



Dulles Direct Newsletter October 2016

Welcome to the October edition of the Dulles Direct newsletter! We had a good discussion at my Town Hall meeting this month on a variety of topics. I'd like to thank Shirley Contracting and VDOT for giving a very thorough presentation of the work that they've done on the Route 606 widening project so far, as well as future project milestones. Their presentation really underscored what a huge project this is! I have made a copy of the presentation available on my website [here](#).

I will also discuss several other items that came up at the meeting - such as the third westbound lane on Route 50 - below. I also have new information about the next Dulles South High School, and an update on Metro funding issues that I have been working on.

Many of our friends and neighbors celebrated Diwali over the weekend - including over 500 at an event at Mercer Middle School that I attended. Diwali is the most celebrated holiday in the Hindu calendar. I was pleased to introduce a Proclamation at the Board's business meeting last week to officially recognize Diwali in Loudoun County for the fifth year in a row. In 2012, we were the first County in Virginia and possibly the U.S. to recognize Diwali! This year, I was

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joined by representatives of the Vedic and BAPS temple communities for the presentation.



We have broken ground on two projects in Dulles South this month. First, on October 18th, we broke ground on the long awaited missing link of Tall Cedars Parkway between Pinebrook Road and Gum Spring Road. This \$8.9 million construction project will connect Stone Ridge to South Riding and areas to the east without having to use Route 50 or Braddock Road. Work has already begun and it is expected to take 18 months to complete. I obtained funding for this project in FY2014, and we went through a painstaking process to acquire right of way and deal with a multitude of issues that came up during the process. I'm glad we are finally underway!



Matthew F. Letourneau
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Loudoun County Board of
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Development Committee](#)

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Second, we broke ground on a new Stone Ridge Park and Ride lot last week. I obtained \$3.5 million from Loudoun County, and \$1.9 million from the Northern Virginia Transportation Commission's I-66 Inside the Beltway tolling project to pay for this project. Now that the existing Dulles South lot at the Stone Ridge Village Center reaches capacity, we are building an additional 300 space lot that will allow us to bring additional service to our area. The County has not decided which routes will be served yet, but the focus will likely be on Metro connection service. The project is expected to take about 9 months to complete.



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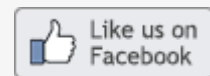
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ELECTION INFORMATION

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Election Day Information- Check Your Polling Place

I am sure that we are all well aware of the General Election being held on November 8, 2016. All registered voters will be voting at your normal polling place. Polls will be open from 6:00 a.m. to 7:00 p.m. on Election Day. Details about the November 8, 2016 general election, including a list of candidates and ballot questions, may be found online at www.loudoun.gov/election2016.

If it has been four years since you last voted, your polling place may have changed. Every time there is a polling place change you are sent an updated registration card in the mail. To verify your polling place, click [here](#).

Absentee Voting

If you will be unable to vote in person on Election Day, absentee balloting is currently underway in Loudoun County. Locally, you can vote absentee until November 5 at the Dulles South Multipurpose Center (24950 Riding Center Drive in South Riding), Monday through Friday, from 4:00 p.m. to 8:00 p.m.; Saturday, November 5, from 9:00 a.m. to 5:00 p.m.

Absentee voting is also available at:

Loudoun County Office of Elections (750 Miller Drive, S.E., Suite C in Leesburg):

- Monday through Friday: 8:30 a.m. to 8:00 p.m.
- November 5: 8:30 a.m. to 5:00 p.m.

Cascades Senior Center (21060 Whitfield Place in Sterling)

- Monday through Friday: 4:00 - 8:00 p.m.
- November 5: 9:00 a.m. - 5:00 p.m.

The deadline for voters to apply to have an absentee ballot mailed to them is 5:00 p.m., Tuesday, November 1, 2016. The last day to vote an absentee ballot in person is Saturday, November 5, 2016.

