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COMMONWEALTH TRANSPORTATION BOARD
SIX YEAR PLAN HEARING
SPRING 2018

May 7, 2018
4:00 P.M.
Culpeper District Office
1601 Orange Road
Culpeper, Virginia 22701

Reported by: Cherryl J. Maddox

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1 APPEARANCES:

2 Stephen C. Brich, Commissioner

3 Shannon Valentine, Secretary of Transportation

4 Jennifer Mitchell, Director, DRPT

5 Alison DeTuncq, Culpeper District

6 John D. Lynch, P.E., Culpeper District Engineer

7

8 SPEAKERS:

9 Holder Trumbo

10 Ann Mallek

11 James Phillips

12 Paul Grady

13 Phoebe Tufts

14 Tim Colban

15 Albert Henderson

16 Kevin McDermott

17 Tim Hoffman

18 Drew Henry

19 Amber Sabia

20 John Brown

21 Kama Cutler

22 Natalie Erdossy

23 Juan Archilla

- 1 Daray Kreutz
- 2 Rajai Zumot
- 3 Brian Cohn
- 4 Mike Uram
- 5 Ann Brooks
- 6 George Eastment
- 7 Julie Broaddus
- 8 Ike Broaddus
- 9 Thomas Daily
- 10 Elizabeth Guzman
- 11 Pete Eltringham
- 12 Virignia Jackson
- 13 Bobbi Smith
- 14 William Reidy
- 15 Matthew Smith
- 16 Bill Chakalos
- 17 Joseph Dempsey
- 18 Karen Baker
- 19 Kevin Riley
- 20 Julie Bolthouse
- 21 Elise Stiglic
- 22 Ms. Brown
- 23 Nick Donohue

1 MS. VALENTINE: We are going to start
2 off just a little differently, except for those of
3 you that have been at a public hearing this year.

4 Coming into this position, I
5 had lots of priorities, but did not realize the
6 impact of safety. And just in having to do with
7 work force, work zone safety this past year, I
8 happened to have the opportunity to speak on Afton
9 Mountain at the Worker's Vigil. And just in 2017
10 in our work zones, VDOT reported 2666 crashes,
11 1329 injuries, and 12 fatalities. There were 803
12 deaths on our roads last year, which is rising
13 over the last two years; and 208 of those are,
14 have been the responsibility of distracted
15 driving. But that's just of what is actually
16 being self-reported.

17 So, we have had two, actually
18 three now VDOT workers injured in crashes this
19 past, just since January, and one of our
20 contractors was killed. And so this is a very,
21 it's a two minute video that we are just showing
22 around Virginia, one so that all of us can help
23 make our roads safer; and two, that we are all

1 folks in the audience that thought Aubrey was
2 going to be here. So, I'm new. I will check to
3 make sure that the web site is up-to-date. But
4 for anybody who sent a letter to Aubrey Layne, he
5 is now Secretary of Finance. I do have some
6 business cards here and you are welcome to resend
7 anything to me.

8 These past four years, those
9 of you who have been working in transportation, we
10 have seen a tremendous amount of progress. Under
11 the leadership of Governor Mcauliffe and Secretary
12 Layne, we really built, working with the CTB, a
13 system where we actually have a Six Year
14 Improvement Plan for identifying funding and
15 completing projects.

16 We used to have a plan where
17 it could be 20 to 30 years long, but as long as
18 you were in the plan, that was how the system
19 would work, given the very limited resources. But
20 now, we really are funding and completing
21 projects. We are requiring transparency and
22 accountability for the decisions we make. And
23 that is what the last four years have really been

1 focused on.

2 Coming in with this new
3 administration and with my position, I hope to
4 build on that progress in three main areas. One
5 is execution. We have made a tremendous number of
6 commitments. And our job, a huge part of our
7 legacy will be in delivering excellent, superior
8 projects on time and on budget.

9 The second piece is tying
10 transportation decisions to economic development,
11 which I believe is possible, not just in our urban
12 regions, but in every region of Virginia.

13 And finally, by embracing
14 innovation. Not just in solving transportation
15 problems, but in making sure that commerce around
16 the world knows that Virginia is open for
17 business.

18 When you look at the platform
19 that we have in Virginia, from the Port of
20 Virginia, a space port going up to the unmanned
21 space station, rail, transit, highways, bridges,
22 bike paths, we have everything. Metro, in D.C.,
23 and Northern Virginia connecting Northern Virginia

1 and D.C. and Maryland. We have a paralleled
2 platform from which we can actually be the
3 foundation for a new Virginia economy and that is
4 how we hope to come into this position.

5 So, tonight we are here to
6 talk about and listen to you, your thoughts about
7 the Six Year Improvement Plan, your suggestions,
8 your concerns. And so we will do that. I will
9 introduce those who have joined us tonight.

10 We have Jennifer Mitchell who
11 is the Director of the Department of Rail and
12 Public Transportation. We have Steven Brich, who
13 is the Commissioner for VDOT. We have John Lynch,
14 the District Engineer, here for the Culpeper
15 District. And he and I both from Wilmington,
16 Delaware. We both grew up there. And, of course,
17 Alison DeTuncq, your CTB member, who, it's been
18 such a pleasure for me to work with Alison for
19 four years on the Commonwealth Transportation
20 Board. So, so happy to be here this evening.

21 The Six Year Improvement Plan,
22 in that we are going to be managing about 21
23 billion dollars worth of projects, 3,700 of them.

1 And so, we are here to kind of discuss and listen
2 to how it is going to effect you in this
3 constituency.

4 So, with that, I'm going to
5 ask Commissioner Brich to introduce himself.

6 MR. BRICH: Thank you. I wanted to give
7 the Secretary has indicated, I'm Stephen Brich,
8 the new Commissioner of The Department of
9 Transportation, and I want to take the first
10 couple of minutes to be able to share with you my
11 vision for how the Department is going to move
12 forward over the next several years, and I have
13 broken it down into what I call the nine tenants
14 or nine basic premises.

15 The first is executing a
16 program. The main reason why we are here tonight,
17 so that we're, the Department is going to remain
18 laser focused on delivering what's in the program
19 today and what's going to be in the program in the
20 future. But there is going to be a significant
21 aspect of partnering with our localities,
22 recognizing that 54 percent of the projects that
23 are in the Six Year Improvement Program now are

1 locally administered by number, and a third of
2 that by value. So, the 21 billion, is made up by
3 a third by locally administered projects.

4 The second item is that we are
5 going to insure that we have a sustainable
6 pipeline of projects. I think the Six Year
7 Improvement Program, as we have seen in the last
8 several years, has improved knowing that we are
9 going to build projects, but that sustainability
10 is key to making sure that we have projects in the
11 planning, the design, and the construction phases.

12 The third aspect is
13 maintaining our assets. The renewed focus on
14 that, it is part of the State of Good Repair
15 Program that we have in the Six Year Program. But
16 recognizing that our assets are continuing to age,
17 our bridges and life cycles are being extended.
18 So, making sure that we have that focus on our
19 assets moving forward, pavements, bridges, are
20 going to be a key asset, but also recognizing
21 another aspect that I don't think the Department
22 has focused entirely on, and that's operate our
23 system efficiently. Focusing on moving people and

1 goods through our network.

2 Our interstate system is
3 roughly a thousand miles in total length, but
4 seventy percent of our fatal crashes and our
5 transportation moves on our primary system where
6 we have traffic signals that may not be completely
7 timed, or there are better ways that we can be
8 operating our system.

9 As I have told our staff, that
10 we can put a hundred percent of our money into
11 pavements and bridges, but if you are stuck in
12 traffic and I can have the smoothest pavements and
13 bridges in the world, it's just not going to be a
14 matter for moving you.

15 The next tenant that I have is
16 being innovative. We know that unmanned aerial
17 systems out there, drones, drone technology is out
18 there, and connecting autonomous vehicles are
19 being promulgated out there, that that's the next
20 phase. So, we want to be ready for those systems
21 to come on line.

22 We want to continue and
23 maintain a highly trained work force. Reinvesting

1 in our people is as our number one asset.
2 Recognizing that probably within the next five
3 years, 50 percent of the Department staff are
4 going to be eligible for retirement. So making
5 sure that we are investing in our people for the
6 next generation moving through.

7 Bringing a business focus to
8 the Department is another aspect that I want to
9 make sure is out there. Recognize that as
10 projects are in the Six Year Plan, they need to
11 move forward in a very timely manner. It is
12 executing that program on time and on budget, but
13 also as the Secretary has indicated, ahead of
14 schedule and under budget is going to be our task.

15 MS. VALENTINE: That's what I tell him.

16 MR. BRICH: Yes. But there is a time
17 value money. For each day that that project may
18 sit, it's going to run up against inflation. So,
19 having that focus on delivering what's in the
20 program is going to be key.

21 Insuring transparency within
22 the Department is going to be a very key aspect to
23 this, as well. We are a 5.4 billion dollar

1 company each day. We spend about \$14 million a
2 day in the services that we provide. So, making
3 sure that we are telling you what we are doing and
4 why we are doing it, is going to be paramount.

5 And finally, from the Division
6 standpoint, safety. As you saw in the video,
7 safety is going to be our job one. The last 25
8 years, I served primarily looking for traffic
9 safety and operations. Nothing could have
10 prepared me for the calls that I have gotten
11 throughout the day and the night concerning this
12 position.

13 The video that was shown, was
14 the first call that I had received from a serious
15 injury crash of one of our employees, and that
16 happened just 13 days after I assumed the
17 position. Four days later, I got the call on a
18 Saturday morning of our first fatality. The
19 Secretary has indicated, Justin Warden, or Dustin
20 Warden was conducting a mobile pothole patch and
21 repair on Interstate 95, middle of the day.
22 Individual crossed over into the shoulder and hit
23 him as he was exiting his vehicle.

1 And just another 15 days
2 later, another serious injury crash happened on
3 Interstate 85 during a guardrail replacement
4 program. Also steered, the driver of that vehicle
5 steered around the crash cushion truck and pinned
6 this individual up against the guardrail.
7 Luckily, he was able to survive that crash. But
8 just out of all those three crashes that we had in
9 that short time period, there is one common theme,
10 and it was the distracted driver. And from the
11 2017 statistics that we had, half the fatal
12 crashes that were in the work zone were also
13 contributed to a distracted driver. So safety in
14 the organization is going to be our number one
15 job.

