



Supervisor

**Matt Letourneau**

Dulles Direct Newsletter



## December 2023

Welcome to the December 2023 edition of the Dulles Direct newsletter! The holiday season can be a hectic time, but I hope that you were all able to enjoy some time with family and friends. I wish those that celebrate a Merry Christmas, Happy Hannukah, and Happy New Year.

We ended the year - and this Board's term - with the very significant adoption of a new Zoning Ordinance. Details on that below. The Board also recognized two departing elected officials, Commonwealth's Attorney Buta Biberaj who was the first woman elected to that position and served for the past 4 years, and Treasurer Roger Zurn, who is retiring this week after an incredible 30 years of service to Loudoun County. Roger was first elected to the Board of Supervisors in 1993, and then elected Treasurer in 1995. Roger's institutional knowledge of the County cannot be replaced, but I sincerely hope he enjoys his well-earned retirement.

Taking Roger's place as Loudoun County Treasurer is my friend Henry Eickelberg, who brings extensive private sector and federal government finance experience to the job. The new Commonwealth's Attorney is Bob Anderson, who previously served in that role from 1999-2003. CA-elect Anderson recently announced that his Chief Deputy Commonwealth Attorney will be my good friend Nicole Wittman, who has been a prosecutor for over 26 years and more recently has been Deputy

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Attorney General of Virginia overseeing the Criminal Division. I look forward to working with these individuals.

A new Board of Supervisors term will begin on January 1. Eight current Board members will be returning: all except for Supervisor Tony Buffington of the Blue Ridge District, who did not seek reelection this year, which is also the last year for the Blue Ridge District due to redistricting. It will be called the Little River District going forward.

At our last meeting of the year, the Board took the opportunity to recognize our colleague Tony Buffington. Tony represented the largest district in the County that ranged from Lenah to the West Virginia border, which was quite a challenge. While Tony has been recognized by many for his contributions to the western part of the County, we also worked closely together on many transportation initiatives in southern Loudoun. He is a good friend and great colleague to all of us, always ready with a smile and kind word. I appreciate his service, and I know that he will remain an active citizen - in fact, he has been nominated for a position on the Loudoun Water Board of Directors.



Zoning Ordinance Rewrite Receives Final Approval

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Board Business Travel Policy Adopted

Announcements

**Matthew F. Letourneau**

Dulles District Supervisor,  
Loudoun County Board of Supervisors

Member  
[Finance, Government Operations and Economic Development Committee](#)

Principal Director  
[Washington Metropolitan Area Transit Authority Board of Directors](#)

Chairman  
[Rt. 28 Transportation Improvement District Commission](#)

Member

On December 21, Loudoun's Clerk of the Circuit Court Gary Clemens administered the official oath of office for my fourth term on the Board. I was joined at the Government Center for my swearing-in by family and friends. The moment of taking the oath of office is always an awesome experience - a reminder of the value and trust that the citizens are placing in me, and our obligation to uphold the Constitution and our laws. I don't take it lightly, and I'm glad that my family was able to join me.



## DULLES UPDATES

### Arcola Boulevard/Arcola Mills Drive - Road Closure!

We are all eagerly awaiting the completion and opening of the last segments of Arcola Boulevard to connect Route 50 to Loudoun County Parkway and Route 60, which is being constructed by the Arcola Center developer. Unfortunately, the final pieces of right of way took some time to secure and required the County to intervene, which delayed various portions of the project. Good progress has been made - in fact, most of the physical construction of Arcola Boulevard itself is completed, but there is one major component that isn't in place yet.

[Northern Virginia  
Transportation  
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Transportation  
Association](#)

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### Quick Links

[Loudoun County](#)

If you have travelled recently on Arcola Mills Drive in the area near Elaine Thompson Elementary and Arcola Boulevard, you have likely encountered lane closures for construction occurring along the road. This site work is for widening Arcola Mills between Arcola Boulevard and Yardley Ridge Drive to accommodate additional lanes and turn lanes for the Arcola Boulevard intersection. This intersection and turn lanes are needed to accommodate the future traffic signal that needs to be in place before we can open the road to traffic.

