typical ratio in Arlington for office buildings in close proximity to a rail station) will produce the equivalent traffic impact of over 3 million square feet of office space, not including "kiss 'n ride" and bus traffic. Apparently no funding is planned to ameliorate the congestion. The imbalance in benefits, however, pales in comparison to the unfairness of the cost allocations as currently proposed. This does not even include the costs of amortizing the debt over the next generation. In Phase I, 43 percent of the cost for rail to Tysons (4 stations) to Reston (1 station) comes from tolls, 86 percent from Reston and Herndon, 14 percent from Tysons. In Phase II, tolls will rise to over 81 percent of the total cost. Our residents and those in Herndon and Loudoun would pay 86 percent of this cost, Tysons just 14 percent. To say the least, this is an unfair burden on Reston residents for much time to come. Everybody will benefit hugely from Metro, but why should the costs be so skewed? Accordingly, RCA strongly objects to the tolls proposal. The funding plan now under discussion should be altered to restore fairness and bring cost allocations in the corridor more into a balance. RCA urges MWAA to adopt these suggestions or others which would restore fairness: 1- MWAA should request the Virginia Department of Transportation to install a rail tolls plaza from Route 7 onto the westbound toll road. In addition, MWAA should request the Virginia Department of Transportation to install rail tolls plazas inside the Beltway where Route 123 intersects with the Dulles Connector. Furthermore, the tolls at all toll plazas should be reworked in order to increase relatively the tolls for Tysons users and to reduce them for</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
163	Reston	Y	Y	Comment Sheet	Fairness	Reston/Herndon. 2- MWAA and the northern Virginia Congressional delegation should aggressively pursue federal funding for Phase II Dulles rail. Similarly, the Commonwealth of Virginia should be lobbied for increased Phase II contributions in light of the increases in the overall project costs. 3- MWAA should work with the Virginia Department of Transportation to use Toll Road revenues, disproportionately paid by Reston and other Dulles Corridor residents and businesses, to mitigate local road congestion caused by the parking decks being built in our communities. RCA does not know how the congestion can be alleviated, but something must be done, and done ahead of time. RCA thanks you for the opportunity to comment on the tolls proposal and funding plan.
164	Chantilly	Y	N	Comment Sheet	Fairness	The determination that the appropriate funding source for the 52 million dollars of the Dulles Rail Extension should be the commuters of the Dulles Toll Road is ultimately an unfair burden placed on a small group of already taxpaying citizens. Dulles Toll Road commuters have always borne the expense of the maintenance of the road while no other road in Northern Virginia requires commuters to pay for road maintenance above and beyond normal taxes. A proposal to have the Orange Line Metro Commuters pay an extra 25 cents upon entering or leaving an Orange Line Metro stop to pay for the Dulles Rail Extension would cause a tremendous uproar regarding its inequity, yet it is okay to place this expense on the Dulles Toll Road commuters. If the Dulles Rail Extension is for the benefit of all Northern Virginia residents then the burden of the funding should fall upon all residents not just the Dulles Toll Road commuters because the toll collection system happens to already be in place making us an easy target to levy this unfair tax. I imagine the 'justification' for the unfair tax is that commuters on the Dulles Toll Road will benefit the most from the Dulles Rail Extension. I can state that I do not foresee using the Dulles Rail Extension. A trip on the current Metro system doubles the amount of time I spend commuting in my car. I do not anticipate the Dulles Rail Extension will fare any better. For these reasons I strongly oppose the increase of the tolls to fund the Dulles Rail Extension.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 55 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

165				Comment Sheet	Support	<p>My name is David Edwards. I have resided in Reston since 1967. In 1966 I was hired by the Fairfax County Department of Planning as the professional planner assigned to prepare smaller “area plans” for the western part of Fairfax County – the so-called Upper Potomac and Bull Run Planning Districts. Prior to that time, Fairfax County had an overall Countywide Plan. My job was to look in more careful detail at the important elements of the land use affecting the new neighborhoods in the western part of the county. The original 1964 Countywide Plan featured the newly adopted regional transit system plan, including possible future extensions to a basic transit system. One of these “possible future extensions” was what is now called the Dulles Rail Project, the “Silver Line”. In 1966, the possible future extension of a rail transit system through Tysons Corner, Reston, Herndon and on to Dulles Airport seemed like such a completely obvious and logical element of the very basic future transportation system of the Upper Potomac Planning District that there was no hesitation to include it as a basic element of the plan. Today, forty-five years later, the need for the Dulles Rail line is glaringly obvious still, but now that conclusion is reinforced many times over. There are now more than 60,000 residents living in Reston. Hundreds of thousands now live in the transportation watershed funneling through the Dulles highway corridor. In the years to come, hundreds of thousands more will attempt to funnel through this narrow corridor because there are so few viable alternatives. As a professional planner and an economic development specialist I have tried to remain deeply involved in working for effective, yet fair and equitable, transportation solutions affecting the entire transportation systems serving Reston and Northern Virginia. Because the Dulles Rail alternative offers such an obvious and at least a partial solution for the Northern Virginia transportation crisis, I have for many years been a very staunch supporter of Rail to Dulles. With three stops directly affecting Reston this rail service extension will have a major impact upon the future of Reston, and all of this part of Northern Virginia. It clearly should significantly relieve many of the current transportation issues affecting Reston. In the absence of little significant direct assistance from the Commonwealth of Virginia, and without greater assistance from the federal government, we must be resigned to the bald-faced reality that local residents and taxpayers must, thru paying tolls, assume much of the burden of funding Dulles Rail that should logically have fallen to the state and federal government. We can wring our hands and loudly protest that this just isn’t fair, but it is reality. It simply isn’t possible to find another more cost-effective solution for this funding dilemma within the next ten to twenty years than to move ahead now with this funding solution. If the current Dulles Rail price tag gives you pause in 2009, imagine how many times more expensive this project would be in 2020 or 2030 after years of experiencing real regional traffic gridlock here. None of us enjoy paying tolls, but all of us want relief from current traffic congestion. All of us want improvements to the current Dulles Highway. Therefore, because at this time there is no other reasonable and achievable option for paying for the necessary improvements we seek, we must accept paying the tolls on the Dulles Toll Road that are necessary to achieve these improvements. We want to assure that we pay no more than is necessary, but we must pay enough to get the job done effectively. For this reason, I strongly support the proposals of the Metropolitan</p>	
-----	--	--	--	---------------	---------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
165				Comment Sheet	Support	Washington Airports Authority to adjust tolls on the Dulles Toll Road as necessary to assure the expeditious construction and maintenance of the Dulles Corridor Rail system serving stops in Reston and Dulles Airport.
166	Herndon	Y		Letter	Fairness	I have lived in the Town of Herndon since 1979, consequently I use the Dulles Toll Road frequently. I seem to remember that people were initially told that the toll monies incurred were to be used for the upkeep of the toll road and/or further enhancements to the road. I imagine a lot of money has been collected by now. Why is this money not being used for the Metrorail Project? I resent continuing to feel the toll road, and to see little for it. The people of western Fairfax County and west have been penalized enough. Please do not raise the tolls on the Dulles Toll Road.
167	McLean	Y	Y	Comment Sheet	Support, Alternatives	I support the proposed toll structure for increase, but urge that additional funds be obtained to help pay for these expenses.
168	Leesburg	Y	Y	Comment Sheet	Support, Alternatives	I support reasonable toll rate increases to help pay for rail construction in the corridor. However, I strongly believe additional revenue sources other than tolls should be identified and aggressively pursued.
169	Reston	Y	Y	Online Comment Sheet	Fairness	The Dulles Toll Road should be financed by its tolls. When the road is paid for, the tolls should cease. Toll revenue should NEVER fund other projects.
170	Herndon	Y	Y	Online Comment Sheet	Support	I support the toll increase. Though other funding mechanisms would likely be less onerous, building Rail to Dulles is too important.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 57 of 79
171	Berryville	Y	N	Online Comment Sheet	Impact	<p>The people driving on the Dulles Greenway and Toll Road are often those who cannot afford to live in the higher-priced Fairfax and Arlington Counties, or even Loudoun County. We come from Clarke County, Frederick County, West Virginia, and beyond. Many of us currently spend 4+ hours a day commuting to work; time that we would much rather be spending with our families. We are not senior managers (who can afford to live close to work), and we aren't entry level 20-somethings who can rent a 1-bedroom condo in the city; we are the mid-level employees that organizations depend on, but who also have to juggle needs re: children, schools, affordable mortgages, eldercare, etc. We are construction workers and trades people, we are administrative professionals and teachers and mid-level government employees. We are regular Americans, forced out into ever-widening areas around rural Virginia and beyond, simply so that we can afford to live. At 5:30 AM, the roads are already busy, and they never really ease up; the afternoon commute now runs from roughly 2:30-7:00 PM. My husband and I get up at 3:00 AM to get ready for work, and we make it home at 7:00 PM. That leaves us a whopping 8 hours a day in which to sleep, eat, visit with our family and friends, and handle household issues. Not the quality of life I had hoped for as responsible, college-educated professionals in our 40's.</p> <p>Over the past few years, the number of long-distance commuters has continued growing. I have met many employees who commute from the Fredericksburg, VA area, from rural Maryland, from Pennsylvania, and I recently met one commuting from North Carolina! A growing trend is for these employees to rent tiny rooms in Northern Virginia during the week, and then return to their families only on the weekends, because traffic is now too awful for them to even drive home each evening. I've considered doing this myself, but the cost of even an 8x8 foot room with a shared bathroom is more than I can afford on top of our mortgage and other expenses.</p> <p>Even though I'm in a management position and am making a decent salary, I can't afford a home close to work, and I chose to purchase a home I can actually afford, rather than over-spending and facing foreclosure like so many are. But when you consider the combined effects of my husband's and my commute, we spend more money on tolls and gas than we do on our mortgage. This does not even take into account the increased costs of auto insurance, wear and tear on our vehicles, and the damage incurred when we have hit deer during our commute (almost inevitable for commuters from our area). When I read that the toll rates are doubling, I worry about where that money will come from. Will I be forced to leave my job? Dip into our grocery budget to pay for the increased tolls? We're frugal people" we don't have cable/satellite TV, don't have cell phones, don't have children, don't eat out much, and have very little debt, but I'm not sure what else we can give up in order to make increased toll payments all to pay for a Metro that I will never be able to use, that will be enjoyed by people making at least twice my salary and living in half-million dollar homes. We're the responsible ones buying a home we can afford, not racking up credit card debt, and we are still wondering how to make this work. How are others going to handle it, those who are commuting several hours for a job that doesn't even pay as much as mine does, or who have children, or additional debt?</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 58 of 79
171	Berryville	Y	N	Online Comment Sheet	Impact	<p>Now you're asking the very employees who because of their mid-level salaries are already forced to live far from their workplace, spend time away from their families, and suffer a lower quality of life, to pay double the fees they already spend for commuting. Oh, and by the way, these fees will go to support the Dulles Metro, something that won't help us at all, but might help those senior employees who can already afford to live in million dollar homes in Loudoun and Fairfax counties. And we should be happy to pay for them to take public transportation? Keep in mind, most of us would live closer if we could afford it; this is not a lifestyle choice, but a financial necessity.</p> <p>And there really is no alternative, given the ridiculous amount of growth along Route 7, which was not accompanied by infrastructure upgrades. Taking Route 7 would add at least another hour each way to our already 2-hour-each-way drive. I urge you to consider the effect these increased tolls will have on regular Americans, those who are already forced to make considerable sacrifices in order to work and live in this area.</p>	
172	Herndon	Y	N	Online Comment Sheet	Fairness	<p>It is not acceptable that you use Dulles Toll Road funds on the rail. The toll was to pay for the road itself, not for local transportation projects. Like other toll roads, the tolls should be removed once the cost of constructing the road has been paid.</p> <p>Also, the current bus system in place works wonderfully to get to the metro station, and I use it frequently. The rail could not get you to the metro station any quicker. There is no need for the rail to extend outward.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 59 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

