



Loudoun County, Virginia

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SUPERVISOR MATT LETOURNEAU'S FISCAL YEAR 2016 DULLES DISTRICT ANNUAL REPORT

This annual report marks my fifth as your Supervisor and the first of my second term in office. I appreciate the opportunity to keep serving you, and I remain committed to improving the quality of life in the Dulles District and throughout Loudoun County. In this report, you'll find information that hopefully answers many of your questions about the most important projects and activities happening in our area. I hope you find it useful.

On the Board this term, I am continuing to serve as Chairman of the Finance, Government Operations and Economic Development Committee, which has oversight over many government functions. This year, I am also serving as the Vice Chairman representing Virginia on the Metropolitan Washington Council of Governments, which is the regional organization representing the 22 local jurisdictions in the D.C. Metro area. I am also a member of the Northern Virginia Transportation Commission, which oversees public transit. In both of my regional positions, I have been spending a great deal of time on Metro's well-publicized issues.

Overall, Loudoun County continues to do very well. We lead the Washington region in job growth and are #3 in the entire nation, and our efforts to bring new jobs and investment are continuing to pay off. In fact, in the last year, we added over 2 million square feet of commercial and industrial development, creating over \$2 billion in new investment—tops in Virginia. Our unprecedented investment in transportation infrastructure, which began four years ago, is now bringing results, with the first wave of projects underway or completed.

Though this budget year was tough due to slower than expected growth in residential property values, revenues from commercial sources allowed us to continue to meet the needs of our growing county while keeping residential tax rates close to an equalized level. Our strong financial management has allowed us to maintain AAA ratings from all three major credit rating agencies. This benefits taxpayers by providing the funds necessary to construct schools and pay for other capital needs in a timely manner at historic low interest rates—in fact our most recent bond sale this spring resulted in an interest rate under 2 percent, which reflects the strong position of the County.

This year, the Board began the lengthy process of examining our land use policies, which are governed by what we call our Comprehensive Plan. The current policies have been in place for over 20 years, and split the County into three areas—dense development east of Northstar Boulevard, less dense development between Northstar and Route 15, and rural-type development west of Route 15. Although a lot of development is occurring in our area, these policies have kept 2/3rds of Loudoun rural. I don't anticipate that to change in any meaningful way in this update. We are, however, working to update policies for land near our future Metro stations, which we want to see develop to the highest and best use possible. I have also begun discussions with Fairfax County representatives on my Route 50 Task Force initiative (more below) and I have initiated a review of whether the Greenway operators are meeting their obligations to provide improvements at failing interchange ramps causing the backups that we see at the Loudoun County Parkway exit in the evenings.

Below you will find specific details about some projects and issues of interest to Dulles citizens. Due to space constraints, I can't address everything in this report. However, if you'd like to stay up to date, I encourage you to visit my website (www.loudoun.gov/dulles) to sign up for my monthly email newsletter and link to my "Supervisor Matt Letourneau" Facebook page.

Dominion's Proposed Power Lines

Most of you who live in the Route 50 corridor are familiar with our fight against power lines on 50 between Loudoun County Parkway and the Mosby Transmission line to the west of Stone Ridge in order to serve data centers being built on Poland Road. We saw a great deal of community engagement in this effort, which was really a fight to protect the promising new developments in this section of 50, from StoneSprings Hospital to the destination retail/dining Avonlea project. I'm pleased to report that our efforts have been successful, and one of the County's routes (rather than Dominion's proposal) has been finalized and approved by the State Corporation Commission. Under the skillful guidance of our County Attorney, we have negotiated an agreement between Dominion and various property owners to run the lines from the data center being built at Evergreen Mills Road and 606 down 606 to the northern side of 50 and to the Poland Road site.

While adding power lines to support infrastructure is understandable, this particular project was driven by one customer. I know that the presence of large new power lines east of Loudoun County Parkway will be frustrating, but the outcome is the best possible given the hand that we were dealt. I truly appreciate the support and involvement of so many of our citizens to assist us in this effort.

Transportation

For many years in Loudoun development occurred without proper infrastructure investment. That changed in 2012, my first year in office, when I was among a group of Supervisors who decided to dedicate two cents from our tax rate as a reoccurring revenue stream for transportation improvements. These funds allow us to leverage money coming in from state and regional sources. Our six year Capital Improvement Plan (CIP) includes several projects that will benefit our area upon completion. I believe we will finally turn the corner and can expect relief over the next several years, even with continued growth.