In order to expedite completion, the County and VDOT have worked with the Arcola Center developer on a plan that will close the section of Arcola Mills between Arcola Boulevard and Yardley Ridge for approximately 4 months. There is a significant box culvert that needs to be constructed under the road and closing this area will shave months off the project. There have been extensive discussions about how to complete this segment, and it was determined by the engineers and agreed by VDOT that although this is disruptive, it will be the worth the disruption for a period of time to get the whole project done much quicker. The new section of Arcola Boulevard between Arcola Mills and Loudoun County Parkway/606 (north of Arcola Mills) will be opened as a detour route during this time. I want to make it clear to everyone that Arcola Boulevard between Dulles West and Arcola Mills will remain closed during the detour. However, as a result of this decision, I am hoping that the entire project - from Dulles West all the way up to 606 - will be ready to open by this summer.

The detour is expected to go into effect starting after 9:30 a.m. on Thursday, January 4. The County has been working with VDOT, LCPS, and LCSO to make sure notifications go out and signage is in place before the detour takes effect. Traffic that currently uses Arcola Mills to access Loudoun County Parkway, and vice-versa, can still do so during the detour period by using the newly constructed portion of Arcola Boulevard. Yardley Ridge Drive will still be accessible either directly from Loudoun County Parkway or on the southern side of the closure area. We will keep you

[Loudoun County  
Government Master  
Calendar](#)

[Dulles District](#)

[Meeting Documents](#)

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Information](#)

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[Loudoun County Road  
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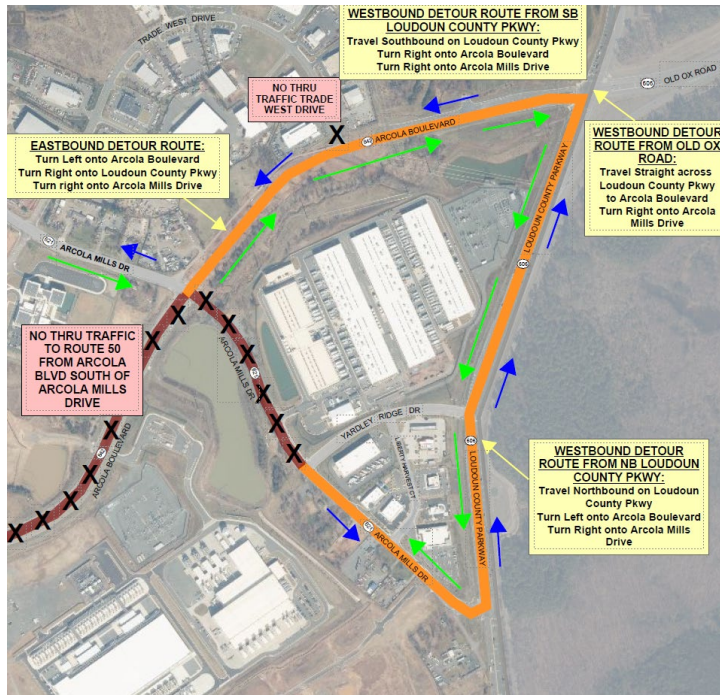
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Use Applications  
\(LOLA\) System](#)

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posted if anything changes along the way and with the progress being made.



### State Corporation Commission Seeks Public Comment on Greenway Rate Hike Request in South Riding on January 9

As you know, I have been a vocal opponent of the Dulles Greenway's high tolls and continued push to extend their franchise agreement to raise tolls on residents. The Greenway is back again with another major toll rate increase request, and the Board of Supervisors has authorized the Loudoun County Attorney to fight this increase with the full resources of the County. The County is preparing a technical response to the Greenway's filing.

Another component of the rate increase process is public input. We will have the opportunity to register our opposition in person right here in South Riding in January. The County issued this alert this week with all the details:

Loudoun County residents and businesses who wish to offer comment on the Dulles Greenway's proposed rate hike may do so during a State Corporation Commission (SCC) public hearing on Tuesday, January 9, 2024 from 6:00 – 10:00 p.m. at Freedom High School, located at 25450 Riding Center Drive in South Riding.

Toll Road Investors Partnership II, LP ("TRIP II"), the company that owns the Greenway, is asking the SCC to approve a request ([Case # PUR-2023-00089](#)) to increase the maximum tolls for most drivers to \$8.10 during peak hours, up from the current \$5.80; and to \$6.40 during off-peak hours, up from \$5.25.