173	Washington			Online Comment Sheet	Support	<p>The Dulles Corridor Rail Association (DCRA) is a non-profit organization formed in August 1998 to advocate rail in the Dulles Corridor. Members include business and civic leaders and organizations, elected officials, and residents.</p> <p>The use of toll revenues was a key element of the financial plan when the Commonwealth of Virginia selected rail as the Locally Preferred Alternative for the Dulles Corridor in 2002. When Governor Kaine approved the Metropolitan Washington Airports Authority's (MWAA) proposal to operate the Dulles Toll Road and manage the Dulles Metrorail extension, toll revenues continued to be a key source of funding for both Phase 1 and Phase 2.</p> <p>DCRA supports the MWAA proposal to increase tolls at the Main Toll Plaza and the ramps over the next three years. We also urge an aggressive lobbying effort to secure additional sources of funding (federal, state, and private) so that reliance on tolls as a source of funding can be reduced as the rail project proceeds.</p> <p>DCRA supports exploring the potential for imposing tolls at the westbound Route 7 ramp and the Route 123 ramps on the Dulles Connector Road and urges study of improvements in the Main Toll Plaza and ramps to enhance collection of revenues by reducing nonpayment of tolls and improving the capacity to move vehicles through the toll booths.</p> <p>We support the use of toll revenues to make improvements to the Dulles Toll Road that will increase safety, improve interchanges and sound walls, upgrade traffic management infrastructure, and enhance the travel experience of those using the road.</p> <p>We are excited that this project is finally underway – in large part because of the availability of toll revenues. We believe that using these funds to add Metrorail to this important multi-modal facility is not only appropriate but a necessary step in embracing the Dulles Corridor as a 21st Century Main Street and gateway to the world.</p>	
-----	------------	--	--	----------------------	---------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

174	Herndon	Y	Y	Online Comment Sheet	Fairness, Impact	<p>I was unable to make the meeting tonight about the toll rate increases, but here's my 25 cents worth: I think it speaks poorly of the state of our infrastructure and our state's attitude towards it when 267 is the only stop-light free highway in Northern Fairfax County and I have to pay to use it. I-66 is too far away to be of use to me, and every other road is stop and go with lights. 25 cents isn't a big deal, but the larger principle here is that the citizens of Fairfax County can't get a decent highway unless they are nickle and dimed for it every mile. It doesn't seem fair when I think of all the other great roads in other VA counties that don't have tolls. Those counties don't produce such revenue for the state, don't create so many jobs, don't educate so many Virginians, yet the Virginia solution for better transportation infrastructure seems to be to sock to the people who need it most. I am still amazed that last year's infrastructure bill actually succeeded for a short while in taxing people on their car repairs to pay for roads. I ride the Metro daily and have noticed the massive increase in ridership. If Metro can't make money during these times, it needs to go away and let some private corporation take its turn at it. I know that millions of federal tax dollars (which came out of the pockets of people like me) go to Metro every year, plus the stimulus money they got, plus the funds for this metrorail expansion. Metro should pay for this on their own, and not raise my toll road rates. This thing is a big investment that should allow them to make money hand over fist if they manage it right. Instead, every day I see Metro incompetence in the broken escalators, elevators, and other silly things that metro tries to do. (for example a good old fashioned stairs would save a lot of money and help americans stay in shape; but instead they continue to try and fix those ridiculous escalators that can't handle the volume of people).</p>
-----	---------	---	---	----------------------	------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

175	Ashburn	Y	N	Online Comment Sheet	Impact	<p>The Greenway toll structure is unfeasible for short-haul drivers like me who exit at exit 7 and pay the same toll as someone going to the end of the highway. As rates increase, I will increase the number of times I take Rt. 28 to Waxpool instead of the toll road. I already do this 100% of the time off-peak hours.</p>
-----	---------	---	---	----------------------	--------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
176	Herndon	Y	N	Online Comment Sheet	Fairness	<p>I am required to drive from my house near Herndon to a house in Falls Church area almost every day. MetroRail will never be of use to me for this purpose. Thousands of hard-working commuters use the toll road every day and cannot afford the extravagant and dishonest toll increases. Moreover, the tolls were supposed to end and the Commonwealth would maintain what is now the toll road as all other roads in Virginia. The Dulles road (not the airport road) was paid for by Virginians and other commuters and I resent outsiders from Maryland and the Distric having any say about this road. King Kaine may have given it to the MWAA, but that was not proper or honest. Will Virginia tax Rt. 66 with tolls? How about the 495 Beltway? The truth is that the DTR is a cash cow and amounts to Robbing poor Peter to pay wealthier Paul. It is just dishonest and dishonorable. Those who actually use Metro train for access to the airport should pay for that access.</p> <p>The toll road should be returned to the people of Virginia and maintained like other Virginia roads. Maryland and the District should have no say on this road. It is disingenous and dishonest to argue otherwise. And Mr. Kaine should stop acting like a beggarly king that he is not. He is a disservice to Virginia. You know very well that Rt. 7 is clogged beyond belief and you want blood paid for access and control by non-Virginians for a road wholly in Virginia. The road belongs to the people of Virginia. I have no say about roads in Maryland or the District. Why should outsiders have ANY say about a road paid for by Virginians?</p>
177	Ashburn	Y	Y	Online Comment Sheet	Impact	<p>Find another way to pay for the costs of the Metrorail service to Dulles. We already pay enough to commute on that road now. If Metro can't find a way to operate at "break-even" then the extension should not be built. I expect that even after the extension is built and losing money annually you will keep increasing tolls on the road to subsidize the rail service....This is not acceptable any more than it is to expect commuters to pay for the construction.</p>
178	Herndon	Y	Y	Online Comment Sheet	Fairness	<p>The tolls for Rt. 267 were supposed to be discontinued after they paid for the construction of the road. Voters like me object to being used as a cash cow.</p>
179	Sterling	Y	N	Online Comment Sheet	Alternatives	<p>Many of the beneficiaries of the rail project are air passengers. Why not fund at least part of the rail project with additional per-ticket taxes?</p> <p>It seems haphazard that tolls are assessed only on 267. It may not be feasible, but wouldn't it be fairer to have a toll plaza on I-95 or I-66 and spread the pain?</p> <p>This comment is probably too late, but why not build a line that gets from IAD to downtown more quickly and directly than by linking up with the existing Yellow Line? It detracts from our status as a world class city if it will take so long to get from our international airport to downtown.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 62 of 79
180	Herndon	Y	Y	Online Comment Sheet	Support, Fairness	<p>I support the extension of Metro rail to Herndon and into Loudoun County, and I agree that some of the costs must be paid from increased Toll Road rates. However, for a public transit project to be used by much of the DC metro area population, the proposed share from toll road rates is unreasonable, in my view.</p> <p>Our toll rates were hiked substantially in 2005. Now it is proposed to nearly double them again by 2012 -- from \$2.50 a day for me to commute to D.C. to work, to \$4.50 in 2012. You have added \$600 a year to my car commuting expense. Many such as myself will find ways to reduce days on the Toll Road, so I am afraid you will find a reduced use of the Toll Road as a result, and I hope you have factored that in to your revenue estimates.</p> <p>I understand the hour is late to change the plan to finance this project. As a toll road user from Herndon, I think I am assigned a vastly unfair share of this project (though I do want rail to be extended).</p>	
181	Herndon	Y	N	Online Comment Sheet	Fairness	You thieves! The tolls should be off by now and instead you're raising them! We should boycott your damned road and bankrupt you!	
182	Ashburn	Y	Y	Online Comment Sheet	Impact	The pockets of the toll road users will never be deep enough to finance the costs of Metrorail service to Dulles. Using tolls to pay for the Metro is a horrible plan. The existing Metro lines are not financially self-sufficient now. If Metro can't find a way to operate at "break-even" then the extension should not be built. I expect that even after the extension is built and losing money annually you will keep increasing tolls on the road to subsidize the rail service....This is not acceptable any more than it is to expect commuters to pay for the construction. The taking will never end.	
183	Herndon	Y	N	Online Comment Sheet	Fairness, Operations	Our concern about the proposed toll increase is that it will not benefit users of the toll road; only those who will be able to use the Silver Line. And why fund Metro from a limited source; i.e., on the backs of many drivers who will not have the option to ride it and will continue drive or carpool? In the meantime, despite past toll rate increases, the number of toll booths has not increased. Nor has the configuration been improved; i.e., designating more gates for EZ-Pass users and less for cash payers. In fact, many gates are designated for both EZ-pass and cash which is counter-productive. All EZ-pass gates should be ONLY for EZ- pass users. What is the incentive to have EZ-pass if a driver gets caught behind cash-paying drivers? Thank you for your time.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

184	Ashburn	Y	Y	Online Comment Sheet	Support, Operations	I support increased tolls on the Dulles Toll Road to help pay for rail to Ashburn (current phase plus next phase). I do not think current tolls are fair on the Dulles Greenway because it's the same toll to go all the way to Leesburg as it is to go to earlier exits. Keep tolls based on distance traveled!
-----	---------	---	---	----------------------	---------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