16 So, let me get to the reason
17 why we are here, and that's to review the Draft
18 Fiscal Year 2019 to 2024, Six Year Improvement
19 Program update. This is a second program update
20 that has taken on the biannual schedule adopted by
21 the Commonwealth Transportation Board in December
22 of 2016.

23 The Six Year Plan, as you

1 might know, is VDOT's construction program road
2 map. And as I said before, we are going to be
3 laser focused on the successful delivery of what's
4 in the program. This draft program has new
5 projects being selected for funding in several
6 different categories. The State of Good repair,
7 Regional Surface Transportation Program.
8 Congestion Mitigation and Air Quality, and the
9 Highway Safety Improvement Program. Those four
10 program areas are funded on an annual basis.

11 This year's program will now
12 also have the Revenue Sharing Program and
13 Transportation Alternatives Program. Again, this
14 is on odd years, so we will be programming those
15 two program areas this year.

16 Delivering the program is
17 truly a partnership between VDOT, the localities
18 and regional entities. As I said before,
19 localities are managing more and more of their
20 projects. And this highway construction program
21 includes 7.1 billion dollars of monies being
22 provided by others.

23 As we said, the program has

1 made significant progress in how we develop the
2 Six Year Improvement Program in recent years.
3 Most projects must now be fully funded, which
4 means that they will be delivered. VDOT is again
5 committed to delivering those on time and on
6 budget, and this will only improve the stability
7 of the program and the efficiency that we can
8 deliver the projects.

9 One key aspect of what's in
10 the program is the State of Good Repair, and it
11 continues to be an important program to improve
12 our infrastructure. This program, in itself,
13 allocates 1.3 billion over the next six years and
14 is primarily used for solving our deficient
15 bridges and pavements, and it's used for both
16 localities and the Department.

17 Just as a reminder, as we
18 think about what's in our SMART SCALE program, we
19 have our SMART SCALE portal, which is now open for
20 round three applications. Those applications
21 need, will be due by June 1st, preliminarily, at
22 least started, and the deadline for your SMART
23 SCALE applications will be August 1st. Those

1 projects that we are looking to fund out of SMART
2 SCALE, will be in the next year's program which is
3 2020 to 2025, and we anticipate about 850 million
4 dollars that be available state wide.

5 With that, I will leave it,
6 turn that back over to --

7 MS. VALENTINE: We will have Jennifer
8 Mitchell from DRPT.

9 MS. MITCHELL: Thank you very much.

10 And so DRPT is the agency that
11 oversees and provides funding for rail and public
12 transportation across the state. And so, that
13 means we provide funding to transit operators,
14 demand management agencies, human service
15 agencies, and railroads for various projects.

16 We have 3.2 billion dollars in
17 this year's six year plan. That includes 595
18 million this year. We have 44 transit agencies
19 across the state that we work with. And I believe
20 it's 72 human service operators. Nine short
21 lines, two class one railroads and one commuter
22 rail operator. So, we have a very big footprint
23 for transit and rail across the state.

1 Here in Culpeper, we work with
2 a number of different agencies. We are providing
3 2.5 million dollars for transit and another 6.7
4 million for rail. Just on capital funding, we
5 provide more for operating support, as well.

6 A few of the agencies, transit
7 agencies that we are working with here in the
8 Culpeper District, Aging Together, the
9 Charlottesville Area Transit, Green County
10 Transit, The Rappahannock Rapidan PC, Thomas
11 Jefferson Planning District Commission and
12 Virginia Regional Transit.

13 Just a few highlights from
14 our, the transit side of our Six Year Plan. This
15 year, for the Charlottesville Area Transit, we are
16 providing about 8.2 million in operating support.
17 For Green County, we are providing funding to
18 replace two transit vehicles for that system. We
19 are also providing funding to Jaunt for 17
20 replacement buses this year. And then, also
21 operating support and some equipment purchases, as
22 well.

23 So, on the rail side, we also

1 have a very robust rail program. Last year alone,
2 we provided trips to 851,000 people across the
3 state. And that was an increase of 1.6 percent
4 over last year, but our rail program in general,
5 over the last decade our ridership has increased
6 by seventy percent in the last ten years. So very
7 big increase.

8 We fund six round trip
9 regional routes for Amtrak across the state.
10 That's in addition to a number of inner city
11 routes that also traverse the state, including
12 this area, as well. Rail, in general, provides 73
13 billion in economic benefit to the Commonwealth of
14 Virginia. That is including the benefit of
15 freight, rail and passenger rail. So,
16 tremendously important. That makes up 6 percent
17 of the state's GDP.

18 We have a very robust program
19 for short line railroads in this region, in this
20 District. We are providing funding to the
21 Shenandoah Valley Railroad, Buckingham Branch and
22 the Winchester and Western Railroad for a number
23 of capital rehabilitation projects. These short

1 line railroads are what really provide the last
2 mile of service to the last one, so that's why
3 they are incredibly important to us across the
4 state.

5 Just two major initiatives I
6 would like to highlight for you all. First of
7 all, on the rail side, our top priority over the
8 next several years is going to be developing
9 what's called the long bridge. And that's a
10 bridge that connects Virginia to Washington D.C.
11 Today it's a two track bridge, it needs to be four
12 tracks. Right now that bridge is at 98 percent
13 capacity and it carries every single Amtrak train,
14 every single VRE, commuter train and the majority
15 of freight trains, particularly those serving the
16 Port of Virginia over that, as well. So you may
17 wonder why I'm talking about a project in D.C.
18 here in Culpeper. Well, the reason is that all of
19 the rail service that services this District,
20 including the Amtrak routes that originate in
21 Roanoke and provide service to, provide service to
22 Culpeper and also the Cardinal Route, as well as
23 all of the VRE service on the Manassas Line,

1 everything goes over that bridge. So, it is a
2 tremendously important priority of the state that
3 we are working on over the next several years with
4 the District Department of Transportation and CSX.
5 So, probably expect to hear more about that over
6 the next few years.

7 And then finally, this was a
8 big year for us in the General Assembly. There is
9 a lot of, been a lot of discussion about a Metro
10 Funding Bill. The truth is that was actually a
11 Transit Funding Bill, that went beyond just
12 providing funding for Metro. We are very pleased
13 that it did provide \$154 million of dedicated
14 funding for Metro, which is being matched by
15 funding for Maryland, and D.C., as well.

16 But in addition to that, and
17 included in a number of priorities for our state
18 wide program, which affects the transit operators
19 here in this District, we will be developing a new
20 process for prioritizing projects around the state
21 on the transit side, with a specific focus on
22 enhancing the State of Good Repair of our transit
23 fleets, and human service agencies. We are also

1 intending to provide much more transparency and
2 accountability to the way that we allocate funds
3 every year.

4 And with that --

5 MS. VALENTINE: I will also say that we
6 are also working, beginning negotiations on trying
7 to get another Amtrak train, you know, that would
8 originate in Lynchburg up to D.C. and Boston, and
9 perhaps even try to extend it out to
10 Christiansburg, so we would have two going up. So,
11 that would be great if we could make that happen.

12 Alison DeTuncq is your CTV
13 member, and I didn't know if you wanted to say
14 anything.

15 MS. DETUNCQ: I just wanted to take a
16 moment to welcome you and thank you for coming out
17 this evening, and look forward to hearing your
18 thoughts about the proposed projects contained
19 within the Six Year Plan. Thank you.

20 MS. VALENTINE: And with that, our
21 District Engineer.

22 MR. LYNCH: Well, just welcome to the
23 Culpeper District. Naturally, as Alison said, we

1 look forward to getting your input into our Six
2 Year Improvement Plan.

3 MS. VALENTINE: Okay. With that, this
4 evening in the audience, we do have Holder Trumbo,
5 Fauquier County Board of Supervisors. There you
6 are. Hello.

7 MR. TRUMBO: Hello.

8 MS. VALENTINE: Ann Mallek, Albemarle
9 County Board of Supervisors. Nice to see you
10 again today. Mark Snesavage, Office of Senator
11 Bryce Reeves. Nice to meet you. Thank you for
12 being here. Gaston Arrowas.

13 MR. ARROWAS: Good to see you again.

14 MS. VALENTINE: Did I do better?

15 MR. ARROWAS: Better, yes.

16 MS. VALENTINE: Better. Nice to have
17 you back. He is with the office of Senator Tim
18 Kaine.

19 Are there any other elected
20 officials here tonight?

21 Okay, with that, we will go
22 into our public hearing phase. As many of you
23 know, we have a three minute limit. And I have

1 not worked this system before, but I think, oh,
2 there you go. You will be able to see and come
3 right up here. And so, you will have three
4 minutes to present your suggestions. I have
5 admitted, and some of you have heard me say this
6 before, very challenging for me not to respond to
7 you while you are up there. I will try to
8 summarize at the end because I want to go ahead
9 and answer your question and see how we can fix
10 it. But this is really an opportunity for us just
11 to listen.

12 And so, with that, would any
13 of our elected officials like to start us off this
14 evening, with any comments? Okay, right up here.

15 MR. TRUMBO: Thank you very much. I am
16 Holder Trumbo. I represent the Scott District in
17 Fauquier County. And I am here particularly to
18 speak to you about the section of Route 29 that
19 goes through New Baltimore, just above Warrenton.

20 You have an intersection in
21 this project list, but it is the first of several,
22 actually, and at my urging, VDOT has provided some
23 informational sessions for the community, for the

1 businesses to provide their plans, and we have
2 done it several times. And I am not going to go
3 into specifics, because I see a lot of folks here
4 from New Baltimore. I think you are going to hear
5 this, the specifics of the concerns. But we do
6 have significant concerns about the proposed
7 solutions and the impact that they will have on
8 the community.