Bond Referendums

One section of your ballot that I will take some time to discuss more specifically includes four bond referendum questions. The Board of Supervisors, through the approval of our Capital Improvement Plan (CIP) each year, has made the decision to fund the construction of certain facility and roadway projects. Traditionally our method of financing these projects is through the use of General Obligation (GO) Bonds. These GO Bonds require voter approval prior to issuance.

There is one very important difference that I want to highlight this year. The Board of Supervisors is actually seeking approval for **two** years of school projects instead of the usual one year. We are beginning this practice so that funds may become available to LCPS (and we can sell bonds) immediately upon the beginning of the fiscal year in July rather than waiting until after November when the referendum would normally be on the ballot. So, if it looks like more schools are on the ballot this year than normal - there are, and that is why.

When it comes to the school projects, I will repeat what I tell you every year: the Board of Supervisors and the School Board has decided these projects are necessary to deal with overcrowding, and we must build them.

The only thing the voters are being asked to weigh in on is the method of financing. If a school project does not pass - we will build it anyway, but we will have to obtain different financing which will be less favorable. If these referendums pass, then we can sell GO bonds. The most recent GO bond sale was at an interest rate of 1.86% - which is outstanding. So, a vote against the school projects is really a vote to waste taxpayer dollars on more expensive financing. Therefore, I would strongly encourage you to vote yes! Most of the school projects themselves are in the Dulles South area - so we must have a strong showing in this part of the County in case residents elsewhere aren't quite as supportive.

There are also several parks, safety and transportation projects on the ballot. The Hanson park project is the Dulles South area's regional park on Evergreen Mills Road which will provide over 16 new fields, a cricket pitch, and many other amenities. You will also note that a project to widen a portion of Braddock Road is on the ballot.

All of these projects have been carefully vetted and are priorities of the Board. I voted for them in the budget and voted to bring them to you for referendum. If you have any questions about them, please let me know.

Loudoun County Bond Questions
(vote Yes or No on each)

Parks and Recreation Projects - QUESTION: Shall the County of Loudoun, Virginia contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$76,115,000 to finance, in whole or in part, the costs to design, construct and equip a recreation and community center in Ashburn, Hal and Berni Hanson Regional Park in

the Blue Ridge District, and other public park, recreational and community center facilities approved in the County's Capital Improvement Program?

Public Safety Projects - QUESTION: Shall the County of Loudoun, Virginia contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$17,500,000 to finance, in whole or in part, the costs to design, construct and equip the expansion of the Leesburg Fire and Rescue Station (#20); and the costs to design, construct and equip the replacement of the Lovettsville Fire and Rescue Station (#12); and the costs of other public safety facilities approved in the County's Capital Improvement Program?

Transportation Projects - QUESTION: Shall the County of Loudoun, Virginia contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$18,000,000 to finance, in whole or in part, the costs to design and construct improvements to Shellhorn Road; the costs to design and construct improvements at the intersection of Braddock Road and Supreme Drive/Summerall Drive; the costs to design and construct an interchange at Route 7 and Route 690; and the costs of other public road and transportation projects approved in the County's Capital Improvement Program?

School Projects - QUESTION: Shall the County of Loudoun, Virginia contract a debt and issue its general obligation capital improvement bonds in the maximum principal amount of \$233,070,000 to finance, in whole or in part, the costs to design, construct and equip ES-28, Dulles South Area Elementary School; the costs to design, construct and equip three classroom additions to six elementary schools in the Dulles North and South planning areas; the costs to design, construct and

equip MS-7, Dulles South Area Middle School; the costs to design, construct and equip HS-9, Dulles South Area High School; and the costs of other public school facilities as requested by the Loudoun County School Board?

LEGISLATIVE UPDATES

Old Arcola School Proposal Rejected

As I shared last month, there was a proposal before the Board of Supervisors to convert the Old Arcola School on Stone Springs Boulevard (formerly Gum Spring Road) to apartments. The proposal would have built 71 apartments in a total of 3 buildings--2 new ones, and the shell of the existing building on the 5 acre lot.