In July, Loudoun County [announced its opposition to the proposed rate hike](#). In September, the Board of Supervisors voted unanimously to [file a "notice of participation"](#) with the SCC in the case. The notice of participation ensures that Loudoun's Board will have access to all information provided to the SCC as it considers the application for a 40% increase in the maximum toll for passenger vehicles on the Greenway. It also allows the Board to provide the SCC with testimony and analysis independent of that offered by the owner of the toll road.

The SCC asks that any member of the public who wishes to provide comment at the January 9 hearing in South Riding arrive at 5:45 p.m. and register to speak. Additional details are published online by the SCC:

- [SCC Schedules Local Hearing to Consider Proposed Dulles Greenway Toll Increase](#)

In addition to the January 9 hearing in South Riding, the SCC is holding a telephonic hearing to receive testimony from members of the public on Tuesday, January 30, 2024, at 10:00 a.m. at 1300 East Main Street in Richmond. Members of the public who wish to provide testimony by telephone must pre-register by 5:00 p.m., Wednesday, January 24, 2024, in one of three ways:

- Complete a [public witness form](#) for case number PUR-2023-00089 on the SCC's website.
- [Email the SCC](#) a [PDF version of the form](#)
- Call the SCC at 804-371-9141 during normal business hours (8:15 a.m. – 5:00 p.m.) and provide your name and a phone number where you can be reached during the hearing.

The SCC allots each witness five minutes to provide testimony.

A separate public evidentiary hearing will be held at 10:00 a.m. on Wednesday, January 31, 2024, to receive testimony and evidence from the company, any respondents and the SCC staff. Although testimony from members of the public will not be accepted on January 31, 2024, the hearing will be open to the public.

Members of the public may submit written comments at any time through January 24, 2024. Written comments regarding the Greenway's request for increased toll rates can be provided [through the SCC's online form](#).

Written comments can also be submitted by U.S. mail to the Clerk of the State Corporation Commission, c/o Document Control Center, P.O. Box 2118, Richmond, Virginia 23218-2118. All comments must refer to case #PUR-2023-00089.

More information about the proposed rate hike, including links to documents associated with the case, may be found on the [SCC's website](#).

Loudoun County has opposed toll rate increases requested by the operators of the Dulles Greenway, Toll Road Investors Partnership II (TRIP II), which filed its application for the authorization for an increase in the maximum level of tolls last month. The SCC is the entity that considers such requests.

TRIP II has requested a toll increase of 22% during off-peak hours (from \$5.25 to \$6.40) and a 40% increase during peak morning and afternoon hours (from \$5.80 to

\$8.10). TRIP II claims the increases are necessary to meet its debt obligation; however, data shows that use of the Greenway is down because of its already high toll rate. Traffic on the Greenway decreased substantially during the COVID-19 pandemic and has not returned to pre-COVID levels.

To promote use of the Greenway by more motorists, Loudoun County has consistently supported changing the Greenway's toll structure to distance-based tolling while also lowering toll rates. The Greenway operator has the lawful ability to implement both changes now.

Virginia law enacted in 2021 provides objective criteria for evaluating toll increase proposals, including a requirement that proposed Greenway toll rates are "reasonable" to users in relation to the benefit they are deriving from using the road so that the rates do not "materially discourage" use of the road. Loudoun County believes TRIP II's proposed rates will further discourage the use of the Greenway. The SCC uses the objective criteria to evaluate toll rate increase proposals and Loudoun County supports the SCC review process.

In addition, Loudoun County has opposed any legislation that would potentially permit automatic toll rate increases each year of an unknown amount and an extension of the Greenway's operator's license for an unlimited period of time, which is not good for Loudoun residents. The county's opposition to automatic toll rate increase legislation and continued support of the SCC review process is intended to protect Loudoun residents who may choose to use the Greenway from arbitrary toll rate increases. Legislation supported by TRIP II pertaining to this matter was previously defeated by the Virginia State Senate twice on bipartisan votes.