Route 50: The major project to widen and reconstruct Route 50 from Poland Road to Route 28 was completed last winter. While the added capacity was sorely needed, growth to our west (which is occurring "by-right," in which Board approval is not required) has meant that congestion still occurs. VDOT has just completed a major effort to update signal timings in the corridor. Ultimately, the signals will only allow so much traffic through, which is why the widening of 606 and other projects detailed below are important in providing more options for commuters. Construction on a third westbound lane from Loudoun County Parkway to Stone Springs Boulevard as part of a proffer will help alleviate the merge bottleneck in the evenings.

I have proposed a new Route 50 Task Force as a joint initiative between Loudoun and Fairfax County to help coordinate our planning. The visions for 50 between the two counties are different, but with the potential for new investments over the next decade, we need to make sure that we are making smart decisions. For example, Loudoun's Countywide Transportation Plan calls for interchanges and overpasses at current signalized intersections, while Fairfax mostly does not on their side. These planning discussions have not happened in the past and I'm seeking to change that. The Loudoun Board has approved this initiative, but we are waiting for action from Fairfax County. I hope we can move forward with this effort.

Braddock and Pleasant Valley Road: Completed. The new roundabout has reduced the extended backups that were seen from the former four-way stop. There is a learning curve for drivers and trucks that navigate the intersection, but I am pleased with the improvement that we are seeing there.

Gloucester Parkway: Completed. Gloucester Parkway from Loudoun County Parkway to the intersection of Pacific and Nokes Boulevards was opened earlier this month. This completes an additional east-west roadway to significantly reduce congestion on Waxpool Road. The extension of Pacific Blvd. is also under construction in this area through developer proffer.

Paving Projects: The **Bull Run Post Office Road** paving project was completed last fall. I appreciate the patience of residents south of Braddock that allowed the road to be closed to through traffic during construction. This allowed us to save money and complete it quicker. **Fleetwood Road** between Route 50 and Evergreen Mills Road was also paved under this same program this summer and just reopened, with a portion to be paved by a developer soon. My next priority is to have **Ticonderoga Road** added to our unpaved road projects list in the next planning cycle.

Route 606 Widening Project: The 606 project to widen the road to four lanes is well underway. There have been some delays in right of way acquisition and utility relocation. However, I have worked with VDOT and Shirley Contracting on a plan to phase the opening of segments to bring improvements online sooner. Completion of the entire project will be in late 2018. I outlined the complete schedule in my July email newsletter, available on my website.

Loudoun County Parkway: This has been a top priority of mine for several years, and it has been a fight to get this segment done correctly. The intersection of LCP and 606 will necessitate a new traffic signal, and the initial plans had inadequate capacity. I worked with VDOT and County staff on a new plan that will install 3 left turn lanes on 606 toward South Riding (the opposite direction won't have to stop at all). This was one of the areas impacted by 606 project issues, but it has been placed in the first phase of the project and we are hoping for the link to be open by late 2017. In the meantime, the section between Creighton and Evergreen Ridge is now open. Ultimately this will be a future interchange project and design concept plans are in the works.

Tall Cedars Parkway: This project will complete the missing segment of Tall Cedars between Gum Spring Road and Pinebrook Road. We've had difficulty acquiring right of way and minor budget issues. The bids came in higher than anticipated and we are in the process of dedicating additional proffer funding for contingencies and other ancillary costs. However, the Board has now awarded a contract, and I expect work to begin by the end of the year and to take about 2 years. As part of their Avonlea project, Peterson is widening Tall Cedars between Pinebrook and Riding Center and is making great progress—it could be open as soon as the end of this year. This multi-million dollar investment by Peterson demonstrates their commitment to the Avonlea project.

Claiborne Parkway: The project to complete Claiborne Parkway from Ryan Road to Croson Lane has probably been the most challenging I've worked on. We've encountered numerous obstacles. Most recently, we were informed by Columbia Gas that they must relocate and upgrade their gas pipeline infrastructure across the road alignment. The County was forced to pay Columbia for the project, and further delay the project while we do the work. If Columbia completes the work by this fall, we should be able to award the construction contract by early 2017. If their schedule slips, it will push back even further construction of this missing link. In the meantime, I have been working with staff on budget adjustments.

Edgewater/Poland: The temporary roundabout at Edgewater and Poland has worked well, but it was never intended to be permanent. I secured \$950,000 in last year's budget to match VDOT funds to move forward on design and construction of a permanent roundabout. Preliminary design work is reaching its final stages and discussions are beginning on right of way and easements

needed. We will know more on construction timelines once VDOT completes design early next year and confirm that all needed funding is in place. At the same time we complete this project, I would like to be able to add a pedestrian connection along Edgewater Street between the intersection and Paramount Place, and am working with County staff to try to make that happen.