I opposed this project for a lot of reasons. The residential use was allowable only under a technicality - the lot was created at a time when the current zoning rules didn't exist, and since the County controls the land the current rules wouldn't apply. That's the wrong way to do business. This was supposed to be an affordable housing project (although the costs of the project were quite high), but it would have been located directly on the centerline for Dulles Airport's future fifth runway. This places it within the highest level of the County's Airport Impact Overlay that would not permit residential uses. I also argued that adding 71 apartments in that particular location was completely out of character for the immediate area and a bad idea. You all know how bad traffic is in that area-and this certainly wouldn't help.

The Board was split on this project, and had all members been in attendance and the Board actually voted, it would have been a 5-4 vote against it. Because that outcome was clear, the motion to approve it was never offered, and instead a motion to deny passed. Establishing more options for affordable housing is important, but this location is not appropriate for residential uses of any type and we will need to find another outcome for the Old Arcola School.

Preliminary Budget Guidance

Even though the proposed budget won't be given to us until February, the Board has already been working on the FY2018 budget for months. As Finance Committee chairman, I have held a series of briefings from County departments on issues that will impact their budget requests. There are some areas of the County's services that are simply overwhelmed and need attention, and some other areas where we need to see some different approaches. Each fall the Board provides preliminary budget guidance to the County Administrator on the type of budget that we would like to see. I stress the word preliminary as we don't have final revenue numbers from various tax sources and the property assessments are not yet complete.

The early projections are that revenue growth will provide an equalized rate that is lower than this year's rate of \$1.145/\$100 in assessed value, which is good news. On the other hand, the state is now projecting a large budget deficit, which could impact state funding to localities.

The Board's guidance to the County Administrator is to provide a budget that is based on the current rate of \$1.145 with options that could reduce it to the equalized tax rate. The preliminary estimates show this may leave a gap of \$50-60 million from what may be needed to cover the fully requested budget. However, the County ran a surplus in FY2017 (the exact amount will be discussed next month when we finish closing the books), and we have significant funding left over which will help cover future costs. We will be working on our fund balance in November and December.

Paul VI Catholic High School Application

The Catholic Diocese of Arlington has submitted a Special Exception application to permit the construction of a private high school and a church on property that they own located on Braddock Road, opposite the terminus of Riding Center Drive. The Diocese has owned this property for several years and

even had a prior special exception approved in 2005 that had expired.

The high school would serve up to 2,000 students (in two phases, with the first phase having a capacity of 1,200) with an entry on Braddock Road that matches up with the Riding Center Drive intersection. As I have shared previously, we are already under contract for a signal at that intersection.

We took up the application at our October Public Hearing after the Planning Commission had recommended approval. There were still some unresolved issues at that meeting. My main objective is to be sure that drop off/pickup queuing does not spill onto Braddock Road at any point. I am currently discussing some additional language with the applicant that would make me more comfortable with their plans. Other Board members also expressed concern that parking may be inadequate during special events, so we are working on language related to that issue as well.

Overall, this project is very good news for Loudoun County. I am completely in favor of offering a wide variety of educational options for students, and this school should help ease some of the crowding issues we know are coming to our public schools. The application will be back to the Board for a vote on Tuesday, November 1 - assuming I have the final language that I am looking for from the Diocese. You can look at the application yourself at www.loudoun.gov/lola, click on search applications and enter SPEX-2016-0006 in the application number field. All relevant documents are attached there for review and comment.

Silver Line Comprehensive Plan Amendment

At our October 20 Business meeting, the Board received an update on the Silver Line Comprehensive Plan Amendment (CPAM). The Silver Line CPAM is an attempt to update the County's land use policies around the Ashburn and Loudoun Gateway Metro

stations. The Board's Transportation and Land Use Committee has spent hours working on the current version, which will eventually be sent to the Planning Commission, and then back to the Board of Supervisors for approval next year.

The area around the Silver Line is already planned for thousands of units of residential and millions of square feet of commercial development. Up until now, at least, land around the station that is directly adjacent to Dulles International Airport has not been planned for that type of development. However, the Board has heard from several interests, including the Dulles Area Association of Realtors, the Northern Virginia Building Industry Association, the Dulles Regional Chamber of Commerce, and the Economic Development Advisory Commission, that are encouraging us to consider adding residential density to the Loudoun Gateway Station.