### **Braddock Road Widening**

Construction crews are making good progress on widening Braddock Road at the Supreme/Summerall intersection and just west of the Gum Spring Road intersection. A base pavement layer has been placed



along the new lanes through the Supreme/Summerall intersection and work continues to complete the trails and install sod to stabilize the soil around the construction area. They are currently planning to shift the westbound lane to the new pavement on or about January 8. The intersection will still operate with one lane in each direction and an all way stop until the signal installation is completed in early spring. Final paving will occur at that time as well.

At Gum Spring, earthwork continues in the area where a significant cut was required to bring the widened area down to grade. While the noisy rock drilling operation is completed, there is still more work needed to break up the rock for removal. This is expected to continue into early January, then they will then move on to installing storm sewer and relocating utilities. We expect final completion on this phase in late spring or early summer depending on the weather.



### **Route 50/Trailhead Drive Roundabout Pardon Our Dust Meeting**

The County has scheduled an in-person Pardon Our Dust meeting on the Route 50 and Trailhead Drive Roundabout. This project, which is entirely in the Little River Election District, provides for the design and construction of a roundabout at the intersection of Route

50 and Trailhead Drive (Route 3395) in Aldie. The roundabout will be constructed as a hybrid roundabout, with the potential for future expansion. The scope includes two westbound lanes to provide for left turning and through/right turning traffic. The northbound approach from Trailhead Drive will include a bypass lane to eastbound Route 50.

The meeting will be held on Thursday, January 18, 2023, at 6:30 p.m., at Arcola Elementary School, 41740 Tall Cedars Pkwy, Aldie, Va. Please come out to hear information from the team and ask questions and submit comments on the project.

### **Route 50 Corridor Improvements Project Scope Changes**

The County is undertaking a project to make safety and operational improvements at several locations along Route 50 between Gum Spring Road and the Fairfax County line. These projects are being administered by VDOT and came out of a safety and operations study completed several years ago.

At the Board's December 5 Business Meeting, we received an update detailing some changes to the scope of the project. There are changes at the following intersections:

- Gateway Village Place/Medical Drive: The existing traffic signal will be retained with full turning movements instead of closing the median break and allowing only right-in/right-out movements. Stone Ridge residents in the area of Southpoint Drive have become accustomed to using this access. This can be revisited in the future after Southpoint is extended to Gum Spring Road.
- Gum Spring Road/Arcola Boulevard: A second left turn lane will be added from eastbound 50 to northbound Arcola Boulevard and the existing left turn lane

will be extended. We are already seeing significant use of Arcola Boulevard and expect even greater use when the final leg is opened to traffic this summer.

- Loudoun County Parkway: The existing condition will be retained instead of extending the dual left turn lanes on eastbound 50 to northbound Loudoun County Parkway. Since Arcola Boulevard opened, we have seen a 27% reduction in traffic making a left turn onto northbound Loudoun County Parkway. Further reduction is expected when the final leg of Arcola Boulevard is opened to traffic this summer. We remain in the planning process for a future interchange in this location.
- Pleasant Valley Road (west): Plans are still in place to convert a westbound left turn lane to a through lane and add an additional westbound through lane between Pleasant Valley Road and Tall Cedars Parkway.

Design work for these projects is underway and VDOT will be planning information sessions in the near future. We expect construction to begin as soon as 2025.

## DULLES LAND USE UPDATES

### **Cedar Terrace at South Riding**

[LEGI-2023-0019](#)