9 Secretary Valentine, you
10 mentioned economic development in your comments,
11 and I think, obviously, every elected official in
12 the Commonwealth has that as a priority. You are
13 going to hear from businesses here who are very
14 concerned about the impact on them, on their
15 investments, on they way that they might not be
16 able to do business.

17 More importantly, though, is
18 the quality of life of the people that we
19 represent. And I think you are going to hear a
20 lot of folks express concerns about safety. And
21 this is after going around and around and around
22 about this for a couple of years, and we don't
23 seem to be getting anywhere. So, I'm not asking

1 you all to take the funding away from the projects
2 as proposed. But I think when you hear what the
3 folks have to say here, I would encourage you to
4 encourage your folks in the local residencies to
5 go back to their drawing board and work with the
6 community to come up with solutions that work,
7 frankly, both ways.

8 I think you are going to hear
9 that a lot of what is being proposed really
10 focuses on movement, and I do understand why VDOT
11 wants to keep people moving, but folks who live in
12 these communities are worried about their
13 abilities to get in and out, the access issues.
14 The viability of their businesses, I think you are
15 going to hear a whole lot about that from these
16 folks this evening. And I am more than glad to
17 continue to come to the table with VDOT on this,
18 but I'm afraid that what we have to start this and
19 what will progress here is heading in the wrong
20 direction, and I think you are going to hear a lot
21 of that. And I don't want to belabor that point,
22 but please listen to the folks and let's see if we
23 can't work together to come up with better

1 solutions. Thank very much.

2 MS. VALENTINE: Thank you. Nice to meet
3 you.

4 Ann, would you care to say
5 anything this evening?

6 MS. MALLEK: I have a wonderful staff
7 with me, I will let them do that.

8 MS. VALENTINE: Okay. Thank you.

9 James Phillips.

10 MR. PHILLIPS: Hello. I'm part of the
11 Hydraulic Road, Fauquier County, Route 29
12 corridor. The difference between myself and the
13 elected official, I would rather you don't spend
14 the money on improving what you think you are
15 going to improve, which you are just going to
16 create chaos. It needs to be completely reviewed
17 again. It just doesn't work.

18 We know what the problem is in
19 the area. We know Vint Hill is the problem, we
20 know the conditions which it comes all the way up
21 from the Home Depot section of 29 intersection.
22 That's what causes the problems in our
23 neighborhood. Further review is needed.

1 If I could be of any
2 assistance at any given time, I will gladly be at
3 your beckon call. But again, I would rather you
4 don't spend money to make your improvements than
5 what you have planned now, thank you.

6 MS. VALENTINE: Thank you, Mr. Phillips.

7 Paul Grady.

8 MR. GRADY: My name is Paul Grady, I
9 live just outside of Crozet, in Albemarle County.
10 I'm here to speak against the hydraulic 29
11 interchange project on the boundary between
12 Charlottesville and Albemarle County. I won't go
13 into the details of the design that I presented.
14 It's all right there on the page attached to the
15 map. I will keep my responses generic.

16 It was my understanding that
17 this design process would fix all of the problems
18 of all three intersections. Hydraulic and the 250
19 bypass, Hydraulic and 29 and the 250 bypass and
20 Emmet Street. As long as the stop light at
21 Hydraulic and the 250 bypass remains, the job is
22 not finished. Traffic traveling west on the 250
23 bypass still has to turn left across oncoming

1 traffic to get to Emmet Street south. Again, the
2 job is not finished.

3 The approved Hydraulic/29
4 interchange design may fix the problems of that
5 intersection, but it makes the other two
6 intersections worse. Extending Hillsdale to the
7 250 bypass is a horrible idea because it forces
8 the closing of one corridor of the ramps at the
9 250 bypass/Emmet Street interchange, making that
10 intersection worse than it is now. That in turn
11 adds more traffic to the Hydraulic/250 bypass
12 intersection, thereby making it harder for
13 residents of Brandywine and Michie Drive to get
14 into and out of their neighborhoods, making that
15 intersection worse.

16 The one thing that disturbs me
17 most about the Charlottesville community is that
18 they always settle for the third or the fourth or
19 the fifth best design, they never go for the best
20 design because of the cost. Just once, I would
21 like to see them go for the gold, instead of
22 settling for the bronze or the tin or the aluminum
23 design.

1 Ms. Tufts, it's going to be Holder Trumbo.

2 MR. TRUMBO: You already had me.

3 MS. VALENTINE: Sorry. Tim Colgan will
4 be next.

5 MS. TUFTS: My name is Phoebe Tufts.
6 And I live on the Fauquier County side of the
7 Waterloo Bridge, and I am addressing the potential
8 Waterloo Bridge boondoggle.

9 I come before you with sadness
10 and hope. Sadness for what I'm about to tell you
11 and hope that you will use wisdom and discernment
12 as you contemplate the future of the Waterloo
13 Bridge.

14 I have three key notes.
15 Number one, this project has gotten this far
16 without concern for safety issues. A: Should the
17 bridge be restored to vehicular traffic, there has
18 been no addressing of the already VDOT
19 acknowledged safety issues on both the Culpeper
20 and Fauquier side of the bridge. There is an
21 attachment.

22 B: The bridge, on the
23 Culpeper side, allows vehicles to travel into a

1 neighborhood with children in which Culpeper
2 County has no interest at this point in spending
3 what needs to be spent to create and maintain a
4 safe travel zone despite the outcry of local
5 residents. The Mezarallo family has stories to
6 tell of having to jump in the ditch to escape
7 injury from that traffic that flew over the bridge
8 and was going over fifty miles an hour. This
9 alone should give pause.

10 C: The bridge on the Fauquier
11 side allows vehicles to travel to an intersection
12 with 688 on a very dangerous curve.

13 Number 2: This project has
14 gotten this far without concern for rising cost
15 issues.

16 A. A recent attempt at
17 restoring the Aden bridge (also a wrought iron
18 truss bridge) in Prince William County is facing
19 skyrocketing costs.

20 B. Neither Culpeper or
21 Fauquier County is willing to use taxpayer money
22 for any part of this project. Fauquier moved the
23 project forward by using the money of a generous

1 donor.

2 C. The Rappahannock River is
3 susceptible to flooding on the very land that the
4 bridge would be removed to in order to dismantle
5 it and then rebuild it.

6 D. The cost of the entire
7 project does not include any work on the immediate
8 approaches on either side of the bridge.

9 3. This project has gotten
10 this far for one primary reason. A staff member
11 of the Piedmont Environmental Council attempted to
12 sway public officials to move forward and commit
13 taxpayer funds to restore the bridge to vehicular
14 traffic.

15 For two years this one staff
16 member was responsible for, at minimum, nearly 50
17 e-mails to VDOT officials. At one point on
18 March 17, 2016, John Lynch, a Culpeper District
19 Engineer wrote in an e-mail to Gregory Banks and
20 Teresa Gothard, "Julie Bolthouse (PEC) continues
21 to propagate information that is clearly not
22 accurate to further her cause and put VDOT in a
23 bad light." I also have that attachment.

1 This staff member was also
2 responsible for false information that was posted
3 on the PEC website.

4 Here are two examples of the
5 false information.

6 The first of the two: At one
7 point, PEC's website claimed that the traffic
8 count numbers were over 800 vehicles per day when,
9 in fact, Theresa Gottard, District Bridge
10 Engineer, stated in an e-mail from Tuesday,
11 January 14, 2014, that, "Recent traffic counts
12 measured 464 to 609 vehicles daily over a five day
13 period," just prior to bridge closure. I'm almost
14 done.

15 The second of the two
16 examples, the second of the two examples clearly
17 intended to incite members to action. PEC posted
18 the following on their website. "January 2017.
19 It's been three years since Waterloo Bridge was
20 closed on January 15, 2014. The counties and VDOT
21 need to go act before it's too late. VDOT has
22 said that increased load capacity is possible.
23 They have determined that rehabilitation would

1 cost \$4.5 million, which is \$2 million cheaper
2 than what is planned currently. A private donor
3 is generously offering \$1 million towards
4 rehabilitation. The question now is what are we
5 waiting for?

6 Please take action to save
7 Waterloo Bridge by e-mailing local, state and
8 federal representatives along with VDOT. Sign our
9 petition."

10 The deceptive line is, "which
11 is 2 million cheaper than what is planned
12 currently."

13 Any citizen reading this would
14 reason that if he or she didn't act then \$6
15 million would be spent. This is manipulative,
16 misleading and false. Upon being questioned by
17 the landowners on either side of the bridge, VDOT
18 officials reported that this was not what was
19 currently planned.

20 In addition to these three
21 keynotes, I wish to publicly state that this same
22 staff, and PEC, ignored attempts by adjacent
23 landowners to discuss creative solutions to saving

1 the bridge.

2 To end, I would like to
3 reaffirm my opinion that restoring Waterloo Bridge
4 to a vehicular bridge is not wise stewardship of
5 taxpayers' funds and to again publicly state that
6 all four landowners of land adjacent to it, along
7 with many others, are opposed to this project.

8 Please ponder the concerns of
9 safety, cost and using dishonest means to pressure
10 public officials. Thank you for your time and
11 service to Virginia.

12 MS. VALENTINE: Thank you. You came
13 very well prepared.

14 Tim Colban.

15 MR. COLBAN: Tim Colban, C-O-L-B-A-N.

16 MS. VALENTINE: Hi, welcome.

17 MR. COLBAN: I'm a resident of
18 Warrenton, and I live in the New Baltimore area. I
19 think what you have to understand is we really
20 have four roads that can get us out to 29 and up
21 to Warrenton from where we live, which is about a
22 thousand houses in our neighborhood, in Brookside,
23 and 350 in Vanhalen. We have got about nine

1 hundred people working at the FAA facility on Vint
2 Hill. We have a new Veteran's hospital coming to
3 Vint Hill, and I think VDOT is being a little bit
4 disingenuous because they are doing these plans
5 one at a time and not telling us what the overall
6 projects are going to look like. So, these four
7 roads, VDOT is eventually going to have it so we
8 can't make a left turn to go into our town.