I have some major concerns with this effort. Those supporting residential development in this location have argued that the original 1993 noise contours the County uses are out of date, but I don't think it's well understood what the nature of the study that created those contours was. The 1993 study was at full buildout of the airport, which includes another runway and 40 to 50 million passengers a year, of which we're at 50% of that capacity right now. Once Dulles is fully built, it will likely be a 24-hour airport which means extensive overnight cargo operations. We have also seen at National Airport that their recent upgrade to air traffic control (Next Gen) created new flight paths and new noise complaints. So, new technology and upgrades are not necessarily for the better.

Others argue that eliminating residential will not allow the tax districts created around Metro to fully realize their potential. County staff has been clear that there is no reason to abandon long held land use policies in favor of residential development as a result of the tax districts. As a matter of fact, Fitch Ratings this year upgraded its assessment of the county's Metro tax district rating from AA to AA+. Our County staff

believes that Metro's fiscal benefit will be realized over time through employment growth and increased property values. I see no need to add residential to the mix when it is clear that we can take full advantage of Metro without adding the additional density.

Finally, I'm concerned that adding yet another mixed use location near a Metro station to our plans will create too much competition among all the other projects that have already been approved. It will likely take decades to see all of the approved space built, so why do we need to open up yet another area now? I will continue to oppose residential development close to the airport.

Metro Funding

In my role as Vice Chairman on the Metropolitan Washington Council of Governments (COG), I have been heavily involved in discussions regarding not only the safety and reliability of the system, but also Metro's financial difficulties. Last week, COG was presented with the interim results of a technical report on Metro's finances. That study echoed what many others have been saying lately - that Metro needs a dedicated source of funding for Metro. That dedicated funding would allow Metro to debt finance important safety and reliability projects. Right now, WMATA must pay cash for almost all of its capital expenditures - which virtually no locality or agency of its size does. This is because 1) Metro's funding sources come from many different jurisdictions and are delivered in different ways, 2) much of the funding is reliant on gas tax revenue, which fluctuates, and 3) there is a clause in the WMATA compact which allows jurisdictions to opt out of paying their share if they can't afford to. Therefore, the financial markets don't have enough assurance that their investments are sound.

Please note - a dedicated source of funding does not necessarily mean MORE funding. It means finding a way to take Metro's current revenue streams and better utilize it. In fact, I am arguing that Metro needs huge, systematic changes and that simply throwing more

money at Metro is a way to ensure that won't happen. The "Reality Check" budget unveiled by the Metro GM over the weekend appears to be a step in the right direction.

One of my many concerns with the way that WMATA is set up is that the WMATA Compact has language protecting labor unions that subjects WMATA to binding arbitration. Over the years, this has resulted in a bloated system that pays an average of \$46,000 in benefits alone to each WMATA employee, according to the Washington Post. This has to be addressed, though it will be difficult because changing the WMATA compact requires an act of Congress, the Virginia General Assembly, Maryland Assembly, DC Council, and the WMATA jurisdictions.

A reliable Metro system is vital to the regional economy. The study also found that productivity losses resulting from delays during the morning commute cost an estimate of \$50 - \$60 million a year. There is about \$50 billion in new construction anticipated near Metrorail stations - some of that in Loudoun County - that will require a safe and reliable and well-maintained Metro system in order to succeed.

DULLES DISTRICT UPDATES

Site Announced for Next Dulles South High School

The Board of Supervisors and the School Board are in the final stages of discussions for the next Dulles South High School site (known as HS-9). The site that both Boards have agreed upon is located at 25077 Lightridge Farm Road, Aldie.

There is tentative agreement to acquire a 150 acre parcel in this location, which will eventually be home to a high school and elementary school, with some additional space available for other public uses. The agreed upon purchase price is about \$10 million. The Board of Supervisors is expected to formally finalize the acquisition of the property in December.