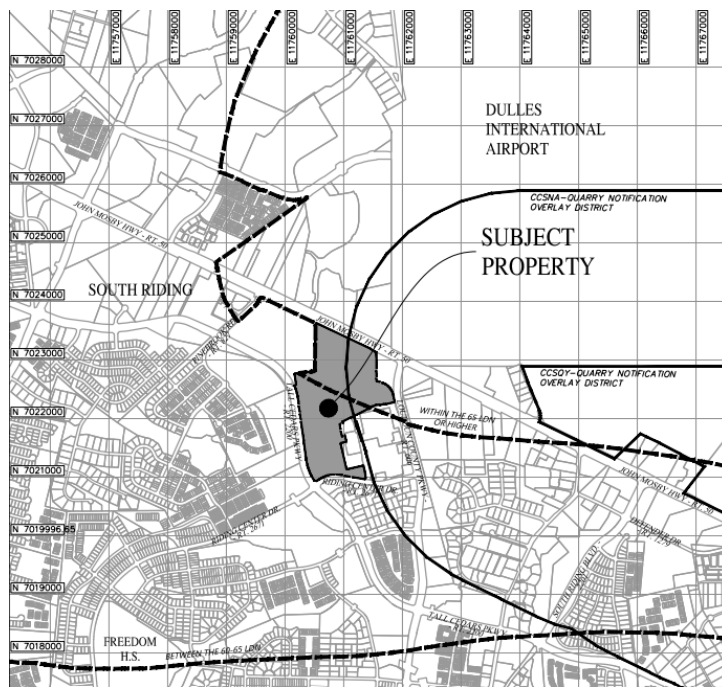
At the Board's January 10 Public Hearing, we will consider an application from Toll Brothers for their parcel that was previously part of Peterson's proposal at Avonlea. If you recall, the original Avonlea parcel was split into two separate components, one owned by Peterson and one by Toll. Following adoption of the County's updated Airport Impact Overlay District much earlier this year, Toll submitted revised plans for their proposed Cedar Terrace development. Cedar Terrace

would be located on the property behind Home Depot in South Riding, wrapping around between Tall Cedars Parkway and South Riding Market Square.

Toll's original proposal for this property included a mix of multi-family units and townhomes numbering 1,100 residential units with only 81,000 square feet of commercial. The proposed residential was almost entirely within the areas identified as 65+ DNL in the 2019 Noise Contour Study completed by MWAA. In meetings with Toll Brothers, I told them I would not support that much density, and that new residential in the 65+ DNL would not be permitted. I asked them to reimagine the project with a larger retail component and less housing.

As a result, Toll submitted a new proposal that consists of 393 residential units, made up of mostly townhomes with some multifamily units, all outside the 65+ DNL area. Approximately 13% of the residential units would be designated as Affordable Housing Units. The amount of retail/commercial space has now been increased to over 220,000 square feet and will be laid out as an extension of the existing South Riding Market Square. The proposal provides over 25% of the property as open space.

I'm encouraged by the changes in this proposal, which would be a great opportunity for high quality dining and retail. Rappaport, the current operator of the South Riding Market Square shopping center, is involved in this project as a partner as well, and I have had discussions with them about potential tenants for the new spaces. They believe that there is strong interest including with some users that are new to our area.



## LOUDOUN UPDATES

### Zoning Ordinance Rewrite Receives Final Approval

At the Board's December 13 Public Hearing, the Board voted to unanimously approve a new Zoning Ordinance. The Zoning Ordinance is the document responsible for defining and implementing land use and design standards in Loudoun County. It is complementary to the General Plan, which we rewrote in 2019 and dictates what can be built on each parcel Countywide. Our Zoning Ordinance has not been rewritten since 1993, and there are multiple versions of past Zoning Ordinances that properties are subject to. One of our goals was to provide zoning consistency Countywide, and I believe we achieved that with the rewrite. While it's not a perfect document, it brings up to speed many outdated elements of past ordinances and reflects the present realities of our ever-changing County.

The new Zoning Ordinance has twelve chapters, covering the following topics: zoning districts, uses, use-



specific standards, overlay districts, natural and environmental resources, development standards, signs, attainable housing, procedures, boards and commissions, and definitions.

There are several big topics still remaining that are being handled outside the full ZO update, including data centers. However, the Board did update many aspects of data center development, including increasing buffers, improving design standards and making data centers a special exception use in the Planned Development-Office Park zoning district. A more detailed discussion about the new zoning ordinance will be available in the South Riding and Stone Ridge magazines.

### **Legislative Program for 2024 General Assembly Session**

Each year, the Board puts together a legislative program to identify our priority advocacy at the General Assembly session in Richmond. We discussed the program at our December 13 Public Hearing. As always, I am not necessarily in agreement with every single item in the program. In particular, I have some concerns about the unintended consequences of language related to rent stabilization. But there are many important topics covered, including dedicated maintenance funding for Metro, increased opportunities for attainable housing, additional maintenance funding for VDOT, countermeasures to increased rates on the Greenway, and more.