9 The way they are going to do
10 it, they close off Vint Hill Road, it's going to
11 run all that traffic in front of C. Hunter Ritchie
12 Elementary School, and down Riley Road, which
13 doesn't have a light. So, then you are going to
14 get to Riley Road, then you are going to go the
15 Route 600, which again, is, you can't make a left.
16 Then all that traffic then is going to come
17 through my neighborhood on Brookside Parkway, out
18 to 605, make a right to get to Warrenton. Already
19 that's clogged every day. You have got an
20 elementary school less than five hundred feet from
21 that intersection. People aren't going to be able
22 to get in and out of the school.

23 So, there is no, there seems

1 to be no thought process, and in the meetings that
2 we have had with VDOT, it's basically, hey, we
3 have got 3 million bucks, that's all we can get
4 for you. The solution might not be great, but we
5 are going to do something, even if it's wrong.
6 What we are told is at the intersection of Vint
7 Hill and 29, this solution is going to cost
8 \$3 million. It's going to reduce accidents
9 between 20 and 60 percent. That's a swag, that's
10 a guess. There is no, you know, there is not a
11 lot of thought to that.

12 What needs to be done is there
13 is a dip in the road that needs to be filled, and
14 we are told it's going to cost \$6 million. I will
15 do it for three and I will start tomorrow, okay.

16 I don't think anyone ever
17 really looked at that solution, and I understand
18 it. But I drive from Prince William, I work in
19 Prince William, I was raised in Prince William,
20 through Charlottesville. You drive down 29, see
21 all the money that's being spent. Hundreds of
22 millions of dollars in Charlottesville, and we get
23 nothing in Fauquier County, because we are at the

1 very tip top and it's just unacceptable.

2 We had a public hearing with
3 Delegate Guzman from the 31st District. A couple
4 hundred people were there, and not one was for
5 that solution.

6 So, VDOT really does got to
7 get back with Holder Trumbo and with the residents
8 and find a solution that is acceptable to us.
9 Because everybody that doesn't live there, wants
10 to make it faster. We don't want that. You go to
11 Prince William, we are right on Prince William
12 County line. They say we can't have any traffic
13 lights. There is two traffic lights within
14 250 feet, at Route 15 and then the intersection to
15 the Harris Teeter.

16 It's just, you know,
17 unfortunately we don't have a lot of
18 representation in Fauquier County, it appears.
19 Thank you.

20 MS. VALENTINE: Wow, thank you very
21 much.

22 Mr. Henderson. Is it Albert?

23 MR. HENDERSON: Yes.

1 MS. VALENTINE: Welcome.

2 MR. HENDERSON: Thank you, ma'am.

3 Yes, I'm Al Henderson, and I
4 am the pastor of Broad Run Baptist Church, which
5 is at the corner of Broad Run Church Road, and 29.
6 One of the intersections that is directly impacted
7 by the gentleman who just spoke. And he said
8 something that's absolutely key, Madam Secretary.
9 Everyone who doesn't live there, wants to make it
10 faster.

11 I can't tell you, since I have
12 been the pastor at that church, when I'm sitting
13 at my desk, which is at the far end of the
14 building from that light, when there is a wreck, I
15 can feel it in the seat of my chair, and we go
16 running toward it. I can't tell you how many
17 times, how many wrecks I have responded to, people
18 at my church, when they are there, have responded
19 to. And it's always because of one of two things.
20 Speed, and distracted driving. People think that
21 they can make it through that intersection,
22 speeding up when it's yellow, and running it when
23 it's red.

1 I was speaking to my son last
2 night on the phone. He is no longer in the area,
3 he is a Marine at Lejeune, but he spent all his
4 summers in high school working directly across the
5 intersection from our church at Fauquier Farm. He
6 can't tell you how many wrecks he's seen when he's
7 out in that front field. And I told him that I
8 had been asked to come down here and speak, and
9 about what, and I told him what was being proposed
10 by VDOT. And he said, and I quote, and all of you
11 all on the panel all of you in the room who may be
12 elected officials, the last thing I want to do is
13 insult any of you. But he said, "Are they crazy?
14 Don't they realize that the southbound traffic,
15 when it attempts to make a left turn onto 600, and
16 instead has to make this new term I have just
17 learned, a Michigan left at the next possible
18 opportunity, he said, all you are going to have is
19 one rear end accident after another."

20 We stand in strong opposition
21 to this VDOT proposal. I'm not a road engineer.
22 I just teach people the word of God, but I know
23 what's causing the accidents out there, and it's

1 not people making a left-hand turn. The solution
2 that I understand has been proposed many times,
3 and ought to be implemented, is simply the
4 enforcement, the rigorous enforcement of a much
5 lower speed limit through there. You can't do 55
6 and not get run off the road.

7 So, I guess that's it. But I
8 do hope that VDOT will respect the strong opinions
9 of all the residents, because I have yet to meet
10 one concerned party who is in favor of this.
11 Thank you.

12 MS. VALENTINE: Thank you, Pastor
13 Henderson.

14 Kevin McDermott. Hello.

15 MR. MCDERMOTT: Hello. Kevin McDermott
16 from Albemarle County. I'm the transportation
17 manager there. Thank you for coming up here and
18 visiting us.

19 The thing I want to talk about
20 most is I want to express our appreciation for the
21 projects that were put into the draft plan this
22 year for Albemarle County. We got two safe routes
23 to school projects that are in that, and I just

1 want you to let, to let you know that those
2 projects were real community driven projects where
3 we went to them and asked them what they would
4 like us to put our money to. And those projects
5 to improve safety around those two schools were
6 what they chose. So, I'm really happy that we
7 were able to go back to them and say that those
8 grants came through.

9 We also got former
10 revolutionary project approved. We really
11 appreciate the changes to the revenue sharing
12 project. We got none last year. They all went to
13 the tier one. This time we were able to get at
14 least 85 percent funded for those four projects.

15 One of them builds on the 29
16 solutions program to extend Birkmire, the Birkmire
17 Shared Use Path, South, and I think that's going
18 to be a great addition to that project.

19 Another build is sidewalks and
20 multi-modal improvements in some of our older
21 urban neighborhoods. And then two to expand on
22 our, the small town, downtown of Crozet, and to
23 help build that out and generate some economic

1 development there. Those are all great projects.

2 And then another thing I
3 wanted to let you all know about is we have been
4 working with VDOT for a long time now to try and
5 also extend that Birkmire project to the north,
6 through Holly Meade, and connect it to the UVA
7 Foundation Research Park that's going on up there.

8 We will be submitting one
9 segment of that for the SMART SCALE program next
10 year. And a second segment, the northern segment
11 of that, we have been in discussions, and I know
12 Mr. Lynch has been made aware, that we would like
13 to make a build grant on that this year. So, I
14 just wanted to, I was hoping that we could get
15 your support for that. That grant build is, of
16 course, the new tiger, and I think this is a
17 really great candidate for that.

18 So, we have a number of other
19 projects that you will be seeing from us in SMART
20 SCALE, and I look forward to working with you on
21 this. Thank you very much.

22 MS. VALENTINE: Thank you very much.

23 Okay, Tim Hoffman.

1 MR. HOFFMAN: Good afternoon, how are
2 you? I'm glad you are giving us a chance to speak
3 our minds today. I'm Tim Hoffman. I'm the
4 president of the Vint Hill Homeowners Association.
5 I represent about 315 homes, homeowners. We are
6 smack dab in the middle of an area that is
7 profoundly affected by the proposed Michigan turns
8 coming from, at the intersection of Vint Hill Road
9 and US 29.

10 I echo everything that Holder
11 Trumbo had said, and some of the preceding
12 speakers. We think there are three things to be
13 considered here. And we don't think the plan
14 addresses those three things to our satisfaction
15 here. In fact, my constituents are adamantly
16 opposed to the VDOT plan.

17 First thing, of course, is
18 safety. Safety is always important. Second thing
19 for us is entrance and exit from our
20 neighborhoods. And the third thing is traffic
21 flow, both on 29 and from our neighborhoods, as
22 well. We don't think this proposed plan satisfies
23 those three criteria very well.

1 Let me address the first
2 thing, safety. As has been mentioned, there is a
3 blind hill on the southeast side, southwest side
4 of the intersection and it's a major problem. We
5 understand there are many, many accidents there.
6 The main thing that you can do to resolve that
7 problem is to remove the hill.

8 Here is the problem. We have
9 talked about speeding. People come over that
10 hill, there is about maybe a hundred yards, as the
11 cars crest that hill, and where people are trying
12 to pull out. Even if you put a stop light before
13 you hit that hill, cars will have time to
14 accelerate; cars, as has already been mentioned,
15 go 65, 70, 75 miles along that road. Anybody who
16 is trying to pull out into traffic, just to go
17 down to Gainesville, is at liberty. I commuted
18 for two years using that road, and I have a fast
19 car, it accelerates well and I am telling you, I
20 felt like a fighter pilot in the old movies where
21 he closes the cockpit, buckles down his seat belt
22 and tries to dive into the fray. And that's just
23 going to the northeast.

1 If you go to the Michigan turn
2 and do the left, you are requiring, in about
3 300 yards or 400, I'm sorry about 300 yards,
4 across, to accelerate across four lanes of traffic
5 to make a U-turn. And the question, and there is
6 a lot of traffic in the morning that are going
7 both ways, and the problem is, can you get across
8 the traffic number one; and number two, is there
9 going to be enough exit lane or turn lane for the
10 number of cars that go back down to the southwest.
11 It's a similar problem when you are coming from
12 the opposite direction.

13 We are also -- so that's the
14 safety issue that we think the proposed lights
15 don't resolve that safety problem. It actually
16 moves the problem just farther to the northeast.
17 It doesn't solve the problem.

18 Access problem. We have both
19 businesses and commuters and a large number, and
20 it's only going to grow. We have lots of people
21 in Nokesville and Bristol who also come up Vint
22 Hill Road, and what this is going to do is make
23 access more difficult, particularly large vehicles

1 I am, my wife and I are owners of Bull Run Academy
2 of Gymnastics, which is located there in Vint
3 Hill.

4 We are in opposition to the
5 U-turn proposal. Two key points for us are
6 accessibility and the impact that it will have on
7 our customers. BRAG has been in business since
8 2014. We started out with about a hundred
9 children in our program. We are up to nine
10 hundred now since then. We are doing so well,
11 that our current landlord is here, and he is
12 seeing us go. My new landlord is here, as well.
13 So, obvious concerns that what's going to happen
14 to him when we vacate. And then my new landlord,
15 what's going to happen if we are not successful in
16 our new facility.