I have seen a few questions about this site, so I will answer what I can here:

1) Why this location?

Over the last several years, School Board Representative Jeff Morse and I as well as LCPS staff worked to identify possible sites in the Dulles South area. The reality is that there were very few sites that met our needs. Most of those that we considered were not for sale, or had various constraints that made them undesirable. The agreed upon location places the school adjacent to our next Middle School-which is already under construction--in the most rapidly growing part of this planning area. At the same time, it is close enough to established communities to be able to easily serve those as well, giving the School Board flexibility when it comes time to draw attendance boundaries. While I recognize that the site is close to John Champe, the same can be said for the proximity of many of other schools in this densely populated area.

2) Why is the site being purchased for \$10 million when the tax assessment of this parcel is only \$4 million?

A few reasons. The assessed value of the parcel reflects what it is worth in its current state. This particular parcel is actually in a County Land Use program in which the owner pays less in taxes in return for a commitment not to develop it. That status impacts the taxable value of the land, since much of the value resides in development potential. Prior to agreeing to the contract, however, LCPS and County staff obtained an appraisal from an independent, qualified third party appraisal service that places the sale value of the land at \$10.7 million--meaning that the agreed upon purchase price is less than the appraised price.

3) Who will attend the school?

The School Board will determine the boundaries for the new high school, which is currently scheduled to open in 2021. The boundaries are likely to follow the middle school attendance boundaries that are currently

being worked on by the School Board. More information on that process is included elsewhere in the newsletter.



Third Westbound Lane on Route 50

I have heard questions from many about the third westbound lane on Route 50 between Loudoun County Parkway and Medical Drive that is under construction. This lane was a proffer from three separate developers; Beatty Companies (Dulles Landing), Buchanan (Arcola Center) and Van Metre (Glascock Field at Stone Ridge).

I know it looks like the lane is done, but it isn't. Buchanan took the lead on completing the proffer and was advised by VDOT in mid-August that revisions were needed to their striping plan to accommodate changes along the route. Unfortunately, there was back and forth over time and Buchanan did not end up submitting the revised plan for approval until mid-October. I became concerned by this back and forth, and intervened to try to get things wrapped up. I'm pleased to report that 24 hours later, there was an approved, signed agreement between VDOT and Buchanan. I'm just as sick of sitting in that afternoon traffic as you are, so suffice to say I pushed whatever buttons I could to get that done.

Buchanan has advised that a striping contractor will be mobilized starting this week, and that the actual work

should take about a week. There will be an inspection process with VDOT after that, so I still can't tell you exactly when the lane is open, but if the work is done well, it shouldn't be much longer. I'll keep you posted on my Facebook page.

ANNOUNCEMENTS

Secondary School Boundary Process

In anticipation of the opening of MS-7 (Dulles South Middle School) and HS-9 (Dulles South High School), the School Board is currently undergoing a review of the attendance boundaries for several middle and high schools in our area, including Eagle Ridge, Lunsford, Mercer, Stone Hill, Briar Woods, Freedom, Champe, and Rock Ridge. There is a public hearing scheduled for tomorrow, November 1 with several more meetings scheduled before boundaries are expected to be adopted in December.

This is one of the largest and most impactful school attendance boundary discussions in the history of our area. Please note that this process is completely under the direction of the School Board and I do not have a role in the decision that is ultimately made. Information on the process and scheduled meetings can be found at the following link:
<http://www.lcps.org/Page/104704>.

Dulles South Public Safety Center Quarterly Meeting

The Dulles South Public Safety Center (25216 Loudoun County Parkway in South Riding) will hold their next quarterly public safety meeting on November 3 at 7:00 p.m.

Items to be discussed are recent crime and crime trends in the area, traffic safety concerns and other public safety related issues. The meeting will be led by Captain Domin and his staff.

Scams and Frauds for Seniors Seminar

The Loudoun County Commission on Aging is partnering with the Loudoun County Sheriff's Office

and the FBI Washington Field Office and FBI Washington Field Office Citizens Academy Alumni Association to host a seminar on Scams and Frauds for Seniors on November 4 at 10:30 a.m. at the Leesburg Senior Center and November 4 at 1:00 p.m. at the Dulles South Senior Activities Center.