The program passed the Board on an 8-0-1 vote, but is subject to further amendment as the session continues.

### **Metro Budget**

As Finance Chair of the Metro Board of Directors, I will be particularly engaged in the discussion around Metro funding. Metro faces a \$750 million deficit, which is structural in nature but expedited by the drop in ridership, especially among federal government employees. The federal government provides zero

operating assistance to Metro despite the reliance of the federal workforce on the system. Metro is reliant on subsidies from a variety of governments, which are capped by law at 3%. This does not match Metro's labor contracts, which include CPI-level wage increases, and that is certainly one of the issues leading to this challenge. However, expenses across the Board are higher, as all of us have experienced in our daily lives.

The ultimate solution is a long-term funding mechanism for Metro - a percentage of sales tax or something of that nature that is automatic and not subject to annual appropriations. In the short term, the Metro Board and GM are working diligently to reduce expenses, and we're implementing about \$145 million in savings. We are required to have a balanced budget, and the only way to do that is to lay off close to 3,000 employees and significantly reduce service. This could be avoided with additional subsidy funding. Given Virginia's \$5+ billion budget surplus, this should be achievable, but it is subject to the will of the General Assembly and the Governor. I anticipate spending a significant amount of time on this, including some trips to Richmond, over the coming few months.

### **Board Business Travel Policy Adopted**

You may recall controversy over travel taken by members of the Board of Supervisors as part of the Sister City program. The Board initiated a review of travel policies from other jurisdictions and ultimately adopted an updated policy that applies to members of the Board. Click [here](#) to read the new policy.

The Board of Supervisors and Board Staff Aide Travel Policy follows the county's existing administrative Business Travel Policy with some exceptions. The changes clarify when and for what purpose Supervisors may travel, and whether approval of the full Board is required in advance of the trip. Prior to its adoption, the Board generally followed the county's administrative Business Travel Policy.

Supervisors requested a review of the Board's business travel policies earlier this year and a comparison to regional jurisdictions' policies. The review found that the county's business travel policies are comparable to other jurisdictions in the region.

The Board's revisions and its adoption of a separate travel policy for members and their aides will provide better guidelines and more transparency. The policy follows the county's administrative policy that applies to all employees with the following four exceptions:

- For international travel, lodging arrangements will be consistent with the travel policy unless recommendations are made by the United States State Department or similar federal agency in which case lodging will follow the federal recommendations.
- For the Chair-at-Large and their chief of staff, international travel for Economic Development and Sister City trips is authorized by the policy when paid for by the Economic Development Authority. The Chair will notify the Board a minimum of 45 days in advance of any international travel paid for by the Economic Development Authority.
- All Board members are authorized to travel for business purposes to all states and territories of the United States utilizing their respective district office budgets. (This would apply if I need to stay overnight in Richmond for the legislative session, for instance).
- International travel for Board members and their chiefs of staff, other than the Chair-at-Large and the Chair's chief of staff, is permitted only when authorized by a public vote of the Board of Supervisors.

The policy is effective immediately. I am not currently aware of any proposed international travel by Board members. I believe such travel should be done sparingly,

and for a well-defined, specific purpose in consultation with staff. For all my time on the Board, I have been a big believer in economic development, and I recognize that relationships and investment take time - often years - to develop. Much of that work is staff-driven, and Board engagement should be targeted for maximum effect. For that reason, it is not fair to judge the value of any one specific trip or investment in the short term. It is also worth noting that the Economic Development Authority is funded differently than the Department of Economic Development. The EDA utilizes proceeds from financial instruments such as loans, and receives a small amount of dedicated transit occupancy tax funding.

## **ANNOUNCEMENTS**

### **Christmas Tree Recycling**

From mid-December to late January, residents may take their Christmas trees to be recycled at the locations listed below. Christmas trees will be processed into mulch, which is available for free for County residents at the landfill. Christmas trees should not be placed in bags. Please remove all decorations, lights, tree stands, and bags before bringing your tree for recycling. Tree vendors operating in the County can drop off recyclable trees at the landfill for \$68 per ton. Here are the locations you can bring your tree to be recycled:

**South Riding**  
**Town Hall (rear parking lot next to tennis court)**  
**43055 Center Street**  
**South Riding, 20152**  
**Open daily**

Leesburg  
Loudoun County Landfill Recycling Dropoff Center  
21101 Evergreen Mills Road  
Leesburg, 20175  
Open Monday – Saturday 8:00 a.m. to 4:00 p.m.