185	Vienna	Y	N	Court Reporter	Fairness	<p>I have three points that I wanted to make. The first point is that I work at a company that has had a -- that I've had to take an effective 30 percent pay cut. Unemployment is almost 10 percent. I think real wages are down. You are requiring a 25 percent increase, going up to another increase of that percentage in the next year on the main plaza and a percent increase on the side plazas when effective gross income has either declined or is stagnant in the area. So I don't believe that you should be able to raise revenue rates higher than effective gross income has been raised. So, yeah, I know the timing sucks, but you should not be able to increase the toll rate greater than people's income in the region which has, by and large, gone down. The second point is that I know you've projected this, but your ridership is going to plummet. At 25 cents a toll to come off and on, I am going ahead and coming off and on to run all my local errands. When you raise it to 50 cents, I now go ahead and only take it one way when I go to buy my child's T-shirt at Target. When you now raise it to 75 cents, which is \$1.50 each way, that \$8 T-shirt now becomes over \$10. I mean, that's a huge percentage of the cost of what I would have bought, and I will not take it. And so your ridership is just going to go down and you're going to have to make all these improvements to the local roads, which I understand is not your issue. But I'm just going to tell you that myself and all my neighbors and most of the people in this room are just going to take the local lanes.</p> <p>And the third thing is that I think that there is a healthy dose of skepticism that, you know, it's very nice that you have a court reporter here taking my comments, but I'm going to tell you that this is going to go into play no matter what anybody says; no matter the fact that I've taken a 30 percent pay cut; no matter that it's a higher percentage than it should be, given people's incomes these days. So I think that when they turn the Toll Road over to the Airport Authority, there isn't a single person in the region that believes that having public hearings and whatever, the display that you-all are providing tonight, is going to be responsive to anybody's comments because this is a *foregone conclusion.</p> <p>And so I think you have a huge public relations issue because -- you know, call me cynical, but it is what it is; it's not going to change. And once you turn it over to the Airport Authority, taxpayers have absolutely no say in what gets done now.</p>
-----	--------	---	---	----------------	----------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 64 of 79
186	Sterling	Y		Court Reporter	Impact	<p>All I want to say is that I take the Toll Road infrequently because I don't do it for work. I have a disability, and I'm concerned about the fact that I will have to be paying higher tolls. I'm also concerned about any kind of difficulty this might make me have. I see that the purpose of this is to get you to ride the Metro when you go downtown, which seems to be the most sensible thing to do. But if you're just doing it for reasons like I'm doing it, my feeling is that people with handicaps -- not just me. I'm talking -- there's plenty more without them -- I mean, with more than me. But they should have some kind of break somehow. Now, I know they have -- the Metro is difficult for me to go on because I don't sit in a wheelchair, I walk, and I'm very unsteady walking. So I don't like the fact that I have to go on the -- well, if I want to avoid the cost of the Toll Road, I'm going to have to go another way, either to D.C., which will take longer, or I'm going to have to go on the Metro, which is going to be difficult for me physically. So I guess what I'm saying is that I wish that somebody had brought in the handicapped accessible disability type thing because it's not just people in wheelchairs that are being able to be more functional; there are people that have trouble walking with canes, and that's me.</p> <p>So I guess what I'm saying is, in many circumstances the handicapped and the people with disabilities get some kind of a break, either on the cost of things or -- like, for instance, if you have 411 information on the telephone, you can get it free if you're handicapped because it's hard for you to pick up -- you know, to pick up a phone book. So I'm saying it's hard for some people to go on the Metro and it's hard for some people to take a huge, long way around. And they are forced into taking these toll roads when they don't want to, and I think they should get a break on the cost. That's my opinion. So that's what I need to say.</p>	
187	Herndon	Y	Y	Court Reporter/Comment Sheet	Support	<p>I am extremely pleased that we are finally getting this Dulles Corridor Rail implemented. I'm no happier than anyone else that tolls will be increasing for the Toll Road, but it's a necessary pain that we have to suffer to get something very, very useful. I've been unhappy at how we as a nation have a tendency to think we can get all this stuff and not pay for it. So I think this is going to be sort of like exercise. It hurts, but in the end, you're healthier. In this case, we'll actually have better public transportation that I intend to use on a daily basis. So I'm really looking forward to the rail, and I support whatever means we have to do to get that properly paid for.</p>	
188	Arlington			Court Reporter	Support	<p>My mom and dad live in the Tysons Corner area and my sister lives in Vienna. My other sister lives in Reston. None of them use the Metro but they are enthusiastic about it coming out, basically, I think for development and for resale, purchase of property down the road. Being here at the event this evening, I like that everything is presented in a very clear and concise way, and it's made kind of simple in terms of just being able to browse and to look and not have to be inundated with lots of numbers and lots of information. The staff is very friendly and professional, and it looks like a nice kind of way to inform the public and let those know what's going on.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

189	Sterling	Y		Court Reporter	Support, Operations	<p>My biggest issue right now is that I would like to see some change in the HOV lanes. I would like to see them separated so you don't get as many HOV violators. And also I'd like to see them adopt the same policy as elsewhere in Virginia, where the commercial vehicles aren't allowed in the HOV lane because they tend to slow things up quite a bit.</p> <p>I really don't mind some small toll hikes. I understand the need for extra funding and I see the value in it. I see that property values will increase. I see all the benefits, but I want to see a few things in return because my commute is the only thing that really concerns me, not necessarily the building of the rail because that's a by-product of what it's going to cost me. I would also like to see an increase in the E-ZPass lanes and possibly some sort of incentive to use the E-ZPass. A lot of other states have that. As it is now, they offer discounts to E-ZPass riders, and we don't have that. So those are just the things that I would like to see. That's kind of my opinion.</p>
-----	----------	---	--	----------------	---------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 66 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

190	Reston			Court Reporter	Fairness, Alternatives	<p>I'm concerned about the increase in the tolls that they're going to put on the Toll Road. I actually work in the transportation industry and am an advocate for transit, but I feel that the financing for the Dulles Metrorail Project does not seem fair or equitable to put over 50 percent of the cost on those who use the Toll Road. The Toll Road fees are a user fee for people who use and benefit from the Toll Road itself, and people who pay that cost are using the Dulles Toll Road often to access the Beltway, to get to Bethesda, to get to Alexandria, to get to other places in between that the Metrorail itself may not serve effectively because it simply goes into Tysons and into Arlington and D.C. A lot of the people who benefit from the Metrorail Project will be particularly those people who live in Arlington and Washington, D.C. who can now take the Metro out to Tysons Corner, and those landowners in Tysons Corner who are going to be able to develop more offices and buildings around Metro stations. Yet, the cost is basically being put almost entirely -- or over half the cost is being put on the people who use the Toll Road. So it doesn't appear to be a fair distribution of costs because those who are benefitting in many cases are not paying the construction costs. Those who are paying the construction costs may not even be using the rail on it. It would have been better if it would have been through general taxes or through the Airports Authority itself, which is a major beneficiary of paying more of the costs. I would also note that for people like me who live in Reston and work in Arlington, or actually work in Washington, D.C., the new Metrorail line does not necessarily provide a great transit benefit. There are currently express buses that take people into the West Falls Church Metro station. They run in the median of the tolls roads, so they have variable or basically no traffic, aside from the period where they get into the Airport Access Road. So for people who take the Metro from Reston -- or who take transit from Reston, yes, they'll have a Metrorail line, which is slightly faster, but it's not necessarily much faster because the current system is fast, it's frequent, it runs every seven minutes during peak periods, and the parking is free in Reston at the Wiehle Avenue station; whereas, when they build Metro, I'm sure they're going to charge \$4 a day to park, plus they're going to charge more for Metro than they charge for buses.</p> <p>So people who live in Reston are probably paying twice, and that they're paying more tolls on the Toll Road, and they're paying more for the transit service that they currently get. Those are my comments and I appreciate you taking them.</p>	
-----	--------	--	--	----------------	------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 67 of 79
191	Reston			Court Reporter	Impact, Tax	My testimony is, first, that this is not a public hearing because the public has no opportunity to speak publicly. My second comment is that the issue of tolls on the Toll Road should have been put to public referendum and it is not. We don't think that it's legitimate to raise tolls, which are really taxes, without having the public approve this in a referendum that's been scheduled. That's under the Public Finance Law, and that process has not been followed. And, therefore, we regard the tolls as voluntary contributions because they're really taxes in as much as the Toll Road has been paid for and they're now tolls. So, therefore, I oppose the toll increases. The tolls ought to be taken off. The Toll Plaza should be torn down. And if the Metro is to be financed, it needs to be through some other means than tolls. This is now the only full-time toll highway in the Washington area and it needs to have the tolls removed and revert to the same status as every other highway in the area. The Dulles people and the residents of the Dulles Corridor are at a competitive disadvantage and will suffer because of the high tolls.	
192	Herndon	Y	N	Court Reporter/Comment Sheet	Fairness	I will continue using the toll road until the fees go up. My problem is, why don't we make the people that use it pay for it since they are the ones that are going to benefit. I will not, but I have to pay for something I don't get to use. That's it.	
193	Herndon			Court Reporter	Tax, Fairness	This area is the only one who has their own personal taxing district. We get to enjoy higher fees. People in Burke don't. People in Manassas don't. They're in Northern Virginia. Okay? They can use the VRE. I don't think there's a toll on the road that follows the railroad; is there? Maybe there should be so we can have equal taxation to all, not just to one isolated group of people.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 68 of 79
194	Washington			Letter	Support, Alternatives	<p>Rail to Tysons and Dulles is a top transportation priority of the Greater Washington Board of Trade and we support reasonable increases in tolls on the Dulles Toll Road to help finance this important project. We also support your efforts to secure funds for this project and other Dulles Corridor transportation improvements under the Transportation Investment Generating Economic Recovery (TIGER) discretionary grants available for distribution by the U.S. Secretary of Transportation under the American Recovery and Reinvestment Act of 2009 (ARRA).</p> <p>The Airports Authority's TIGER grant applications demonstrate its commitment to improving the safety and state of good repair of the Dulles Corridor transportation infrastructure, while promoting the region's economic competitiveness and livability.</p> <p>Each of the four projects being submitted by the Airports Authority has significant benefits:</p> <p>1)\$90 million in additional funds for Phase 1 of the Dulles Corridor Metrorail Project – Wiehle Avenue Extension – An additional \$90 million in federal grant funds will reduce debt service costs of the project by \$325- 675 million, freeing up funds to create jobs, rather than simply paying off debt. This will allow Phase 2 of the Rail Project to Dulles Airport and beyond to expeditiously move into design and construction.</p> <p>2)Dulles Toll Road Corridor Mobility Project – The Airports Authority's efforts to bring Open Road Tolling (ORT) to the Dulles Toll Road is worthy of \$50 -90 million in TIGER grants. The DTR is part of a larger multi-modal program that links highways, transit and airport activities in the metropolitan Washington area. ORT technology will increase the capacity of the DTR, enhance highway safety and significantly reduce traffic in the second most congested region in the country.</p> <p>3)I-495/Dulles Airport Access Highway Interchange Improvements – Providing \$50-70 million in federal funds to construct new ramps at one of the most congested merge points in Northern Virginia will significantly increase safety and improve traffic operations for airport users and others who must pass through this choke point. Virginia's I-495 HOT Lanes construction will exacerbate the existing problems at this heavily congested interchange that has more than a 50% higher than average crash rate for this type of facility.</p> <p>4)Route 606 Corridor Improvements – Travel on Route 606, a critical commercial link to Dulles International Airport and key to Loudoun County's economic development, is expected by 2020 to grow to levels of demand currently seen on the Capital Beltway. Providing \$25-30 million in federal funding to the Airports Authority will accelerate this critical project being done in partnership with Loudoun County and the Virginia Department of Transportation.</p> <p>Each of the above meritorious projects will bring planning, engineering, construction and technology jobs to the region. The Airports Authority is to be commended for pursuing a multi-modal interrelated program of projects to improve transportation, safety and livability in the Dulles Corridor.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 69 of 79
195	Reston			E-mail	Impact	As I sifted through the pile of post-vacation mail on my desk today, I came across a letter from the Dulles Corridor Users Group detailing the proposed toll increases the MWAA has set forth to pay for the Dulles rail extension. I am all for the rail extension, but tolls are high as it is. Since I cannot attend the meeting at South Lakes HS tonight, I wanted to contact you to voice my opposition to any further toll increases.	
196				E-mail	Fairness	I attended MWAA's public hearing at Ashburn Elementary School this evening, about the proposed toll road increases. This public "hearing" ended up being ALL exhibits, with people milling around to answer questions. There was no formal presentation, no ability to ask a panel of officials any questions, etc. We could pick up a copy of a power point document, which were the same documents on the display boards around the room. I found the environment to be somewhat intimidating, because when we walked in the room there was a gauntlet of about 30 MWAA people standing around in their suits in front of each display board. I am sure they were just trying to make themselves available to be helpful and to answer any individual questions, but I found it somewhat intimidating nevertheless. Not exactly inviting. We had the opportunity to write any comments on a form and then to leave it there or mail it in. Exhibits were mentioned in the press release, but I didn't realize it would ALL be like that. Also, this hearing was supposed to be about the tolls, but I would estimate that at least 50% of the information presented on the display boards was about the construction project itself -- where the metro stops would be located, sound walls, road improvements, construction timelines, etc. I know I can provide my comments about toll by writing to officials, which I may still do, but I was hoping to hear more from MWAA tonight and to be provided with a presentation and listen to discussion about the toll increases. I've never known a "hearing" to be held like this. I was disappointed.	
197	Potomac Falls	Y	Y	Comment Sheet	Fairness, Alternatives	Improvements in transportation infrastructure are critical at this time however spreading the costs of such improvements over the largest number of people will generate more revenue and not overburden those who use the toll road everyday to help generate tax revenue by commuting to JOBS along the Toll Road corridor. An increase in the gas tax and a transition to a new system for collecting taxes that will address the fact that alternative fuel sources will eventually reduce the revenue generated by gas taxes needs to be implemented, not just increased tolls.	
198	Alexandria	Y	Y	Online Comment Sheet	Support	I use the toll road almost every day, and while I know there are those that are concerned at paying for Rail to Dulles in this manner of raising the tolls, I support MWAA's efforts to finally get this project completed. I find the increases to be relatively moderate. Also, as a citizen of northern Virginia, we really have left our government and MWAA no alternative since we have defeated a dedicated sales tax that could have addressed this funding, nor have our elected officials in the General Assembly (House of Delegates) taken action to fund transportation. There is no alternative.	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 70 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