Arcola Boulevard: This new north/south road will link Route 50 at the intersection of Gum Spring Road to Evergreen Mills Road and 606—relieving congestion on Stone Springs Boulevard and Route 50. The existing Valero gas station will be relocated. \$33.3 million has been allocated in FY2019-2022 for design and construction.

Dulles West Boulevard: Running from Loudoun County Parkway to Northstar Boulevard, the section between Arcola Boulevard (above) and LCP is funded at \$17.2 million in FY2019-FY2020. The remaining section to the west is expected to cost \$44.1 million, of which the Board currently has \$23.1 million budgeted in FY2022 for design and construction. This is essentially a parallel road to Route 50 on the north side, like Tall Cedars Parkway on the south side. Completion of this road will allow for better access to Dulles Landing and StoneSprings Hospital Center.

Northstar Boulevard: Northstar Boulevard will be linked from Tall Cedars Parkway in Stone Ridge all the way across Route 50 to Shreveport Drive in Brambleton. Funds have been allocated by the Board in two separate phases. The section from Tall Cedars to Route 50 is currently progressing through the design phase. The Board recently approved an alignment in July and design is expected to be complete in early 2017. We have planned funding for this project starting in FY2018, in the amount of \$35.9 million. The northern segment from Route 50 to Shreveport Drive will cost \$59.9 million and is planned for funding between FY18 and FY21. However, we are working hard to obtain state funding next year which may allow us to move sooner. Between this project, Arcola Blvd, and Loudoun County Parkway, the current major traffic jam between Belmont Ridge and Evergreen Mills should be eliminated.

Evergreen Mills Road: Last year, I initiated a study on the intersections with Belmont Ridge and Stone Springs which identified a project to improve the intersections and widen Evergreen Mills. That cost was estimated at \$12 million. During this year's budget, we were able to schedule funding for that project in FY2021 and 2022. We also scheduled the widening of Evergreen Mills from Stone Springs to Arcola Boulevard (to the east) for funding in FY2022 (\$10.4 million). The segment from Northstar Boulevard to Belmont Ridge has not yet been planned for funding, which means it will be sometime after FY2022.

Westwind Drive: This project in the Ashburn part of the Dulles District will provide a way to get between Loudoun County Parkway and Route 606 near the Greenway by completing the missing link between State Street and Ladbrook Drive to connect to Route 606. The \$43.7 million project is slated for funding in FY2019-2020.

Belmont Ridge Road Widening: Belmont Ridge is in the process of being widened from Croson Lane to Route 7. The work is being done in multiple phases, and should be completed by 2020.

Waxpool Road Intersection Improvements: Improvements will be made at the intersections of Loudoun County Parkway, Broderick Drive and Pacific Boulevard that will help traffic from the Wegman's shopping center and through traffic on Waxpool Road. The design process is progressing at the Loudoun County Parkway intersection, Broderick and Pacific projects are beginning the acquisition of needed right of way.

New Traffic Signals: Planning is underway for signals to be installed at the intersections of Croson and Belmont Ridge (early 2017), Poland and Tall Cedars (early 2017), Riding Center and Braddock (summer 2017), Riding Center and Tall Cedars (2018), and Braddock and Supreme/Summerall (2020). Some of these have encountered major delays due to easement and right of way issues.

Public Transportation

Metrorail: Phase II of the Silver Line is expected to be extended to Loudoun in 2019 and is on schedule. There are 3 parking garages being built—two at the Ashburn station near Loudoun County Parkway, and another near 606 at the Loudoun Gateway station.

LC Transit Bus Service: We continue to add bus service. We are consistently over capacity in Dulles South but we cannot add more buses because we are limited by the number of parking spaces. Therefore, I have advanced a project to construct a new 300 space lot also on Millstream Drive in Stone Ridge which will serve as a transit hub for Dulles South. The contract for that project was awarded this year.

At East Gate, the County is providing express bus service to the Wiehle-Reston East Metro station. I am working to bring a long haul bus to this lot as well. Most of our investment, however, will continue to be in transit buses to serve Metro stations, which will become more efficient when we have them in Loudoun.