17 So, we are putting about a
18 million dollars into our new facility ourselves.
19 I'm a retired Military officer, so that's a lot of
20 money for us.

21 Our number one concern is the
22 accessibility simply because the people follow the
23 path of least resistance. If you make it harder

1 to get to Vint Hill, we are risking our customers
2 going to somebody else.

3 Second is the impact. We have
4 about 500 -- I did a, ran a report for our
5 business, five hundred people exactly come from,
6 children, come from the 20155 zip code, and the
7 20169 zip code. So, that is down 29, making that
8 left turn onto Vint Hill Road. So, that's
9 basically you are putting 500 families into
10 whatever you guys decide to do. At risk,
11 improvement, whatever, 500 families with children.
12 Many of these people come more than one day a
13 week. We have some families that come five times
14 a week, so it's somewhere between 500 and 750
15 people that make that trip weekly with us. And so
16 our concern is what risk are they at, whatever
17 proposal you guys decide to choose. And also the
18 financial part of it is, if we lose 10 percent
19 revenues because of this change, and we are adding
20 potentially 20 percent in cost, we have got to
21 make up 30 percent in cost, or revenues, raise
22 additional costs, either in the increase in the
23 new facility or what we lose. So, you know, about

1 the numbers. Those are the numbers.

2 We are probably one of the
3 larger businesses on Vint Hill that draws
4 commercial people, or commercial customers to that
5 area. So, thank you.

6 MS. VALENTINE: Thank you. Sounds like
7 it's going very well.

8 MR. HENRY: Let's hope so.

9 MS. VALENTINE: Amber Sabia.

10 MS. SABIA: I'm Amber Sabia. I'm the
11 founder of Covenant Christian Academy inside Vint
12 Hill. We love Vint Hill, we love this area. We
13 have been in Fauquier for years, my family and I.

14 I love, Ms. Valentine, how you
15 started this discussion talking about your desire
16 for an impact on safety. As a head of school,
17 that's my number one priority, and these Michigan
18 U-turns make everything a lot less safe, make them
19 actually very, very dangerous. And your priority,
20 I feel, is not safety, it's promoting rapid
21 traffic. And that's, you have already talked
22 about having the eyes on the road and that's,
23 those two things mixed are very, very dangerous.

1 The solution, like everyone
2 has said, is to fill in those dips, and I have not
3 seen VDOT really look into that in the way they
4 need to. It seems to be the most cost effective
5 solution, as well.

6 Mr. Brich, you went through
7 your nine premises and you said safety was number
8 one, but you listed it as number nine. And it
9 really is number one for me, and I would really
10 like to see that. Your distracted driver causing
11 the issues, these U-turns, again, are only going
12 to make these issues a lot worse.

13 Ms. Valentine, you said,
14 "Virginia is open for business." Putting in these
15 four Michigan U-turns is going to close many
16 businesses, potentially my school. And it is not
17 something that we are interested in. So, I really
18 would like for you to show your support to us. We
19 have put in, a lot of these people in this room
20 have put so much of their heart and soul into our
21 community, and you are just ripping it out from us
22 and that's not okay. Thank you for your time.

23 MS. VALENTINE: For the public hearing

1 here, wow. You may not know how new we are.

2 MS. SABIA: We are not new.

3 MS. VALENTINE: How many of you were at
4 the meeting in Northern Virginia? Show of hands.
5 So, anyway I feel as if I have a lot of friends
6 here who were in Northern Virginia. I remember
7 your story very, very well. I don't think I had
8 met you, so that's why I was, your president, so
9 it's really quite a group. And so, anyway. We
10 are all learning and so it's our opportunity
11 really to have a moment.

12 UNKNOWN SPEAKER: Just take a right.
13 Just go there yourself. Just take a right there
14 yourself. Seriously, go there. Take a right into
15 the road and say, my God, that's the first thing
16 you are going to say when you come over the hill.

17 MS. VALENTINE: I'm not really supposed
18 to be speaking right now. But I will share a
19 story. It's so hard. But I will share a story on
20 another terrible intersection that I did ride
21 through. So anyway.

22 All right and with that,
23 didn't mean to pause, but just felt like I needed

1 to let you all know that it was wonderful to have
2 you a week ago at my first one up in Northern
3 Virginia. It's wonderful to have you here, too.

4 John Brown.

5 MR. BROWN: My name is John Brown, I
6 live in Fauquier County and I am concerned about
7 the four intersections approaching the Prince
8 William County line that others have talked about.
9 I'm going to read my statement, but I want you to
10 keep in mind that the four intersections I talk
11 about are all within the Buckland Mills
12 Battlefield. It's a little history.

13 Route 29 is a storied road,
14 one of Virginia's earliest turnpikes. It
15 connected Fauquier County with the river port of
16 Alexandria. John Love created the town of
17 Buckland in 1798 on the banks of Broad Run. The
18 Vint Hill Road intersection we talked about, is at
19 the top of the hill, just to the west of Buckland,
20 which is the jewel of historic preservation that
21 remains largely in its original state. It is
22 being preserved as an important example of an
23 early industrial Virginia town, and where commerce

1 was conducted.

2 John Love lead the
3 Fauquier-Alexandria Turnpike Company, created in
4 1808 to build a turnpike by selling bonds. Like
5 VDOT today, money was very short and maintenance
6 and enhancements were hard to come by.

7 In 1821, a new leader, his
8 name mentioned three times here today, I think,
9 Claudius Crozet, came to lead the effort in
10 overseeing the turnpike. The eight miles built
11 from Buckland to Warrenton after he took charge,
12 used the revolutionary McAdam paving technology,
13 brand new in the world. It's one of the first
14 uses in the State of Virginia and perhaps in the
15 country. Earlier sections of the turnpike were
16 also macadamized. Artifacts of that original
17 roadbed, along with Crozet's stone bridge
18 abutments crossing Broad Run, are preserved today
19 in Buckland.

20 In August 1862, the first
21 shots of the second battle of Bull Run Manassas
22 were fired from that bridge. A year later, the
23 Confederacy won its last battle, calvary battle,

1 by capturing the bridge and trapping Union forces
2 and chasing them down the turnpike to Warrenton.
3 It's called the Battle of Buckland Mills.

4 Today, driving west on Route
5 29, from Gainesville, crossing Broad Run, the
6 landscape changes from Northern Virginia's intense
7 commercial and industrial development to Fauquier
8 County's controlled development and preservation.

9 The road here is the Buckland
10 Mills Battlefield, and care is being taken to
11 protect the view shed and preserve the land with
12 historic easements.

13 The roadside businesses here
14 are not suburban, multi-store centers, but small,
15 local businesses that depend on convenient access.

16 Route 29 here is not just an
17 artery to move traffic efficiently to the top
18 highway speed, but important road to serve and
19 protect the interests of local businesses,
20 residents, and the preservation of our cultural
21 and historic resources.

22 The proposal for four R-cut
23 intersections does not meet the criteria for our

1 state holders. A solution is needed to get
2 together with VDOT and figure out something that
3 will be acceptable that can be done within a
4 budget that you can obtain.

5 I point out also that since
6 all these intersections are within a federally
7 protected battlefield, and federal money is
8 involved, I believe a 106 study probably will be
9 necessary and that preservation interest will have
10 to be taken into account. Thank you very much.

11 MS. VALENTINE: Thank you very much.
12 And I appreciated that history, thank you.

13 Kama Cutler.

14 MS. CUTLER: Hello, my name is Kama
15 Cutler, and I also am here speaking about the same
16 area from Warrenton to Gainesville on 29.

17 I never imagined, growing up
18 in a tiny, little rural town in North Dakota,
19 where the biggest traffic incident was the day
20 that my horses broke out of their pasture and went
21 for a stroll down Main Street, that I would be
22 speaking to a traffic committee.

23 Our little town had less than

1 1200 people, and not a single traffic light
2 through town. Still to this day, no traffic
3 light. So, we didn't really have a lot of traffic
4 issues. Main Street was actually the main highway
5 that goes through town. They slowed it down,
6 added speed bumps, and you take a nice, leisurely
7 stroll in your car, through the town, and you can
8 see all the business, the gas stations, the
9 restaurants, the grocery stores, as you are going
10 along 25 miles an hour instead of 55.

11 We are, however, not in a
12 sleepy little town in North Dakota. More people
13 drive on the section of Route 29 than drove
14 through my town in an entire year. There are more
15 accidents at that intersection of Vint Hill Road
16 and 29 than were in my graduating class, than
17 people that were in my graduating class. So,
18 while it is the consensus that something needs to
19 happen at these intersections to help improve
20 safety, we don't want to do that at the expense of
21 accessibility. Because tucked back on the east
22 side of this corridor are these little businesses
23 and communities that everybody here is

1 referencing. And they all use these
2 intersections, Broad Run Church Road, Vint Hill
3 Road, and Riley Road, to gain access to this
4 community.

5 This, there is schools here
6 with buses and student drivers. There is
7 communities with young children, senior citizens
8 and every age group in-between. They are filled
9 with mom and pop type businesses, but what we
10 currently do not have is a gas station, a dry
11 cleaners, a restaurant, a grocery store, a movie
12 theater, bowling alley, clothing store, or even an
13 ice cream stand. So, these communities and
14 businesses that need access to those types of
15 amenities need to go to Route 29 to do so.

16 If they are going to keep
17 those tax dollars in Warrenton County, I'm sorry,
18 Fauquier County, not Warrenton County, it is my
19 belief that in making these intersections less
20 accessible, you are actually going to push that
21 traffic onto secondary roads, an infrastructure in
22 Prince William County that is currently not able
23 to accept it either.