199	Chantilly	Y	Y	Online Comment Sheet	Support	The Dulles Area Transportation Association advocates for, and provides information and forums for the advancement of transportation solutions in the greater Dulles area (a 170 square mile area). It has hundreds of companies and also members with over 50,000 employees. Working to reduce congestion in this region, a multi-modal approach has been undertaken. The efforts getting Rail to Dulles and into Loudoun County are absolutely essential to this plan. While there were other ways to finance these improvements offered to citizens of northern Virginia in the past, these options, such as a sales tax, were not approved by the voters. Therefore, this relatively modest increase is essential in funding this effort. We support MWAA's moving forward in this regard. James N. Larsen, Executive Director	
-----	-----------	---	---	----------------------	---------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

200	W. McLean	Y	Y	Online Comment Sheet	Support	<p>The Tysons Transportation Association (TYTRAN) has worked continually to achieve an effective, coordinated multi-modal transportation system that supports the Tysons Corner communities shared vision -- a Tysons Corner Urban Center that supports the communities economic prosperity and quality of life and is a vital prosperous; and attractive place for people to live, work, play, shop, worship, and even retire.</p> <p>The catalyst for the transformation of Tysons Corner into a place of attractive and distinctive streets, where it is safe and convenient for people to walk, bike, and use transit is the Dulles Corridor Metrorail Project, with its four stations in Tysons. After many community meetings, dialogues with the business leaders and years of planning and design, there is overwhelming support for the project and in particular, the four stations in Tysons and their station locations.</p> <p>We recognize that construction of the Dulles Corridor Metrorail Project is an extremely costly effort with funding from several sources including the federal and state government, the Airports Authority, and Fairfax and Loudoun Counties. Fairfax County's component of the funding is being provided by special tax districts on commercial property owners who directly benefit from the project. The Commonwealth of Virginia's contribution will be funded primarily with revenue from the Dulles Toll Road. In the absence of greater participation from the federal government and the Commonwealth of Virginia's general fund, we recognize that the Metropolitan Washington Airports Authority must rely heavily upon tolls as a major source of revenue for the Dulles Corridor Metrorail Project.</p> <p>While we encourage increased state and federal funding participation, the project can't wait. We must move ahead with what is possible today.</p> <p>The Airports Authority has said that after the 2012 toll increase, the Airports Authority will continue a regular review of the toll roads financial plan. If new sources of federal and state funding are identified and implemented, then future toll increases can be held to a minimum.</p> <p>In the meantime, because of the vital importance of Dulles Rail to not only Tysons Corner, but to Northern Virginia, the Commonwealth of Virginia, the greater Washington region, and the entire nation, TYTRAN supports the Metropolitan Washington Airports Authority's proposal to adjust tolls on the Dulles Toll Road to assure the expeditious construction of rail and related roadway improvements.</p>	
-----	-----------	---	---	----------------------	---------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