County and School Budgets

My philosophy is to provide as much value as possible, while trying to keep the tax burden reasonable. Unfortunately, the County saw less favorable property values this year, which resulted in a more difficult budget. Ultimately, the Board approved a one cent increase over last year's rate, which equated to an average of about \$22 per household (your results varied greatly by location and type of home). Three of my colleagues on the Board sought a higher tax rate, and three sought a lower tax rate. I sought to find a compromise in the middle.

Education is always a top priority and receives much of the attention during budget season. The Board approved a \$69.6 million increase (7%) for Loudoun County Public Schools, which funded over 97% of the School Board's budget request. The school system expects an increase of 2,910 (3.8%) new students this school year. The School Board dedicated this additional funding for increases due to enrollment growth, salary increases for teachers, beginning implementation of Academies of Loudoun and expansion of full day kindergarten.

When I took office in FY2012, Loudoun was spending an average of \$11,014 per pupil. With this year's budget, that number for FY2017 is now \$13,122. That means that even accounting for growth, the system is now spending over \$2,108 more per student than FY2012 and \$342 more than FY2009 before the recession required actual cuts in the budget. There are certainly other increased costs for the system, such as mandatory retirement program costs required by the state and healthcare costs. But these numbers demonstrate a continued investment by the Board and the taxpayers into public education.

New School Construction to Relieve Overcrowding

A huge portion of the County capital budget is dedicated to new school construction and expanding capacity. One thing to remember--the Capital Budget is a fiscally constrained document. Just as you have a credit limit on your credit card, the County has only so much money it can borrow to construct new facilities. This year, many of the school projects are in our area. These are the schools

we need to combat overcrowding, with the year they are now planned to be opened thanks to major adjustments in our budget this year, starting with elementary and moving to high school: Madison's Trust Elementary, Brambleton, fall 2016, Dulles South elementary (next to Champe HS), fall 2018, Dulles North elementary (site TBD), fall 2019, Dulles North elementary (site TBA), fall 2022. Also, classroom additions at locations to be decided by the School Board over the next several years, either to relieve overcrowding or expand full day kindergarten.

Brambleton Middle, Brambleton, fall 2017, Dulles South middle (west of Northstar on Braddock), fall 2018, Dulles North high (site next to Hanson Park), fall 2019, and Dulles South high (site TBA), fall 2021. Modular Classrooms area also being placed at Champe to provide additional seats for use by students at Mercer until construction of MS-7 is completed. At that time, the classrooms will be used for high school students until the high school is constructed in 2021.

Finally, while it is not a County project, the Board is considering an application from the Catholic Diocese of Arlington to build a new campus for Paul VI High School at the Braddock/Gum Spring intersection in South Riding, with a projected opening date of fall 2020.

Quality of Life/Amenities

Dulles South Multipurpose Center Expansion: Construction is well underway. Both the Senior Center and Recreation Center are expected to open in fall of 2017. The Aquatic Center contains a 50 meter competition pool with seating, a large leisure pool with water features and a 30-foot tall slide. Other recreation spaces include open fitness areas with rock climbing wall, elevated jogging track, multi-purpose gym, and dance room. The Senior Center includes a variety of indoor spaces for programs, fitness areas, game room, large multi-purpose room, two art rooms and more.

Avonlea: Peterson Companies continues moving forward on plans for their Avonlea project. The first announced tenant was Cinepolis, a high end movie theater and they continue to recruit other high quality tenants. Peterson has acquired all of the land between their project and South Riding Market Square, and has an application to expand the project with a mixed use community of apartments and additional retail/dining. At this point, I can't give you a timeline, though site work has begun. They are being very selective with their tenants and moving slowly.

Brambleton Library: While not physically located within the Dulles District, residents in the northern part of the Dulles District will benefit from this new full service library to be constructed in the Brambleton Town Center. The Board approved an agreement with Brambleton to accelerate construction of the 40,000 square foot facility so that it could open in January 2018.

Public Safety

Loudoun is continually ranked as one of the safest jurisdictions in the Washington region. This year, I was able to secure funding for an additional **Community Resource Deputy** for the Dulles South Station area. This person will join our existing officer as he is currently stretched between the northern and southern ends of the station coverage area. I have seen firsthand the positive benefits of this program, which provides an officer in the field that is not call-driven, but rather can establish relationships and work within neighborhoods. The contract for construction of the new **Kirkpatrick Fire and Rescue Station** was recently awarded with an expected completion in the fall of 2018. This will provide relief to Station 19, currently serving as first due for the Route 50 corridor.

Again, I appreciate the opportunity to serve you, and I encourage you to follow me on email and Facebook for updates on these items and much more by signing up at www.loudoun.gov/dulles.