



Board of Supervisor's Letter to SCC Opposing Greenway's Request for Increased Tolls

The below letter was unanimously supported by the Board and sent to the State Corporation Commission in opposition of the Greenway's request for increased tolls, and in support of distance based tolling.



Loudoun County, Virginia

www.loudoun.gov

Loudoun County Board of Supervisors

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February 7, 2018

Joel H. Peck
Clerk, State Corporation Commission
c/o Document Control Center
P.O. Box 2118
Richmond, Virginia 23218-2118

RE: Case No. PUR-2018-00003

Dear Mr. Peck:

On behalf of the Loudoun County Board of Supervisors and the citizens of Loudoun County, we submit this letter in opposition to a toll rate increase proposed by Toll Road Investors Partnership II (TRIP II) on the Dulles Greenway, and request this letter be added to the official record of this case.¹

The Dulles Greenway, located entirely in Loudoun County, is proposing to increase tolls more than 3.17%, bringing tolls for two-axle vehicles to \$4.65 during non-peak hours and \$5.65 during peak hours. Currently, the Dulles Greenway does not deploy distance based or time based tolling. The Board of Supervisors often hears from residents who regularly avoid taking the Greenway due to high tolls. We are confident this increase in tolls will push more drivers off the Greenway to alternative routes, causing more congestion on local road networks.

The Board of Supervisors has consistently advocated that the State Corporation Commission (SCC) establish reasonable toll rates on the Dulles Greenway, in accordance with §56-542 (D) of the Code of Virginia which governs the SCC's decision on this matter. Under Virginia Code, the SCC is required to set "a toll which is set at a level which is reasonable to the user in relation to the benefit obtained and which will not materially discourage use of the roadway by the public and which will provide the operator no more than a reasonable return as determined by the Commission."

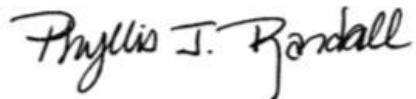
The Board of Supervisors believes that the lack of distance based or time based tolling fails to meet the basic standard of being reasonable to the user in relation to the benefit obtained, and fails to meet the requirement that these rates do not materially discourage use of the roadway by the public. Users do not travel the entire distance of the Greenway, but pay the full toll, are deprived of the benefit of that portion of the roadway they did not travel. Because of this punitive toll upon users that do not derive the full benefit of the cost imposed, the Dulles Greenway's toll rates clearly and inarguably "materially discourage use of the roadway by the public." Individuals will likely choose to clog alternative local roads to avoid a round trip toll of up to \$11.30 to drive only a couple of miles.

¹ On February 6, 2018, the Board of Supervisors voted 9-0 to send a letter in opposition to the toll increases.

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The Board of Supervisors respectfully requests that the SCC deny the request by the Toll Road Investors Partnership II (TRIP II) to increase toll rates along the Dulles Greenway. Further, we request the SCC encourage TRIP II to implement distance based pricing along the Greenway to encourage more use of the system while offering relief to residents regularly using the road. We appreciate your consideration of our comments and perspective on this important issue for our County.

Sincerely,



Phyllis J. Randall
Chair
Loudoun County Board of Supervisors

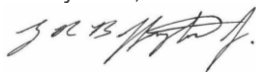


Ralph Buona
Vice Chairman
Loudoun County Board of Supervisors

Cc: Loudoun County Board of Supervisors
Tim Hemstreet, County Administrator
Leo Rogers, County Attorney

Click [here](#) to view as PDF.

All my best,



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