201	Sterling	Y	Y	Online Comment Sheet, Letter	Support	<p>The Committee for Dulles was founded in 1966. Its purpose is to encourage the effective and efficient development of Washington Dulles International Airport as a major national, regional and Virginia resource, and to encourage supportive and compatible land uses in the region around the airport. Since our beginning over 43 years ago, a thriving community has grown around Dulles Airport.</p> <p>Since the concept of a Dulles Rail extension was first proposed, the Committee for Dulles has been a staunch supporter of Rail to Dulles. With 11 stops in Tysons Corner and the Dulles corridor, this rail service extension will have a major impact upon the future of the community, will enhance mobility for residents and employees, and will significantly expand trip capacity in the Dulles corridor thereby reducing potential future congestion.</p> <p>In the absence of greater participation by the state of Virginia and the federal government, we recognize that the Metropolitan Washington Airports Authority (MWAA) must rely heavily upon tolls as a major source of revenue for the Dulles Corridor Metrorail Project. While the Committee for Dulles will continue to work tirelessly to promote increased state and federal funding participation in the project, the Committee recognizes that the project is under construction and funding is needed today. The Airports Authority has said that after the 2012 toll increase, the Airports Authority will continue a regular review of the toll roads financial plan. We urge MWAA to keep toll increases to an absolute minimum consistent with maintaining the financial integrity of the project and its associated bonds. If new sources of federal and state funding will have been identified and implemented, then future toll increases can be held to a minimum.</p> <p>In the meantime, because of the vital importance of Dulles Rail to Northern Virginia, the Washington region, the State of Virginia and the entire nation, the Committee for Dulles strongly supports the MWAA's proposal to adjust tolls on the Dulles Toll Road to assure the expeditious construction of rail and related roadway improvements. We look forward to having 11 additional stations serving the Washington region and the fast growing Dulles corridor, and a direct rail link to Washington Dulles International Airport from Herndon, Reston, Tysons Corner, Loudoun County and Washington, D.C.</p>
-----	----------	---	---	------------------------------	---------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 72 of 79
202	Vienna	Y		Online Comment Sheet	Impact, Operations	<p>The Dulles Toll Road / Hunter Mill Road interchange should be rebuilt and improved prior to the opening of rail service to the Wiehle Station in Reston.</p> <p>This interchange improvement was identified in the 2000 "Report of the Secretary of Transportation" to the Governor and the General Assembly of Virginia for "Transportation Improvements for the Reston Area". It states, "There is no more needed long range Reston highway improvement than redesigning and constructing improvements for the eastern end of Sunset Hills Road and the interchange between Hunter Mill Road and the DTR. VDOT's present completion date for this work should be expedited. Completion of the planned improvements by 2008 is felt by the steering committee to be a far too distant target date."</p> <p>The report identified "\$37.0 million from DTR surplus revenue funds has been provided, for FY2000 to FY2004..."</p> <p>The Hunter Mill / DTR interchange was the next Dulles Toll Road interchange on the list to be improved. It is the only one left that has not been improved. Over 20,000 vehicles get on and off the Dulles Toll Road at Hunter Mill every day. These Toll payers deserve to have the promise kept that these improvements would be funded sooner rather than later from Dulles Toll Road revenue.</p> <p>There are millions of square feet of existing office buildings along the Dulles Toll Road that are closer to the Hunter Mill interchange than to Wiehle. These properties are in the Phase I Rail Tax District that extends all the way to Hunter Mill Road and even east of Hunter Mill on the north side. In order for the planned bus circulator to function at an acceptable level of service between these properties and the Wiehle Metro Station, the Hunter Mill / Dulles Toll Road interchange will have to be improved.</p> <p>According to VDOT, the Hunter Mill interchange improvements are now the responsibility of MWAA as part of assuming control of the Dulles Toll Road and its revenue stream.</p> <p>A pdf of Senate Document No. 35 from 2000 is available at: http://leg2.state.va.us/dls/h&sdocs.nsf/fc86c2b17a1cf388852570f9006f1299/5dc1e3e4b1ee28558525686b0056248d/\$FILE/SD35_2000.pdf</p> <p>Users of the Dulles Toll Road need a better northbound connection to the Beltway. Typical delays of 10 to 20 minutes to go from the main toll plaza to the Beltway north bound during morning rush hour are unnecessary, particularly when you see that there is usually substantial unused capacity on the Beltway headed north.</p> <p>Higher peak hour tolls and lower off peak hour tolls should be considered. If you were to study daily toll traffic by hour at each toll location before you raise tolls and after, you might discover that lower off peak tolls would generate more overall revenue and provide a greater transportation value to the commuting public. It is much easier and less time consuming for commuters to divert to other roads during off peak periods, so high tolls during those periods are not as good a value as during rush hour as there is little time savings.</p> <p>You should also consider building slip ramps and using the Dulles Access Road as premium toll lanes that connect directly into the new HOT lanes being built on the Beltway.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
Page 73 of 79						
202	Vienna	Y		Online Comment Sheet	Impact, Operations	Improving the Toll Road interchange at Hunter Mill, improving access to the Beltway, and time of day tolling can all in combination give the toll paying commuters more value for their money and thus more reason to use the road more often and to pay more in overall toll revenue. Increasing capacity and utilization through these methods should enable MWAA to keep future toll increases lower than they would otherwise need to be.
203	Herndon	Y	Y	Online Comment Sheet	Support	I support the proposed toll rate increases for the years 2010-2012 to generate additional revenues for the Dulles Corridor Metrorail Extension Project. I live and work in western Fairfax County and use the Dulles Toll Road often.
204	McLean	Y	N	Online Comment Sheet	Support, Fairness	<p>The Northern Virginia Transportation Alliance has always considered construction of rail in the Dulles Corridor an important regional priority.</p> <p>The Alliance believes that Dulles Toll Road tolls are a logical source of capital funding for Dulles Rail and supports the proposed toll rate increases for the Dulles Toll Road for that purpose.</p> <p>At the same time, the Alliance believes state and area officials have an obligation to secure additional capital revenues to ensure the overall project is funded in a fair and equitable manner.</p> <p>Based on current cost estimates, toll road users are projected to pay 52 percent of all Phase 1 & 2 capital costs. Depending upon the results of preliminary engineering studies, and absent supplemental revenues, this percentage could increase.</p> <p>State and local officials have long declared Dulles Rail one of the most important regional transportation priorities, yet state and local governments invest relatively little of their own resources. Under the current structure, most of the Commonwealth's share is paid by Dulles Toll Road users; most of the local share is paid by commercial property owners and area businesses.</p> <p>In short, it is the Alliance's position that construction of a project of this regional magnitude should have a much broader capital funding base.</p> <p>Nonetheless, the Alliance does support and urges the Metropolitan Washington Airports Authority Board of Directors to approve the proposed Dulles Toll Road rate increases at its November 2009 meeting.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 74 of 79
205	Vienna	Y	Y	Online Comment Sheet	Support, Impact	<p>I conditionally support an increase in tolls on the Dulles Toll Road with the provision that two important bridges be included among Capital Improvements for the Dulles Corridor. Replacement or improvements are sorely needed on both structures, one of which is potentially deadly. The details:</p> <ol style="list-style-type: none"> 1. The Beulah Road bridge over the Dulles Toll Road (VA Structure 6232, Route 675) is quickly deteriorating and has been declared Structurally Deficient. <p>In a VDOT survey of the Beulah Road bridge performed in May of this year, the superstructure (for which MWAA will be responsible), was rated to be in POOR condition and given a bridge Sufficiency Rating of only 33 out of 100 possible points.</p> <p>The constant vibrations of Metro trains under the Beulah Road structure can only serve to speed the deterioration of this 47-year-old span.</p> <p>A picture of the Beulah Road bridge is prominently displayed in a Washington Post article published on Sunday, August 12, 2007 under the title "Structurally Deficient".</p> <p>VDOT, which maintains the road surface, continually fills one large hole, but it continues to crumble and deepen with every passing day.</p> <p>For safety reasons, the Beulah Road bridge should be replaced.</p> <ol style="list-style-type: none"> 2. The functionality of the Trap Road bridge should be evaluated. <p>The Trap Road bridge, which spans the Dulles Toll Road (VA Bridge # 6233, Route 676), was deemed "Functionally Obsolete" by VDOT in an inspection a little more than a year ago (June 17, 2008).</p> <p>The bridge has short on- and off-ramps on the east side only, ostensibly to serve patrons at Wolf Trap National Park. No tolls booths have been erected. A future Metrorail station is planned near the bridge, although it is unfunded at this time and not part of Phase I or Phase II Dulles Corridor plans.</p> <p>As VDOT has indicated, the bridge is outdated for current conditions. It is wide enough for car traffic only, making crossing the bridge extremely hazardous for pedestrians and cyclists.</p> <p>NOTE: FHWA Eastern Federal Lands Division has designed a free-standing pedestrian/bike bridge structure to be built next to the motorized vehicle bridge. The design is nearing completion and the U.S. congressional delegation from northern Virginia is currently seeking federal funds for construction. FHWA initiated the design in response to calls from the local community for safety improvements and to complete regional non-motorized transportation networks, allowing bicycle traffic to reach Tysons Corner Metro stations.</p> <ol style="list-style-type: none"> 3. For reasons of safety and connectivity, pedestrian and bicycle facilities are needed for both the Beulah Road and Trap Road bridges. <p>At present, the bridges have no pedestrian and bike facilities and form an uncrossable chasm between large population areas on both sides. For example, those living north of the Beulah Road bridge cannot reach the town of Vienna safely unless they cross the bridge using a motorized vehicle. Without the ability for pedestrians and cyclists to cross the two bridges, it is highly unsafe for bicycle commuters to reach the Tysons urban center and elsewhere, or for residents to safely walk within the vicinity.</p> <p>Note that any time a bridge is replaced, it must by Virginia law include pedestrian and bicycle</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 75 of 79
205	Vienna	Y	Y	Online Comment Sheet	Support, Impact	<p>facilities.</p> <p>Full details about the VDOT inspections can be found at http://dashboard.virginiadot.org/Pages/Maintenance/AdvancedBridgeReport.aspx?districtCode=9</p> <p>Thank you for the opportunity to provide comments as you assume authority in the Dulles Airport region. It is encouraging to see that you intend to improve key roads within the Corridor and upgrade traffic management infrastructure and you will begin a safety enhancement analysis this fall. The concerns below should be part of your analysis.</p> <p>I have been appointed by Supervisor Catherine Hudgins to serve as her representative on the Fairfax County Transportation Advisory Commission. The Commission advises the Board of Supervisors and provides information and comments on major transportation issues facing the County, providing recommendations for overall planning and programming of transportation improvements in the County.</p>	
207	Lansdowne			Letter	Support	<p>On behalf of the Board of Directors of the Loudoun County Chamber of Commerce, I wish to express our support for the Metropolitan Washington Airports Authority's proposal to increase tolls on the Dulles Toll Road, to finance construction of the Dulles Corridor Metrorail Project.</p> <p>The Loudoun County Chamber of Commerce has been a steadfast supporter of the Dulles Corridor Metrorail Project, which will connect Loudoun County and Washington Dulles International Airport with our nation's capital via a mass transit rail line.</p> <p>With nearly 1,200 member businesses throughout Northern Virginia, the Loudoun County Chamber serves a community that encompasses Washington Dulles International Airport, one of the fastest growing airports in the nation.</p> <p>This project will greatly increase mobility throughout the Dulles corridor, while supporting the region's economy by connecting Dulles International Airport and businesses in Loudoun and Fairfax counties to the rest of the National Capital region. It also is worth noting that this project will provide significant environmental and safety benefits by reducing the number of cars in use.</p> <p>Concerning MWAA's financing proposal, the Loudoun County Chamber of Commerce has consistently advocated for sustainable revenues sources for transit construction, operation and maintenance, and supports new revenues for these purposes. It is clear that the Metropolitan Washington Airports Authority's financing plan for the Dulles Corridor Metrorail Project meets those tests and is necessary to support the project's completion.</p> <p>I thank the MWAA Board of Directors for its leadership to make the Dulles Corridor Metrorail Project a reality. Please accept the Loudoun County Chamber of Commerce's unequivocal support for the financing plan for this project.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
208	McLean	Y	Y	Online Comment Sheet	Fairness	I am a resident of McLean and am very distressed by the proposed toll increases. I think this is putting a disproportionate share on this metro extension on the local residents of this area. Point number one is that the initial metro system was paid for by federal and regional dollars. The people in Wheaton didn't pay extra to have metro extended to them, nor did the people at Braddock Road, etc. People from all over the DC metro area will be using this rail system to get to Dulles Airport, so everyone should share in the cost, not just dump it on the people in the narrow area of the toll road. Point number two is that the airport authority should pay a larger percentage. Literally millions and millions of passengers are going to come through Dulles Airport and use that system and be happy that it is there. The airport authority is going to benefit from the traffic, and if they can't use the increased profit to help pay for the train system, they can institute a special tax on the passengers. I vote NO on raising these tolls to pay for metro, when others should be sharing the load.
209	Silver Spring	Y	N	Online Comment Sheet	Fairness, Alternatives	I appreciate the effort to extend Metrorail to Dulles International Airport as it should help make the airport more accessible and also give travelers/commuters additional transportation options. I do however, object to the current proposal to drastically increase toll rates charged to certain motorists. A driver such as myself (traveling from the Beltway to Reston), will see a 40% increase in tolls as of January 2010, while others who are travelling from West to East (and then back) can often enter and/or exit the Toll Road without incurring any fees (i.e. Enter at Reston Parkway or Wiehle Ave heading west and incur no fee. Travel east and exit at Fairfax Cty Parkway or Reston Parkway and pay no toll). I think that before toll rates are increased at existing toll booths, those exits/entrances that are currently free should begin to assess a toll. I believe that this option would help spread the cost of the metrorail expansion across a larger percentage of toll road users and perhaps allow for either no toll increase or a lower increase as the drivers currently paying nothing will begin contributing revenue. Please give these comments your consideration.

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 77 of 79
210	Vienna	Y	Y	Online Comment Sheet	Support	<p>On behalf of the Fairfax County Chamber of Commerce, I am writing to express our support of the Dulles Toll Road proposed rate increases. Although there are short-term impacts on employees and residents, the long-term effects of not properly funding the rail extension are far worse. In 2006, the Chamber's Board of Directors unanimously endorsed the Metropolitan Washington Airports Authority (MWAA) proposal to take control of the Dulles Toll Road. In that resolution of support, the Chamber Board stressed two main themes that still pertain: the MWAA proposal guarantees completion of the Dulles Corridor Metrorail Project; and all revenues collected on the Toll Road remain dedicated for the construction, operation and maintenance of transportation facilities in the Corridor, and therefore will not be diverted to other non-Corridor programs in Northern Virginia or anywhere else.</p> <p>The Chamber supported the Toll Road privatization proposal while balancing the anticipated toll increases. We continue to believe the price of tolls must be set at a reasonable rate, so as not to penalize residents or employees in the Corridor or affect the appeal of the region to future employers and residents.</p> <p>The Fairfax County Chamber has worked for years to bring rail service through Tysons Corner to Dulles Airport, and into Loudoun County, because of the positive impact on the region's economy, traffic congestion and quality of life. We look forward to continuing our relationship in seeing this project to a successful conclusion.</p>	
211	Alexandria	Y	Y	Online Comment Sheet	Support, Alternatives	<p>The key to successful toll rate increases in this corridor are a) to make sure that the toll road user gets something NOW for his money (e.g., solve the congestion at the main line plazas), and b) gradually, annually increasing the rates so that the size of any given increase can be minimized.</p>	

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------

212	Reston	Y	N	Online Comment Sheet	Fairness, Alternatives	<p>I just don't get it. How is it fair to finance such a large portion of rail to Dulles using toll road revenue? Early on we were promised the toll road would eventually pay for itself, and I believe it did. I even agreed when they kept the tolls to widen and maintain the road. Now you are losing me. Why is this burden so heavily placed on toll road users when, in fact, people from all over the Washington metropolitan area will benefit from the rail to Dulles. Why isn't there a mark-up on airline fares or Metro fares to pay for the extension? That to me is placing the burden where it belongs--on people who will be utilizing rail to the airport. There was a quote in the Washington Post after one of your public meeting from a gentleman from McLean who said using tolls to pay for extension was a good idea. Who wasn't surprised to hear that--my guess is he uses the toll road twice a year to go to Wolf Trap. Contrast that casual usage to daily commuters, and it is clear that this is a truly unequal, and unfair burden on a small portion of Northern Virginians. A much more fair way to raise funds for this costly project would be to tap other revenue sources that would come from people who will benefit directly from hopping on Metro and getting a "construction cost free" ride to Dulles.</p>
213	Ashburn	Y	N	Online Comment Sheet	Fairness	<p>I think it is criminal that tolls are being used to fund anything in the Dulles corridor other than the toll road, much less that you are talking about increasing tolls to pay for Metrorail to Dulles. If anything, the tolls should be decreased not increased. I have been using the toll road on a daily basis since the late 80's and have had to fund one project after another with the money I pay in tolls. When will this end??!! This has been going on for way to long. I am not against metro to Dulles, but I am wholeheartedly against funding it through an increase in tolls. The toll road has become a cash cow for funding every project under the sun. The tolls were originally supposed to cover the construction and maintenance costs of the toll road. Whatever happened to that? The tolls are not supposed to be a funding vehicle for every project in northern VA (or in the Dulles corridor). This is ridiculous and if it is not illegal, then it should be. People who use the toll road are being unfairly singled out and targeted to pay for the regions transportation woes. Even though I could not use metrorail based upon where I live and work, I would support a limited duration regional tax to fund Metrorail to Dulles. At least a tax would spread the burden over a larger population rather than targeting a select population that may not even be able to use the metrorail as planned. I also keep hearing that all of the money collected in tolls will be spent in the Dulles corridor, but it's kind of odd that the Dulles corridor doesn't include Route 7 and improvements to it to make it a reasonable alternative. That is so people will be kept on the toll road to keep the money rolling in. I don't think this is by chance. I think it is by design.</p>