1 Someone else said the path of
2 least resistance is where people will go. The
3 commuters coming from Northern Virginia are going
4 to cut through Prince William County and
5 communities such as Glenkirk, to gain access to
6 their homes on Vint Hill. And those roads aren't
7 ready for that type of traffic either and neither
8 are those community members.

9 So, ironically enough while
10 the volume isn't the same as it is in my hometown
11 in North Dakota, the same problem still exists.
12 The communities and the businesses that are there,
13 need the accessibility that having highway through
14 the town, when you cut off those intersections and
15 make those R-cut turns, you are cutting that off.
16 The settlers who originally came to our beautiful
17 country to build, set up around rivers and
18 roadways because they needed the accessibility.
19 Everyone does.

20 We need a coupling of safe and
21 accessible and not just the through put of traffic
22 to get to Northern Virginia for commuters. Thank
23 you.

1 MS. VALENTINE: Thank you. Natalie
2 Erdossy.

3 MS. ERDOSSY: Thank you. My name is
4 Natalie Erdossy. I spoke at the Northern Virginia
5 meeting last week, as well.

6 MS. VALENTINE: Welcome back.

7 MS. ERDOSSY: I'm a resident Brookside.
8 I'm active with our HOA board and a volunteer and
9 a small business owner.

10 We moved into Brookside five
11 years ago when my husband was deployed to
12 Afghanistan because we loved this area. We were
13 thrilled that it was a growing and vibrant
14 community. We looked forward to a quiet pace of
15 life. Brookside itself has over 800 homes
16 currently, and we are only one of many communities
17 tucked away in the New Baltimore Service District.

18 We, along with many of our
19 neighbors, use Vint Hill Road, Riley Road and
20 Broad Run Church Road as our main accesses to
21 resources up and down Route 29, including
22 Warrenton to the south and I-66 to the north.

23 Whatever proposal VDOT offers,

1 absolutely must reasonably address current speed
2 differential and line of sight issues. The
3 current proposal does neither. In fact, it is my
4 fear as a mini van driving mom, that the U-turn
5 proposal will make it impossible for me to turn
6 left to access my home, assuming I'm ever able to
7 make a right onto 29 to get where I need to go in
8 the first place.

9 My daughter and son attend
10 school in Hay Market, which is north of us. Every
11 day, midday, I make a right-hand turn onto 29 from
12 Vint Hill Road, and every day I find myself having
13 to wait on the light in order to safely execute
14 that turn. In the mornings, it's worse.

15 No one in this room can deny
16 that traffic congestion on 29 is a real problem.
17 What I hear missing from the conversation on
18 VDOT's end is speed and line of sight. The
19 currently posted speed limit of 55 miles an hour
20 is too high. In fact, the Fauquier County/New
21 Baltimore Service District comprehensive plan
22 calls for reduced speed limit on Route 29 to
23 45 miles per hour through the service district,

1 along with other traffic calming measures.

2 The restrictive line of sight
3 at that light makes it nearly impossible to jump
4 into traffic at a break. And the insanely high
5 speeds at which drivers travel that road, make any
6 turn without the break a light offers nearly
7 impossible. Speed reduction is a cost effective
8 way to make positive change.

9 I understand that the Culpeper
10 District doesn't receive Northern Virginia
11 dollars, but this corridor is critical to both,
12 and the solutions that are proposed need to be
13 created together.

14 As Mr. Birch pointed out
15 earlier, partnering with localities is key.
16 That's not happening here. Our property values
17 throughout the service district will plummet.
18 When we moved into Brookside, it was our
19 understanding that there was to be a light placed
20 at Riley Road and 29. If VDOT removes the light
21 at Broad Run Church and Vint Hill Road, and does
22 not place the light at Riley Road, I'm at a loss
23 for how we are supposed to access our homes, our

1 schools and basic amenities.

2 I'm concerned that our
3 favorite businesses will suffer and likely close
4 or be forced to relocate. This plan gives no
5 consideration to the FAA facility located on Vint
6 Hill Road or the Polar Veteran's Care Center
7 opening next year.

8 I'm asking CTB to step in and
9 help us on this, because meeting after meeting,
10 VDOT is just not listening. Thank you.

11 MS. VALENTINE: Thank you, again.

12 Juan Archilla.

13 MR. ARCHILLA: Thank you. My name is
14 Juan Archilla, and I am here to talk about the
15 proposal for Route 29 also.

16 I'm not a business owner, I'm
17 just a father and a home owner in Brookside in New
18 Baltimore. And I am strongly opposed to VDOT's
19 current proposal for the Route 29 corridor
20 improvements in Fauquier County, due to primarily
21 safety and access concerns, which many of my
22 neighbors have mentioned.

23 The proposal to eliminate

1 intersections at Vint Hill and Riley Road and
2 replace them with Michigan U-turns, while also
3 increasing the speed limit, is especially very
4 unsettling. It completely ignores unanimous
5 opposition from local businesses and residents
6 because of serious limited access concerns to Vint
7 Hill and Route 29 businesses and homes, which will
8 clearly negatively impact our local economy.

9 The lack of common sense,
10 direct access, obviously concerns me as a local
11 homeowner, who fears for the growth and
12 sustainability of local businesses and for
13 decrease in residential property values.

14 As our Supervisor Trumbo said,
15 this is a quality of life issue. I can tell you
16 had I been aware of these major proposals for this
17 major highway there was no way I would have bought
18 my home without direct access off of Route 29, and
19 I can assure you that I'm not the only one
20 thinking that way, nor would future home buyers.

21 Even more importantly, I'm
22 concerned about safety of this proposal. In
23 particular, near Vint Hill Road, as VDOT's plan

1 does nothing, I repeat, nothing, to eliminate the
2 real problem of the limited sight lines caused by
3 the hills that could be easily solved by simply
4 flattening Route 29 there. This is because backed
5 up traffic will still, there will still be backed
6 up traffic along those hills, so you are still
7 going to have sight line issues causing rear end
8 collisions near Vint Hill Road, where these blind
9 spots are, especially with VDOT's proposed
10 increased speed limits. It seems counterintuitive
11 to me.

12 Furthermore, eliminating the
13 light at Vint Hill Road and forcing a hundred
14 percent of vehicles coming from Vint Hill Road to
15 merge onto Route 29 north, even those that want to
16 go south, is dangerous without a light to ever
17 stop the Route 29 northbound traffic. Again made
18 even worse with, by, with VDOT's proposed
19 increased speed limit. My family makes this turn
20 on a daily basis to get to Gainesville and
21 Haymarket, and I am deeply concerned by this
22 dangerous proposal.

23 Furthermore as a commuter who

1 merges onto Route 29 north from Vint Hill, in rush
2 hour, the thought of doing this right turn without
3 a light is a nightmare. It's clear that folks
4 going to Gainesville will abandon the Route 29
5 north as an option, and will flood local road,
6 Glenkirk Road, which is a small, minor road, and
7 clearly not intended for the anticipated heavy
8 traffic load should this proposal go through.

9 Finally, forcing vehicles to
10 make U-turns on this high speed highway is a large
11 safety concern, for obvious reasons. So, I
12 implore you to stop VDOT from continuing with the
13 plan to replace critical intersections along Route
14 29 with Michigan U-turns, as it ignores local
15 consensus input due to serious economic and safety
16 concerns. Thank you.

17 MS. VALENTINE: Thank you. Darcy
18 Kreutz.

19 MS. KREUTZ: Hello.

20 MS. VALENTINE: Hello.

21 MS. KREUTZ: My name is Darcy Kreutz,
22 and I am a resident of Fauquier County and
23 Brookside, and I am here also to talk about the

1 Vint Hill and Riley Road intersections and
2 additionally Broad Run Church. My preferred
3 intersection, I live on the farther side of
4 Brookside. I actually use Riley Road every day,
5 except in the morning when I go to take my
6 daughter to pre-school in Gainesville, because it
7 takes too long to make the right on 29 in the
8 morning because the traffic is coming too fast, so
9 I do use Vint Hill in the morning and almost every
10 morning, I have to wait for the light to change
11 because there are so many cars making their way
12 into the rest of Northern Virginia and many of
13 them, obviously, all the way into D.C. And that
14 problem will only get worse, I imagine, as they
15 close the light further south at Broad Run Church,
16 the intersection that you were speaking about
17 earlier. With that light gone, there will be no
18 breaks at Riley Road and eventually no breaks at
19 Vint Hill.

20 I understand a lot of us have
21 talked about the difference between VDOT wanting
22 to move traffic faster and they think more safely
23 down 29, and the Fauquier residents wanting access

1 to 29 and being able to get in and out and do
2 things. My, one of my problems with the plan, or
3 my primary problem with the plan, besides that it
4 will cut off our access, is that I don't think it
5 is going to achieve either of VDOT's goals. I
6 don't think traffic will move faster, because if
7 you eliminate all those lights, we are only a mile
8 from the Prince William County line and 15 and all
9 their lights. So they are all, the traffic will
10 just run back to Vint Hill. And I also don't
11 think it addresses the safety issue that Vint Hill
12 has, because it doesn't address either the speed
13 or the lack of sight, which is the cause of the
14 accidents, not just a light causing accidents.

15 I don't think it achieves
16 either of its goals, and I think it's going to
17 make day-to-day life for everybody more difficult.
18 I think it's going to make businesses in Vint Hill
19 more difficult. You mentioned that you probably
20 wouldn't have purchased your house coming from
21 Prince William County, moving into Fauquier
22 County, how easy that was to do, was a factor when
23 I purchased my house, just a year ago. And I

1 might have also made a different decision. So
2 lots of coming people would presumably make
3 different decisions.

4 I think, in addition, it's not
5 taking into account the way Vint Hill Road is
6 used, besides all of us, who you know, I obviously
7 think are important, being one of us, and the
8 businesses in Vint Hill. There is two high
9 schools off of Vint Hill Road. The Fauquier
10 County High School Kettle Run, and one of the
11 larger schools in the whole area, Patriot High
12 School in Prince William County is off of Vint
13 Hill Road.

14 They are going to build a
15 Veteran's Hospital off Vint Hill Road. They are
16 going to build a large masque for the entire
17 Prince William and Bristol area off of Vint Hill
18 Road. Vint Hill Road connects to Route 28, and
19 Prince William County has already widened their
20 portion of Vint Hill Road to reflect the way that
21 the road is actually used.