## **Local Bus Service to Silver Line Stations**

Loudoun County is adjusting bus schedules and relocating one bus stop to improve service for riders going to Silver Line Metrorail stations. All routes are evaluated for timeliness and efficiency on a quarterly basis throughout the year to better serve all Loudoun Transit riders.

Beginning Tuesday, January 2, 2024, Loudoun County Transit will be adjusting schedules on 20 of the 21 local bus routes serving the Silver Line Metrorail stations in Loudoun and Fairfax Counties to reduce wait times and better serve riders who need to make connections at the Metrorail stations. Route 333 serving Quantum Park and Pacific Boulevard with stops at the Loudoun Gateway Metrorail Station remains unchanged.

Riders are encouraged to review the new bus schedules closely as the changes in departure times are significant, ranging from a five-to-20-minute difference, depending on the route. All of the current updates to bus schedules with operating times are posted at [loudoun.gov/buschanges](https://loudoun.gov/buschanges).

Loudoun County Transit will also relocate one bus stop on Route 351 from the Leesburg II Park and Ride Lot – Segra Field to the [Leesburg I Park and Ride Lot](#) located at 41951 Gourley Transit Drive in Leesburg. With this adjustment, commuter bus riders will have added flexibility with a midday connection to the Leesburg I Park and Ride Lot from the Ashburn Metrorail Station.

Loudoun County's local bus service to the Loudoun and Fairfax Counties Silver Line Metrorail stations provides weekday service to and from convenient local stops, including connections to the Ashburn and Loudoun Gateway Metrorail Stations in Loudoun County and to the Innovation and Reston Town Center Metrorail Stations in Fairfax County. Additionally, some of the routes connect to the county's park and rides lots, which are mapped at [loudoun.gov/parkandridelots](https://loudoun.gov/parkandridelots).

All Loudoun County Transit buses are equipped with electronic fare boxes that accept [SmarTrip](#) cards for



simple transition to Metrorail service. Everything commuters need to know about riding Metrorail is posted at [loudoun.gov/silverline](http://loudoun.gov/silverline).

Loudoun County encourages bus riders to stay informed about any changes to the county's bus services by visiting [loudoun.gov/buschanges](http://loudoun.gov/buschanges) for current service changes, including holidays and inclement weather. Bus riders may also subscribe to bus rider alerts at [loudoun.gov/busbiz](http://loudoun.gov/busbiz) to receive email alerts.

In addition, Loudoun County Transit riders may download the Transit app for free on Google Play or the Apple Store. After downloading the app, set your favorite routes to begin receiving notifications for the buses you ride. For more information about the app, visit [loudoun.gov/transitapp](http://loudoun.gov/transitapp).

Transit riders can sign up to receive news via email and text from Loudoun County by subscribing to the Transit category listed under the News Flash section at [loudoun.gov/notifyme](http://loudoun.gov/notifyme).

Loudoun County Transit offers bus service to the Silver Line Metrorail stations, and commuter and paratransit bus services, as well as a broad range of rider and commuter services, including information about ridesharing. For more information about the full range of Loudoun County's transit and commuter services, visit [loudoun.gov/transit](http://loudoun.gov/transit).

### **Composting Center at Landfill**

Loudoun County has begun a one-year pilot program for accepting food waste at its new Food Waste Composting Drop-Off Center located at the Loudoun County landfill. The program is intended for residents who are interested in composting their household food scraps such as fruits and vegetables, meats, dairy products, pasta, eggshells, and coffee grounds. Quantities accepted are limited to one 5-gallon container or an equivalent amount, per customer, per week.

Under the pilot program, Key Compost will collect the material for processing at its composting facility in Frederick, Maryland. The program was recently initiated by the Loudoun County Board of Supervisors in an effort to create local composting opportunities for the community. Results of the pilot program, including the level of public interest, will be evaluated for possible program expansion to additional locations.