ID	City/Town	Do you use the Dulles Toll Road?	Do you plan to use Metrorail in the Dulles Corridor?	Source	Topic	Comment	Page 79 of 79
----	-----------	----------------------------------	------------------------------------------------------	--------	-------	---------	---------------

214	Reston	Y	N	Online Comment Sheet	Fairness, Alternatives, Operations	<p>The public has been grossly misled by MWAA leadership regarding proposed toll increases. Nowhere publicly except to Wall Street investors in its bond prospectus does MWAA admit to the \$18 billion that will be needed in order to repay Dulles Toll Road/Dulles Rail debt.</p> <p>MWAA in its communications and public relations efforts during the last 3 years repeatedly has told the public only about capital costs of Dulles Rail and not the far more onerous financing costs which MWAA, without a public announcement or review process, has incorporated into its overall Dulles Rail plan.</p> <p>As a result, MWAA, its management and Board of Directors will suffer a great loss in public trust and respect which will adversely impact other aspects of its airport operations and planning.</p> <p>An independent financial oversight committee should be established to direct and control the future actions of MWAA as to its funding decisions on Dulles Rail and its actions regarding operations of the Dulles Toll Road.</p> <p>By working with high priced lawyers and financial consultants who ignore the law and rights of the traveling public, MWAA may think it is smart but will soon learn that there is a high price to pay for such selfish behavior and pandering to the interests of Tysons Corner and other rail station area landowners.</p> <p>The "public hearing" process used by MWAA as part of its toll increase was deliberately designed to minimize effective public interaction with people who were either on vacation or busy with back to school activities.</p> <p>Even this e mail message format is designed to limit the ability of the public to communicate with MWAA.</p> <p>SHAME ON YOU ALL!</p> <p>My recommendations on tolls include:</p> <p>Tolls on the DTR should be removed at night when no toll collectors are on duty at the ramps in Reston and Herndon.</p> <p>In accordance with Virginia law, all HOV 3 trips should be made toll free.</p> <p>All existing tolls should be ended on the Dulles Toll Road within 3 years and instead tolls should be placed on the presently free lanes to the airport. Let air travelers and Dulles Airport employees pay for the extra convenience of the Access Road and rail project. Double the parking fees at Dulles to help gain revenue to pay for the rail if you wish but "don't tread on me."</p> <p>Above all, make Metrorail riders pay for their \$30 billion boondoggle. Over 40% of riders during peak periods are federal workers averaging \$120,000 per year according to a CATO Institute report and enjoy up to \$230 per month in transit expense reimbursements.</p> <p>I hope, that if there is to be a next time for DTR toll increases that you will be required to justify publicly the economic impact on lower and middle income users of the road on whom the burden of paying tolls with after tax money falls the greatest.</p>	
-----	--------	---	---	----------------------	------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

ATTACHMENT C

**Supplement to
Dulles Toll Road Proposed Toll Rate Increases
Report on Public Comments
October 2009**

Comments Received Outside of the Formal Comment Period

There were a total of six comments on the Dulles Toll Road proposed toll rate increases that were submitted outside of the official comment period (August 14 – September 14, 2009).

Information regarding the individuals and their comments submitted is as follows:

Address	DTR User	Current or Potential Rail User
Bethesda, MD	Yes	No
Oak Hill, VA	Yes	No
Great Falls, VA	No comment	No comment
No address	No comment	No comment
No address	Yes	No comment
No address	No comment	No comment

The topics addressed by these individuals are as follows:.

Fairness	Impact	Alternatives	Tax Character	Operational Issues
		✓		✓
✓	✓			
✓				
		✓		
				✓

None of the positions or viewpoints expressed by these comments on the different topics differed from those that were expressed in the comments submitted during the formal comment period.

The six comments addressed by this Supplement are attached.

Attachment

Supplemental Comments
October 2009

(1) To Whom It May Concern,

I use the Dulles Toll Road daily. This road offers the best route to my place of work which is not located on a bus or Metrorail route. I am also handicapped.

I am strongly opposed to the proposed toll increase to help pay for the expanded Metrorail line. This is an unfair burden to me and other users of this road. The Metrorail will primarily benefit property owners and businesses along the line as their property value increases. However, the line will be of little to no benefit to me. This fare increase is nothing more than a tax that unfairly burdens the few for the benefit of others. I am having a tough enough time making ends meet without an unfair tax being added to my life. Wouldn't a tax that is evenly distributed among all residents be more equitable, just and fair? I truly believe that is the better approach. This could be done via an additional tax on gasoline or even the sales tax.

Sincerely,

Oak Hill, VA

(2) I am a daily user of 267, traveling from Bethesda to Reston Town Center daily via I-495.

If MWAA is truly interested in increasing revenue from the toll road, the authority should implement EZPass only lanes on every tolled entrance and exit ramp, leaving one lane as CASH and EZPass. The congestion caused by the current setup does not encourage users to get EZPass by decreasing the amount of time they have to wait to pass through the toll booth. This setup could easily be implemented and quickly realized in increased revenue by collecting more tolls, fewer labor costs of manning toll booths, increased safety and fewer unpaid tolls with more EZPass users.

Additionally, if MWAA wants to further encourage EZPass usage, MWAA should reflect the higher cost of cash customers in the tolls charged (in labor, collection of cash, lost tolls due to nonpayment, increased efficiency of traffic due to the ability to move more vehicles through toll booths in the same amount of time, etc.). At the same time, MWAA should investigate the cost effectiveness of unmanned toll booths, such as has been implemented in Texas by the North Texas Tollroad Authority in Dallas and the new SH45 and Highway 130 in Austin. I just traveled there for business, and the system worked flawlessly. Additionally, with my rental car, I took the toll road due to their

PlatePass program where I did not need to keep change in the vehicle. I would not have taken the toll roads if not for that program.

Best regards,

(3) Please DO NOT raise the tolls on the Dulles Toll Road. It has become a necessary traffic artery--not simply a convenience. I am an EZPass holder.

Just to subsidize Metro's new plans? Metro is a bottomless pit.

(4) MWAA should put tolls on the Dulles Access Road (after getting legislation to allow same) to help raise the needed money as the rail is to the airport, so we should let airport traffic help pay for it. In doing this, you could move the HOV traffic from the current toll lanes to the Access Road, providing another main lane for rush hour traffic. It would also stop those people who get on the access road but are not going to/from the airport at rush hour to avoid the traffic and tolls.

(5) I am against the proposed Dulles Toll Road increases. The phone call I receive in the early 1980's, for support of the original Dulles Road project, stated the tolls were to be removed once the construction costs were repaid to Fairfax County/DVOT!!!!. The expansion of the Springfield Bypass has no tolls. Why is it only the western portion of Fairfax County is penalized with toll roads???? When Metro end at Vienna, my husband & I, questioned why Metro didn't go to Dulles Airport. As there was to be a Metro stop at Arlington Cemetery, we thought Metro going to Dulles Airport would be a great way for travelers/tourists to take Metro to see the Nation's Capitol.

I would appreciate a response to this email.

Sincerely,

Great Falls, VA.

(6) My wife heard recently that there are going to be some changes made to the toll process. What she heard was:

1 - the EZPass RFID will no longer be free. We will need to get new RFID devices for a fee; and

2 - there will be a monthly fee in addition to the tolls.

Could you advise me if this is correct? I could not find anything about this on the website.

If it is correct, could you please advise us of the process of getting the new RFID devices and what the monthly fee will be?

Thank you.

ATTACHMENT D



Dulles Corridor Improvements

DRIVE TO RIDE

Dulles Corridor Improvements

Proposed Improvements

- ❖ Reinvesting all revenues into Dulles Corridor
- ❖ Improving the Dulles Toll Road travel experience
- ❖ Improving interchanges
- ❖ Improving key roads within the Dulles Corridor
- ❖ Upgrading traffic management infrastructure
- ❖ Improving sound walls



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Dulles Corridor Improvements

Status Update

- ❖ Physical conditions assessment of Toll Road and related facilities is complete
- ❖ Dulles Corridor/I-495 Interchange Improvements
 - Currently under design
- ❖ Route 606 Widening
 - Regional Study complete
 - Preliminary Engineering to start in Fall 2009
- ❖ Analyses Starting Fall 2009
 - Toll Plaza Analysis
 - Safety Enhancement Analysis
 - Sound Wall Improvement Analysis

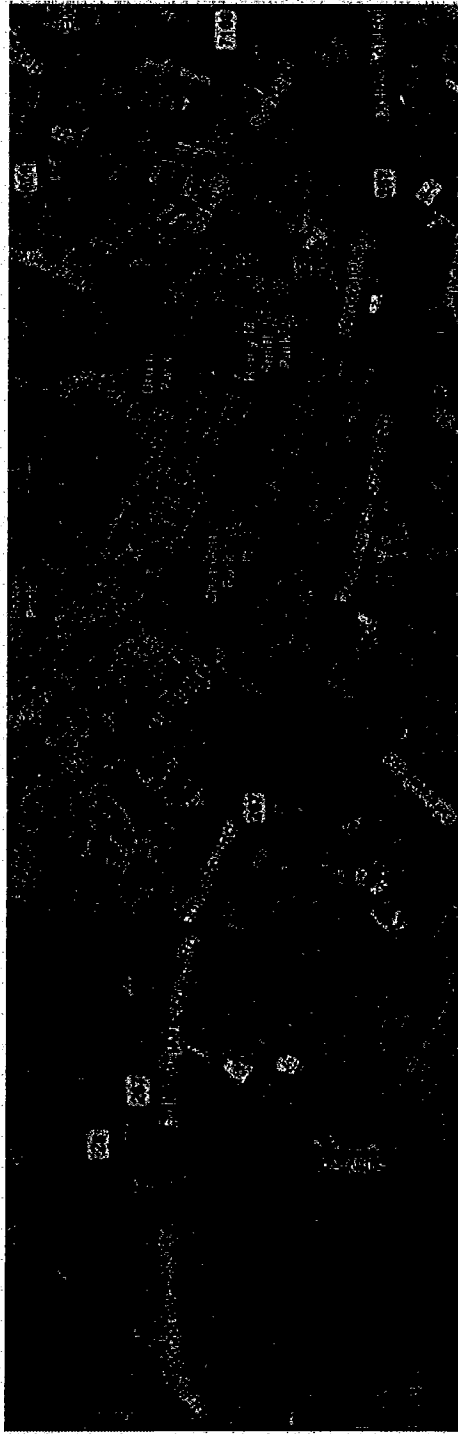


METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Dulles Corridor Improvements