22 So, I think cutting off access
23 on the other side is not a solution. And even if

1 it was, I think it would be a short term solution
2 because although I don't drive to Culpeper often,
3 on my way out here today, I saw a lot more of
4 those builder signs, so in addition to there being
5 more people living behind Vint Hill Road, there
6 are going to be more people using 29. So
7 eliminating these lights is not going to solve the
8 problem in the long term, the way fixing the grade
9 or even eventually what will have to happen is
10 widening the road. So, I don't think it solves
11 anybody's problem. And I thank you so much.

12 MS. VALENTINE: Thank you. Is it Rajai
13 Zumot?

14 MR. ZUNMOT: Yes.

15 MS. VALENTINE: Hello.

16 MR. ZUNMOT: Hello. My name is Rajai
17 Zumot, I'm an owner of commercial property in Vint
18 Hill. We have 108,000 square feet commercial
19 industrial buildings.

20 The proposed Michigan U-turns
21 was not, would basically destroy our project.
22 Trucks cannot do all these turns to access our
23 property. So, I don't want to rehash what

1 everybody else said, only difference is there is
2 no consideration for trucks in this area and this
3 area is all industrial and commercial zoning. It
4 is the second largest in Fauquier County for
5 development after the town. So, please don't let
6 something like this destroy what I worked so hard
7 to build. Thank you.

8 MS. VALENTINE: Thank you very much.

9 Brian Cohn. My old friend
10 Brian.

11 MR. COHN: So, the last time I spoke
12 here, thank you, for having us and entertaining
13 our comments. The last time I couldn't get up on
14 my phone and this time I couldn't print them, so
15 here we go.

16 First of all, I just,
17 everybody who was here from New Baltimore in favor
18 of the R-cuts, please raise your hand.

19 Everybody who is here from New
20 Baltimore and opposed to the R-cuts, please raise
21 your hand. Oh, wow.

22 So, with that in mind, I would
23 suggest that this is not a consensus plan. I

1 guess that was obvious. I have been accused of
2 that before. Have any of you all been, I think
3 you were here in 2010 on CTB?

4 MS. VALENTINE: Yes, I have been on the
5 CTB. New to this position. And certainly have
6 been in this area on 29/Vint Hill.

7 MR. COHN: Many times. And I think you
8 were for a decade or so ago.

9 MS. DETUNCQ: Five years, not 2010.

10 MR. COHN: Five years. Okay. Well,
11 about, it seems like a decade or so ago, we went
12 through this a little bit with the New Baltimore
13 area and the Buckner Battlefield, and VDOT was
14 trying its best to come up with solutions. I
15 described this stretch of road as a grad student's
16 challenge that most every one of them will fail.
17 Because it is like a roller coaster, and there are
18 so many constraints with the historic district.
19 It is an All American road according to Congress'
20 designation. It's a like Skyline or Williamsburg.
21 It's a national heritage area. You have the
22 battlefield, et cetera. And so, it's a very
23 difficult area to plan.

1 But in 2009, or 10, VDOT
2 tried, and the Commonwealth Transportation Board
3 said, oh, don't do that again without coming forth
4 with a consensus plan. And I believe you adopted
5 a number, or CTB adopted a number of resolutions
6 that said when we do this again, we are going to
7 start with a consensus plan, we are going to get
8 all the stake holders to go and come up with
9 something that we all agree on before we waste any
10 money. And I know that VDOT has done a yeoman's
11 job trying to get everybody together. It's hard
12 to get everybody together until they realize
13 something, that they are opposed to something and
14 then they come out of the woodwork.

15 But, I do believe there is a
16 chance here to get a consensus plan, and I would
17 ask that you amend your Six Year Improvement
18 Program so as to bump this 2.48 million a little
19 bit and spend it on coffee and presentations and
20 cookies, because if you get us all together, we
21 will work with you to come up with something that
22 does work, but this program that, as proposed, we
23 don't feel very comfortable with. And the thing

1 that I don't think everybody realizes, when you
2 drive by Gateway, you know the Gateway project,
3 it's giant, right, it's a million square feet of
4 commercial. We have three million that we are
5 developing at Vint Hill. Three million square
6 feet. That deserves a few traffic lights.

7 So, where the Veteran's Care
8 Center, where the FAA, where all those other
9 businesses, et cetera, we do warrant traffic
10 lights on 29. This is the economic development
11 that the State Highway Improvement Program and
12 your efforts to make 29 a highway of state
13 significance so as to serve business. This is the
14 businesses and even though you can't see us, it's
15 like McDonald's in Reston, no one knows it's there
16 because Reston won't let McDonald's put up golden
17 arches. No one knows McDonald's is in Reston,
18 right.

19 Anyway there is one in Reston,
20 and like that McDonald's, you don't know we are
21 there because Fauquier has done such a great job
22 screening its development. So, please, come in,
23 look at the numbers, visit Vint Hill, we will work

1 with you and come up with a consensus plan. Thank
2 you.

3 MS. VALENTINE: Okay. Thank you.

4 Mike Uram.

5 MR. URAM: Good morning. My name is
6 Mike Uram. I think on the other side of the map.
7 I am from Page County. I couldn't make the
8 meeting the other time, but I come here on behalf
9 of something that happened in 1968.

10 Our towns and counties started
11 a, being on the Six Year Plan. We have been on
12 the Six Year Plan since 1968. We started off
13 where we came up with \$26,000 to implement this.
14 It hasn't happened yet. And one of the things
15 that's interesting is my constituents, I'm a
16 councilman for the town of Stanton, and my
17 constituents are saying it's not going to happen.
18 I believe in you all. I wanted you to make it
19 happen so the people can have a place to walk.
20 When you start long at how long the longevity is
21 in Page County, Page County residents have a good
22 life span of 77 years. If you live in Rockingham,
23 Shenandoah, all the others, you go from 80 years

1 of age to 85 years age. Those are the things we
2 are concerned about, the health and welfare, and
3 also being a tourist place. And I hope you take
4 care of these guys, because we want those people
5 to come over and visit us.

6 Thank you and have a nice
7 evening.

8 MS. VALENTINE: Thank you.

9 Ann Brooks.

10 MS. BROOKS: All right, my name is Ann
11 Brooks, and I am talking on the 29/Vint Hill
12 project, as well.

13 I'm an air traffic controller
14 at Potomac TRACON FAA facility that is at Vint
15 Hill. I have been there for two years, I'm sorry,
16 10 years, and I also live in Vint Hill. And my
17 job with the FAA, safety is number one. I have
18 many safety concerns with the VDOT, 29 project.

19 Potomac TRACON is the third
20 busiest TRACON in the United States. It's not
21 little. It's a level 12, we have many VIP
22 movements. We service 124 airports that, of
23 course, the big ones, Dulles DCA, Baltimore,

1 Richmond, Andrews Air Force Base, VIP movements.
2 Like I said, we have Air Force One, Executive Fox
3 Trot. It's five states, so it's not a little
4 facility. The command center is right next to
5 Potomac TRACON property, and that has the FAA
6 movements and weather for the entire nation.

7 We have several hundred
8 employees that are there. Federal and
9 contractors, and most of them are essential. We
10 are there 24 hours a day, 365 days a year. We are
11 there Christmas, during furlows, snow storms.
12 2:00 a.m. We are always there. We operate in
13 three shifts, so there are hundreds of people
14 going in and out of Vint Hill every single day,
15 many commute from the east. And not only are we
16 there, the businesses and hundreds of homes.

17 As he said, he had a, I
18 believe, over 300, 315 homes in Vint Hill. There
19 is Silver Meade. We are almost at 900 in
20 Brookside. It's pushing 900, 800 and -- they say
21 it's closer to 900 than it is eight. And it is
22 not finished yet. There are still several
23 sections of that development going in.

1 As somebody else mentioned,
2 the other development coming in is Polar Veteran
3 Care Center for recovering Vets. It's going to be
4 a 128 bed facility that opens in 2020. It's going
5 to be a lot of construction vehicles going in and
6 out to make that facility possible.

7 And also, I mean, the public
8 meeting that we had, there was a cabinet maker
9 from Vint Hill that was there, and he gave me
10 something else to think about. He was talking
11 about how you have large trucks coming in and out
12 of Vint Hill. All you need is a couple of those
13 in the turn lane to try to make that left, they
14 are going to back up on the hill, and now you are
15 going to come over it because now they are in thru
16 lanes rather than the left-hand turn lanes. Not
17 only is that going to be trouble for trucks, but
18 there are actually several people in Vint Hill
19 that own motor homes. At one time we had a
20 40-foot motor home. Attach a car to that, now try
21 to make a left turn across to U-turn back into the
22 traffic. That is not a fast turn. That's a very
23 slow turn, so, I mean, you need a light to do

1 those things. I don't know if you ever towed
2 anything behind something of significant size, but
3 you need a turn signal to make that. So, that's a
4 safety concern.

5 And I want actually, has
6 anybody been to the Mountain Run set up that this
7 is modeled out in Culpeper? I actually went there
8 earlier today to see exactly what you are trying
9 to put in Vint Hill. As far as I could tell,
10 there is a 7-Eleven, a car dealership and a park.
11 That's all that is there for your, what you are
12 modeling Vint Hill after. So, I urge you to
13 compare that to what Vint Hill is.

14 And my job, it's safe, it's
15 efficient, and this project is neither. Make
16 safety the number one priority, cut the hill, fill
17 the dip, but we need the lights.

18 MS. VALENTINE: Okay, thank you.

19 George Eastment.

20 MR. EASTMENT: Hello.

21 MS. VALENTINE: Welcome.

22 MR. EASTMENT: My name is George
23 Eastment. I'm also from Fauquier County. I'm in

1 the Scott District with Mr. Trumbo, and I live
2 just north of Warrenton, but not in Vint Hill.