The Dulles District is represented by Commissioner Samiah Bahhur. At the seminar, Samiah and others will provide updated safety information to make seniors aware of the latest scams and frauds that people are falling victims to.

Friends of the Gum Spring Library Fall Fundraiser

Please join the Friends of the Gum Spring Library at their annual fundraiser. For 2016, the event is Twilight Tastings and Tunes, featuring live music, savory bites, local beer and wine, a silent auction, and 50/50 raffle. The event will be held on Saturday, November 12 at 7:00 p.m., at the Gum Spring Library. All proceeds will support Gum Spring Library programs.

For more information and to purchase tickets, visit <http://gumspringlibrary.blogspot.com/>.

County Kicks off Envision Loudoun

Loudoun County is kicking off an 18-month initiative called Envision Loudoun, which will result in a New Comprehensive Plan (<https://www.loudoun.gov/newcompplan>).

The plan will serve as the county government's guiding document for land use and development in the foreseeable future.

Members of the public are invited to attend one of four Listening and Learning workshops in November. Each meeting will follow the same format where participants are provided with an opportunity to discuss Loudoun County's future and to share ideas through interactive activities in casual, small-group settings. All workshops are scheduled from 6:30 to 8:00 p.m.:

- Monday, November 7, 2016: National Conference Center, 18980 Upper Belmont Place, Leesburg
- Monday, November 14, 2016: Washington Dulles Airport Marriott, 45020 Aviation Drive, Sterling
- Tuesday, November 15, 2016: Clarion Inn Historic Leesburg, 1500 East Market Street, Leesburg
- Wednesday, November 16, 2016: J. Michael Lunsford Middle School, 26020 Ticonderoga Road, South Riding

The November meetings are the first of several rounds of community engagement opportunities. Input from the community during these meetings will be used by a 26-member Stakeholders Comprehensive Plan Committee and county staff to form the foundation of Envision Loudoun. Subsequent phases include developing a new vision to guide and effectively manage future growth and development and adopting a New Comprehensive Plan.

The Envision Loudoun effort will have a lasting impact on the Loudoun community, helping to promote a continued high quality of life in the county. Envision Loudoun will address growth, land use, transportation, community facilities and amenities, economic development, and fiscal management.

Envision Loudoun includes a project-specific website focused on community engagement and public participation. Find out more at www.envision-loudoun.org.

Dulles South Food Pantry

The Dulles South Food Pantry has expanded its geographic boundaries to serve families in the Brambleton community who are in need of food assistance. Since its inception two years ago, the food pantry has served any person who resides in the school attendance zones for the Freedom High School and John Champe High School clusters in Dulles

South. Thanks to the generous support the pantry has received from the community, the food pantry is pleased to begin serving the areas that have been assigned to attend the new Brambleton Middle School opening in 2017.

The food pantry is now open every Wednesday in the historic white chapel at Arcola United Methodist Church, 24757 Evergreen Mills Road, Dulles, VA 20166. On the first and third Wednesdays of the month, the pantry is open to walk-ins from 5-7pm. Other Wednesdays the pantry is open by appointment. Call 703-507-2795 or email info@dsfp.org to schedule a private appointment.

Since opening two years ago, the food pantry has distributed more than 150,000 lbs. of food and currently averages nearly 140 visits a month from local families. Additionally, the pantry provides weekend food to over 100 students in 10 different Dulles District schools. See the Dulles South Food Pantry's website at <http://www.dsfp.org/> for information on how you can help the food pantry fight hunger locally. The Dulles South Food Pantry Inc. is a multi-faith emergency food pantry providing nutritious food, personal supplies and other services to those in need in the Dulles South area regardless of income, faith or other criteria. It is an all-volunteer organization focused both on feeding the hungry and promoting the self-sufficiency of those it serves. Donations to the Dulles South Food Pantry, Inc. are tax deductible.

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About our service provider

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