Metropolitan Washington Airports Authority



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

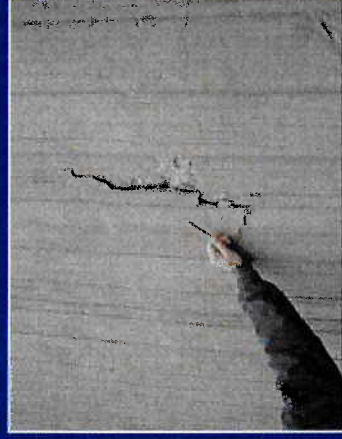
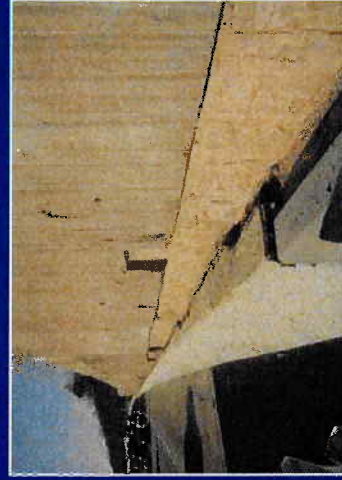
DULLES TOLL ROAD

DRIVE TO RIDE

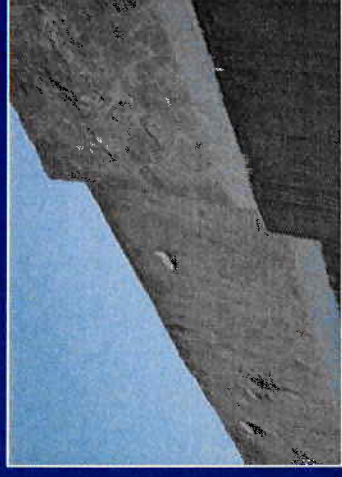
Dulles Corridor Improvements

Sound Walls

- ❖ Determine the current noise environment and past commitment and decisions
- ❖ Develop and adopt a Dulles Corridor noise policy
- ❖ Communicate with community groups
- ❖ Develop long range plans to replace/construct three to five miles of sound walls and repair/maintain ten additional miles of sound walls



Existing Sound Walls



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE



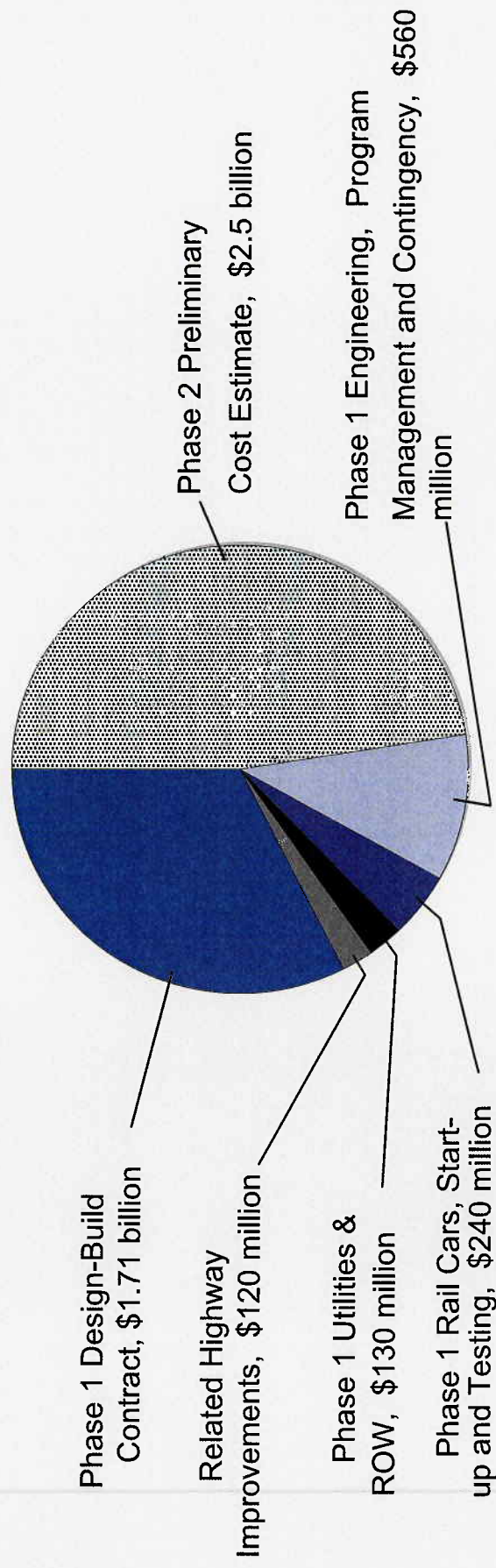
Dulles Corridor Metrorail Project Finance Plan

DRIVE TO RIDE

Dulles Corridor Metrorail Project Finance Plan

Capital Cost Estimate

Current Capital Cost Estimate for the Estimated \$5.25 Billion Metrorail Project



Total estimated capital cost of \$5.25 billion includes the \$2.75 billion budget for Phase 1 that has been evaluated and accepted by FTA and the \$2.50 billion preliminary cost estimate for Phase 2.

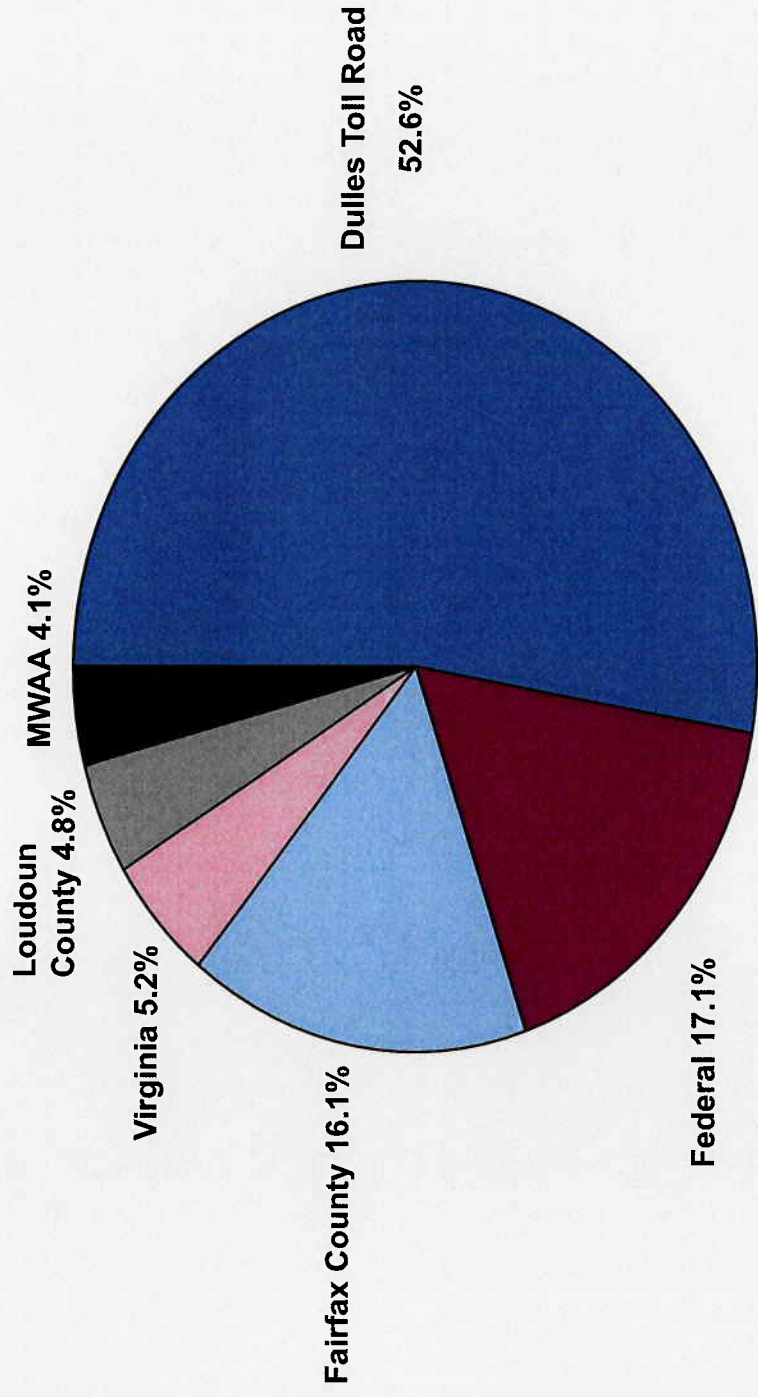


METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Dulles Corridor Metrorail Project Finance Plan

Where Does the Money Come From?



* Percentages do not add up to 100% as numbers are rounded

Funding Sources - Phases 1 and 2



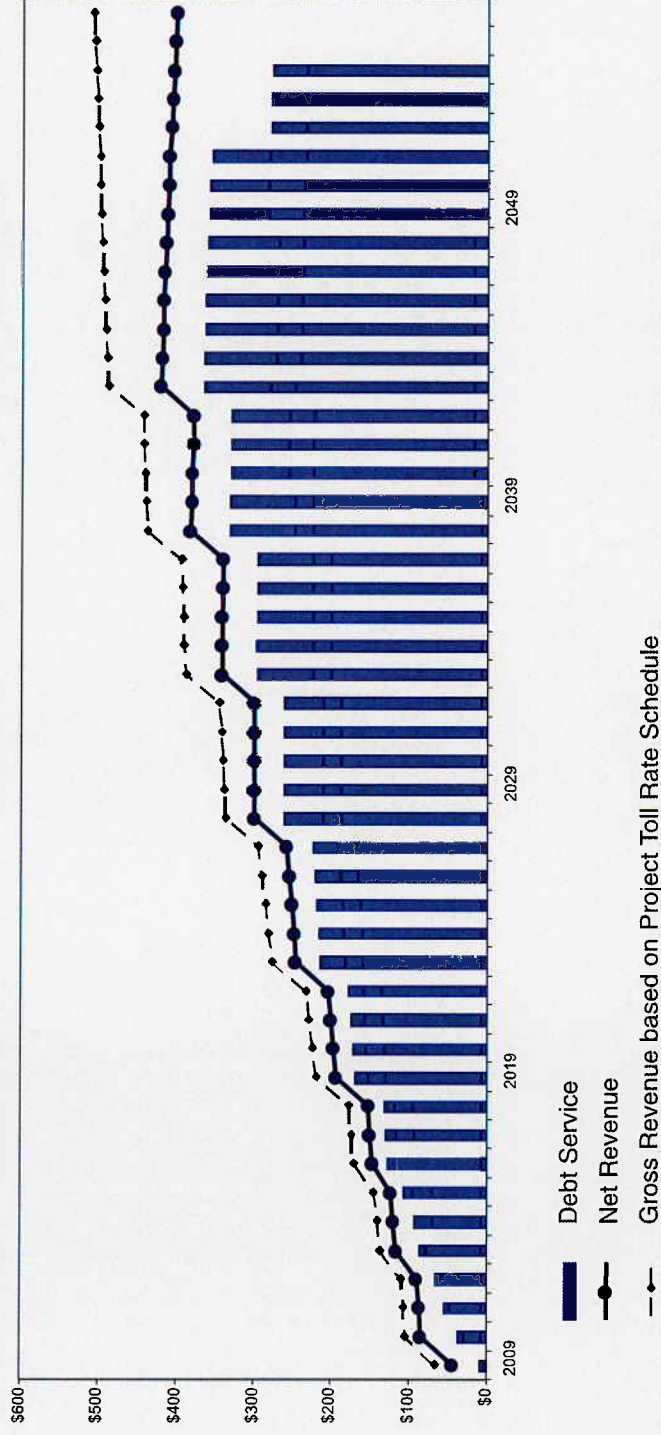
METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Dulles Corridor Metrorail Project Finance Plan

DTR Revenue Required to Support Anticipated Bond Issues

*The Airports Authority will issue approximately \$2.7 billion of debt over the next seven years.
This debt will be secured by toll road revenues.*



Gross toll revenue collected on the DTR will need to increase from approximately \$65 million in 2008 to \$87 million in 2010 and \$220 million by 2020 to cover potential debt service costs.



