

SUHAS SUBRAMANYAM  
10TH DISTRICT, VIRGINIA

WASHINGTON D.C. OFFICE  
1009 LONGWORTH HOUSE OFFICE  
BUILDING  
WASHINGTON, DC 20515  
(202) 225-5136

LEESBURG OFFICE  
210 WIRT STREET SW, UNIT 102  
LEESBURG, VA 20175  
(703) 236-1300



Congress of the United States  
House of Representatives  
Washington, DC 20515

COMMITTEE ON OVERSIGHT  
AND GOVERNMENT REFORM

SUBCOMMITTEES

MILITARY AND FOREIGN AFFAIRS  
RANKING MEMBER

CYBERSECURITY, INFORMATION TECHNOLOGY,  
AND GOVERNMENT INNOVATION

DELIVERING ON GOVERNMENT EFFICIENCY

COMMITTEE ON SCIENCE, SPACE,  
AND TECHNOLOGY

SUBCOMMITTEES

RESEARCH AND TECHNOLOGY

July 1, 2026

Commissioners of the Virginia State Corporation Commission  
P.O. Box 1197  
Richmond, VA 23218

Dear Commissioners of the Virginia State Corporation Commission (SCC):

I write to express my concerns regarding the pending application before the SCC by Toll Road Investors Partnership II (TRIP II) to raise tolls on the Dulles Greenway. Under the proposed toll hike, rates would increase from \$5.80 to \$6.75 during peak hours and from \$5.25 to \$5.60 during off-peak hours.<sup>1</sup> I have heard from constituents in my district who are concerned that this toll hike will significantly increase their commuting costs.

As you know, the Dulles Greenway is a 14-mile privately-owned limited-access highway that connects Leesburg, Virginia to the Dulles Toll Road.<sup>2</sup> The highway is critical to commuters and families in my district, many of whom use the Dulles Greenway daily. Tolls on the Dulles Greenway are already very expensive. At a time of increasing consumer costs, it's vital that Northern Virginia residents can afford their commutes and that the road remains usable.

As a member of the Virginia General Assembly, I passed legislation giving the SCC the authority to prevent toll increases.<sup>3</sup> The intent of the legislation was to deny rate increases that materially discourage the use of the road, like this one.

This is not the first time that TRIP II has applied to hike tolls on the Dulles Greenway. The SCC denied a previous application that would have raised tolls by 40% on the basis of my legislation. The application would have raised annual toll costs for Northern Virginia commuters by \$1,150. I was glad to see that the Supreme Court of Virginia upheld the SCC's decision on July 17, 2025.

---

<sup>1</sup> Pampaloni, H. (2026, May 1). TRIP II Files for Dulles Greenway 95-cent Rush Hour Toll Increases. *Loudoun Now*. Retrieved June 12, 2026, from [https://www.loudounnow.com/news/trip-ii-files-for-dulles-greenway-95-cent-rush-hour-toll-increases/article\\_49b2abe6-0a0e-48ed-a380-91d669bac721.html](https://www.loudounnow.com/news/trip-ii-files-for-dulles-greenway-95-cent-rush-hour-toll-increases/article_49b2abe6-0a0e-48ed-a380-91d669bac721.html)

<sup>2</sup> Center for Innovative Finance Support. (n.d.). *Project Profile: Dulles Greenway*. Federal Highway Administration. Retrieved June 12, 2026, from [https://www.fhwa.dot.gov/ipd/project\\_profiles/va\\_dulles\\_greenway.aspx](https://www.fhwa.dot.gov/ipd/project_profiles/va_dulles_greenway.aspx)

<sup>3</sup> *HB 1832 Virginia Highway Corporation Act; alteration of certificate of authority, powers and duties of SCC*. (2021, March 25). Virginia Legislative Information System. Retrieved June 12, 2026, from <https://legacylis.virginia.gov/cgi-bin/legp604.exe?212+sum+HB1832>

Following the Supreme Court of Virginia decision, TRIP II filed a federal lawsuit in the U.S. District Court for the Eastern District of Virginia seeking to overturn the legislation I passed.<sup>4</sup>

As the congressman representing Virginia's 10<sup>th</sup> Congressional District, I am invested in ensuring that my constituents can afford to use our roads. In addition, the federal government provides resources, technical assistance, and model approaches to the operation of transportation public-private partnerships, of which the Dulles Greenway is an example, through the Department of Transportation's Build America Bureau and Federal Highway Administration (FHWA).<sup>5,6</sup>

I appreciate your attention to this matter.

Sincerely,



Suhas Subramanyam  
Member of Congress

---

<sup>4</sup> Styer, N. K. (2025, February 27). Dulles Greenway Files Federal Lawsuit Over Denial of Toll Rate Increases. *Loudoun Now*. [https://www.loudounnow.com/news/dulles-greenway-files-federal-lawsuit-over-denial-of-toll-rate-increases/article\\_0e72ac96-f54b-11ef-a917-c3616b4c1d34.html](https://www.loudounnow.com/news/dulles-greenway-files-federal-lawsuit-over-denial-of-toll-rate-increases/article_0e72ac96-f54b-11ef-a917-c3616b4c1d34.html)

<sup>5</sup> Build America Bureau. (2026, May 1). *Public-Private Partnerships (P3)*. Department of Transportation. Retrieved June 12, 2026, from <https://www.transportation.gov/buildamerica/technical-assistance/public-private-partnerships-p3/public-private-partnerships-p3>

<sup>6</sup> Center for Innovative Financial Support. (n.d.). *FHWA P3 Toolkit*. Federal Highway Administration. Retrieved June 12, 2026, from <https://www.fhwa.dot.gov/ipd/p3/toolkit/>