Diverting food waste from disposal for composting benefits the environment in several ways, including providing nutrient-rich material to improve soil health, reducing waste and reducing methane emissions from landfills.

The [Loudoun County Energy Strategy](#), approved by the Board in February 2023, calls for the County to expand the yard waste composting and recycling program to divert solid waste from the landfill to reduce greenhouse gas emissions. In September 2023, the landfill began offering free compost to residents made from yard waste, such as grass clippings, hedge clippings, and leaves.

The food waste composting drop-off center is located at the Landfill Recycling Center at the Loudoun County Solid Waste Management Facility, located at 21101 Evergreen Mills Road in Leesburg. Operating hours are Monday through Saturday, 8:00 a.m. to 4:00 p.m. More information about the services available at the landfill may be found at [loudoun.gov/landfill](http://loudoun.gov/landfill).

Visit [loudoun.gov/recycle](http://loudoun.gov/recycle) for more information about the food waste composting program or call 703-771-5500.

### **VCE January Programs**

The Loudoun chapter of the Virginia Cooperative Extension has some upcoming programs that you may be interested in. For more information or to register, please email [jess.yon@loudoun.gov](mailto:jess.yon@loudoun.gov).

- [Apply to Be a 4-H Junior Camp Counselor!](#)  
– *Applications Due by February 2, 2024*

- ServSafe para Gerentes/ServSafe for Managers – Sold Out – Monday, January 22, 2024 @ 9:00 a.m.

### **Donations to Local Food Banks**

Donations to the Dulles South Food Pantry (DSFP) can be made in person at the pantry at 24757 Arcola Mills Drive on Mondays, Wednesdays, and Saturdays from 10:00 a.m. to 11:30 a.m. or on Mondays from 7:00 p.m. – 8:00 p.m., or [online](#). DSFP provides food assistance up to twice a month to any person who resides in the attendance zones for the following high schools: Freedom, John Champe, Lightridge, Independence, Rock Ridge, and Briar Woods. Call 703-507-2795 or email [info@dsfp.org](mailto:info@dsfp.org) to schedule an appointment. See the pantry's [website](#) for information on how you can help fight local hunger. The pantry is currently looking for plastic bag donations as well.

Donations to the Dulles South Soup Kitchen can be made on their [website](#) or at their location by appointment. Call (202) 930-3775 or [email](#) to make an appointment. The Dulles South Soup Kitchen distributes fresh and nutritious hot meals to anyone in need within Loudoun County every Wednesday from 6:00 p.m. – 7:00 p.m. at the StoneSprings Hospital Center parking lot by Route 50. [Registration](#) is required on their website.

### **Blood Donation**

To schedule an appointment to donate blood or platelets with the American Red Cross, please visit [redcross.org/give-blood](https://redcross.org/give-blood).

Inova Blood Services also takes donors by appointment. Visit <https://www.inovablood.org/> to schedule an appointment.

### **VDOT Winter Weather Information**

According to the Virginia Department of Transportation's annual winter weather briefing, we are expecting slightly warmer-than-average temperatures

this year, but it is an El Niño winter which means heavier storm counts near the coasts. If the storms line up with colder weather we could get a fair amount of snow. VDOT is responsible for clearing over 14,000 miles of road during winter weather events in the Commonwealth of Virginia. VDOT encourages folks not to drive if it is snowing, and to be safe in the case of a storm. If we do get snow, VDOT's goal is to have one passable lane on every road within 24 hours when snowfall is 2-4" and within 48 hours for 4-6". Over 6" is expected to take at least 72 hours. VDOT will prioritize getting the roadways as safe as possible before moving on to shoulders, ramps, turn lanes, intersections, park and ride lots, and more. If you feel that your street is missed after these time frames have passed, you can use the resources below to get more information on plowing status and/or report your issue directly to VDOT:

- [https://www.virginiadot.org/about/emergency\\_response.asp](https://www.virginiadot.org/about/emergency_response.asp) for news releases, important messages, frequently asked questions and links to many other resources, including:
- @VaDOTNOVA on Twitter
- <http://www.511virginia.org> for road conditions and traffic cameras
- <http://www.vdotplows.org> for neighborhood status and locations of plows
- <http://www.virginiadot.org> or 800-FORROAD (367- 7623) to report issues

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