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE



Toll Rate Proposal

DRIVE TO RIDE

Toll Rate Proposal

Proposed Toll Rate Schedule

Effective Friday, January 01, 2010			
Tolls			
	Main Line Plaza		Ramps
2-axle	\$0.75	\$1.00	\$0.50 \$0.75
3-axle	\$1.00	\$1.25	\$0.75 \$1.00
4-axle	\$1.25	\$1.50	\$1.00 \$1.25
5-axle	\$1.50	\$1.75	\$1.25 \$1.50
6-axle	\$1.75	\$2.00	\$1.50 \$1.75

Toll increases beyond 2013 will be analyzed based upon actual financial performance and potential receipt of any additional Federal monies

Effective Saturday, January 01, 2011			
Tolls			
	Main Line Plaza		Ramps
2-axle	\$1.00	\$1.25	\$0.75
3-axle	\$1.25	\$1.50	\$1.00
4-axle	\$1.50	\$1.75	\$1.25
5-axle	\$1.75	\$2.00	\$1.50
6-axle	\$2.00	\$2.25	\$1.75

Effective Sunday, January 01, 2012			
Tolls			
	Main Line Plaza		Ramps
2-axle	\$1.25	\$1.50	\$0.75
3-axle	\$1.50	\$1.75	\$1.00
4-axle	\$1.75	\$2.00	\$1.25
5-axle	\$2.00	\$2.25	\$1.50
6-axle	\$2.25	\$2.50	\$1.75



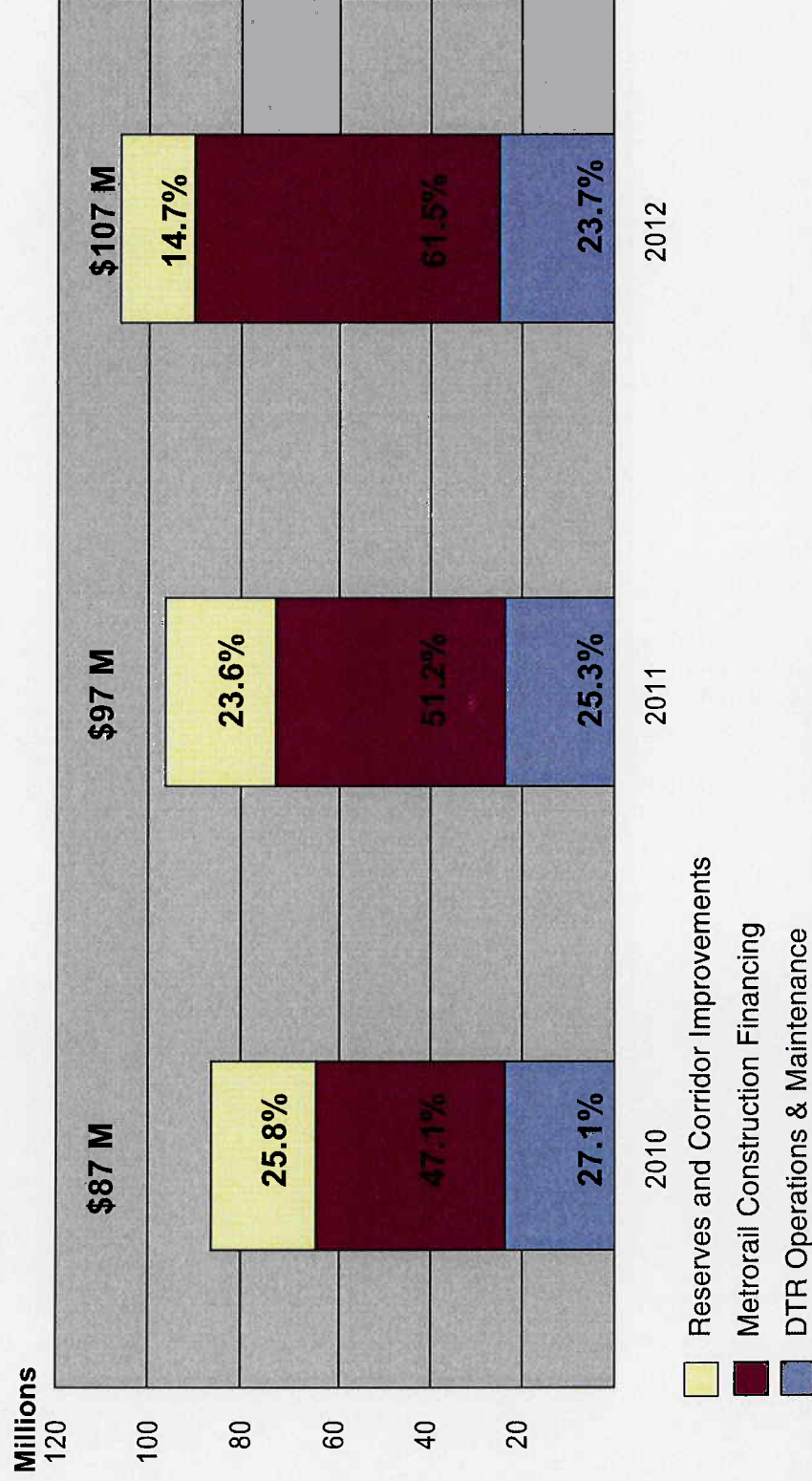
METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Toll Rate Proposal

How Will the Toll Revenues be Spent?

All toll revenue collected will be spent on the Dulles Corridor.



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Toll Rate Proposal

Toll Rates for the Virginia and the United States

Commonwealth Toll Roads:

<u>Facility Name</u>	<u>Length of Facility</u>	(Maximum 2 Axle) <u>Trip Rate</u>
<i>Dulles Toll Road</i>	14 miles	\$1.75 (2010)
Dulles Greenway	14 miles	\$4.50 *
Chesapeake Expressway	17 miles	\$2.00
Pohamontas Parkway	8.8 miles	\$2.75
Powhite Parkway	12 miles	\$2.15

Other US Toll Roads:

<u>Facility Name</u>	<u>Length of Facility</u>	<u>Trip Rate</u>
<i>Dulles Toll Road</i>	14 miles	\$1.75 (2010)
San Joaquin Hills Corridor (CA)	17 miles	\$5.25
Tampa Crosstown Expressway (FL)	14 miles	\$3.00
Miami Dade Expressway (FL)	16 miles	\$2.25
Northwest Parkway (CO)	11 miles	\$2.50
Mass. Turnpike, Boston Extension	13 miles	\$2.50

* This price is for a.m. and p.m. peak periods



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

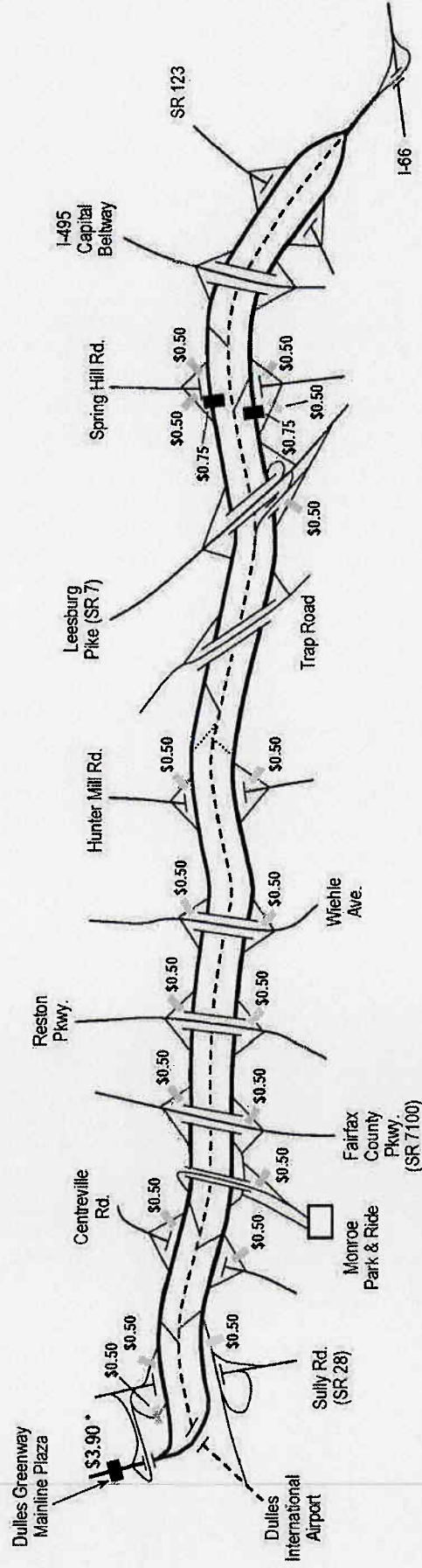
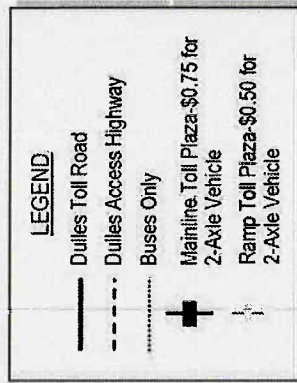


Dulles Toll Road Operations

DRIVE TO RIDE

Dulles Toll Road Operations

2009 Toll Collection Points and Rates



* \$3.90 collected (\$4.50 during peak period in the peak direction) by the Dulles Greenway for a 2-axle vehicle;
\$0.50 is remitted to DTR



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE

Dulles Toll Road Operations

E-ZPass

Here's How E-ZPass Works

- ❖ Simply breeze through any E-ZPass toll lane and your account is automatically debited
- ❖ E-ZPass works on many other toll roads on the East Coast
- ❖ E-ZPass toll rates on the Dulles Toll Road are the same as cash
- ❖ You can open and maintain an E-ZPass account by visiting www.ezpassva.com
- ❖ E-ZPass is not administered by the Dulles Toll Road or the Metropolitan Washington Airports Authority



Accepted on the Dulles Toll Road



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY
DULLES TOLL ROAD

DRIVE TO RIDE