3 I understand that people have
4 different priorities. We have heard quite a lot
5 about the people in Vint Hill and their concerns,
6 and while I share them, I realize there are people
7 here who have other interests, who are not here
8 who have other interests, commuters, and I know I
9 have commuted. I have been driving on 29 between
10 Charlottesville and Washington for 49 years. More
11 recently, in the last 13 years, I have been
12 driving, commuting every single day from Warrenton
13 up to Chantilly, Virginia. And I will be honest,
14 I don't want to slow the traffic down. I would
15 love to get through that light quicker. And at
16 the same time, I think the main reason for
17 accidents at that Vint Hill intersection is
18 inattention. You have done a wonderful job, you
19 have blinking lights, you know, warning signs.
20 Anyone, you go over that hill and traffic is
21 stopped, I have seen at least a half dozen
22 accidents myself. If people paid more attention,
23 we wouldn't have that problem.

1 However, the idea, I have been
2 a developer for these years, I have worked with
3 the various DOT's in six states. I have dealt
4 with traffic lights and traffic issues. These
5 Michigan turn lanes, I think, are a disaster. I
6 think they are going to cause more trouble. You
7 have a problem intersection, and I am mainly
8 focusing on the Vint Hill Road intersection. We
9 are going to go from one problem to two problems.
10 These U-turns both north and south.

11 When I went to the University
12 of Virginia, and I was driving through here to
13 drive to New York, I remember then, 49 years ago,
14 talking about improving 29, and eliminating some
15 of the problems. Now, most of those things have
16 never happened in 49 years. That hill needs to be
17 eliminated.

18 Now, I heard numbers that we
19 have been allocated 3 million for this project,
20 that it's going, would cost 6 million to do, to
21 take that hill out. If that's true, and I don't
22 know if that's correct or not, but if that's true,
23 I would rather wait until we had the 6 million,

1 take out that hill, and leave the light. I think
2 having those U-turns is going to cause more
3 traffic. To try to make a U-turn on 29 up there,
4 is, you have got to wait until there is plenty of
5 room because you are not just pulling out, you
6 have got to get up to speed. And I think just too
7 many problems. So, please get rid of the hill. I
8 think that's a better solution. Thank you.

9 MS. VALENTINE: Thank you, very much.

10 Julie Broaddus. May I ask you
11 a favor? I have listened before, and I will hear
12 in the back, I'm going to step out of the room for
13 a second. You can continue, I will read your
14 comments and I believe, Ike follows, but I'm going
15 to step out for just a moment and come back.

16 MS. BROADDUS: That's okay. Hello, the
17 rest of you, I'm Julie Broaddus, and I am on the
18 Board of Citizens for Fauquier County. I'm a
19 former Scott District representative of the
20 Fauquier County Architectural Review Board. Where
21 I completed a Route 29 study, so I'm very familiar
22 with the hills and turns and bends on Route 29.
23 But I'm speaking to you today as a founder of Old

1 Bust Head Brewing Company. In our four years, up
2 until, we have grown to over 50 employees and over
3 15,000 Facebook followers. And are proud of our
4 role in helping to start a thriving community on
5 the old Vint Hill Army Base.

6 We are a unique mixed use
7 community, just getting going. Many Vint Hill
8 businesses, like ours, are both retail and
9 industrial, with box trucks and eighteen wheelers
10 coming and going all day.

11 Part of my job, is to convince
12 people from D.C., Arlington and Alexandria to make
13 the trip west to Vint Hill. Requiring these
14 drivers to go even further west before looping and
15 backtracking to get to Vint Hill Road, will keep
16 these customers away. Making access more
17 difficult kills businesses, as has been documented
18 time and again when a bypass goes in and a small
19 town dies.

20 As a business owner, a
21 solution that includes a left turn, or a spur east
22 of Vint Hill Road to access Vint Hill Road, would
23 address my concerns. However, speaking as a

1 resident, who lives north of 29, VDOT's plan to
2 cut off left turns at both Vint Hill Road and
3 Broad Run Church Road, is a huge inconvenience and
4 severs a community that has spanned this road
5 literally for centuries.

6 Lastly, I want to end with
7 safety concerns. I understand that VDOT not only
8 wants to address the rear end crashes happening at
9 this intersection, accidents that are not severe
10 enough to allow us funding to cut down the humps
11 to the west that limit visibility, but they also
12 want to make Route 29 a limited access highway. I
13 do not need a study to tell me that asking my
14 customers, residents and eighteen wheelers to
15 cross two lanes of fast moving traffic to limit
16 visibility to the west, in order to make a U-turn
17 to the west, would result in accidents. But I do
18 have some information from the Michigan Department
19 of Transportation web site, the author of the
20 Michigan U-turn, on the impact of MUT's on the
21 type of accidents that we currently see at this
22 intersection. They report that, in fact, with
23 Michigan U-turns, "Non left turn rear end crashes

1 increased by approximately 25 percent." These
2 experts on the Michigan U-turn also state on their
3 web site that Michigan lefts are most often used
4 in urban situations where congestion and crashes
5 are more common. They are not used on freeways or
6 limited access roads of any kind. Thank you.

7 MS. VALENTINE: I caught most of that.
8 Thank you. I was really trying to get an answer
9 to a question, and I was trying to find an
10 appropriate time for me to stand up. Consider it
11 a compliment.

12 MR. BROADDUS: Good evening, and thank
13 you again for letting us share our thoughts.

14 As a citizen who has worked on
15 economic development in Vint Hill for the last
16 dozen years, I'm here to speak in opposition to
17 VDOT's proposals for Route 29 through New
18 Baltimore in the Buckland and New Baltimore areas
19 in Prince William and Fauquier counties.

20 I served on the Vint Hill
21 Economic Authority from 2007 to 2012. Our mission
22 was to take the former Army base that had a couple
23 thousand people living in it, working in it every

1 day, and they all moved away, was to take that
2 base and reinvigorate it and turn it into an
3 economic engine for Fauquier County and the region
4 for jobs and taxes. That was our mission.

5 Four administrations of
6 governors in Virginia support that mission, and
7 that was what we attempted to do. And over the
8 course of some time, we were successful in selling
9 the bulk of the land to private owners. Those
10 private owners are investing, as Rajai Zumot
11 mentioned, millions of dollars. Brian Cohn, as
12 well, and Julie and I and several others, are
13 investing millions and millions and millions of
14 dollars trying to achieve that economic
15 development dream.

16 It is, we have done a good
17 job, we have gotten a long way. We have had some
18 help from VDOT, in fact. VDOT put up five million
19 dollars in matching funds to help us complete some
20 of the road projects in Vint Hill, and we are well
21 on our way to completing those.

22 In the last decade, we have
23 seen businesses grow. Ann mentioned the FAA with

1 hundreds of employees there every day. The Polar
2 Veteran Center coming in next year. Altogether,
3 there are nearly 2000 employees that call Vint
4 Hill their work place. There are over a million
5 square feet of commercial and government buildings
6 that are in and/or planned right now, but it will
7 be, from the number of folks that work there
8 today, to as Brian mentioned, the 3,169,000 square
9 feet that are approved and planned, the number of
10 employees that travel that road will multiply by
11 five over the next decade. If you think the
12 traffic is bad in Vint Hill intersection and 29
13 today, it will be so much worse down the road.
14 And add to that, the number of folks coming from
15 Prince William County as those developments build
16 out over the next decade, and you will see Vint
17 Hill Road needing to be enlarged.

18 Some estimates are that Vint
19 Hill Road at 29 will see 20,000 trips a day on the
20 minor side road. So, to try and make those 20,000
21 cars a day make Michigan U-turns, is a disaster
22 waiting to happen. And as many have said, it will
23 force folks off of the main roads and trying to

1 take back roads, or the thing that concerns most
2 of us that have our dollars invested in Vint Hill,
3 is it will halt the economic development work we
4 have all been putting our hearts and souls into
5 for the last decade.

6 So, I urge you to take a look
7 at funding and see if there isn't a way to do what
8 we all know needs to be done, which is remove the
9 humps, reduce the speed, increase the turn lanes,
10 and improve that intersection, don't eliminate it.

11 The one thing I would say
12 about funding is when I started looking into this
13 and looked at the Six Year Plan and looked at some
14 of the road funding that had been approved, I
15 discovered, to my great surprise, that there was a
16 five million dollar project for Rose Road, for a
17 very tiny piece of Rose Road that goes between the
18 back door of Vint Hill and the high school. When
19 I met with a couple months ago, the VDOT engineer
20 in the Warrenton residency, they said five million
21 dollars. I said, do we at least get some bike
22 lanes on that quarter mile of road for that? He
23 said, no, I think, I'm not sure we are going to be

1 able to do that. I said, well, what's the need?
2 There are no fatalities there, there are no
3 wrecks, that I'm aware of, on that road. The
4 traffic count is minimal, and what are you
5 achieving? He said, well, we got the money
6 approved, so we are going to spend it.

7 I would say this, take that
8 five million dollars, don't put it into Rose Road,
9 put it onto removing the humps, and you have a
10 solution. Thank you.

11 MS. VALENTINE: Thank you very much.

12 Thomas Daily. Mr. Daily, how
13 are you?

14 MR. DAILY: Hello, how are you?

15 MS. VALENTINE: Nice to see you.

16 MR. DAILY: Well, good evening. In the
17 interest of saving some time, I'm just going to
18 second everything that has been said already about
19 the VDOT proposals for Vint Hill. And I will drop
20 off a copy of my detailed comments that, and
21 mainly, I would like to talk about what they have
22 already talked about, Vint Hill Road and route 29.
23 And the real solution to that problem versus what

1 now appears to be a work around.

2 Secretary Valentine, you
3 mentioned economic development. You have heard a
4 lot of comments about the perceived negative
5 impact of the current proposals. And you, sir,
6 you talked about partnering, and I would like to
7 offer the assistance of county officials and other
8 representatives of the area to work with VDOT for
9 the next year as the County Board of Supervisors
10 has suggested, to come up with some alternate
11 proposals. So, thank you.

12 MS. VALENTINE: Thank you. I see
13 Delegate Guzman has stepped in in the back.
14 Welcome. Would you care to say anything this
15 evening?

16 MS. GUZMAN: Yes, I can.

17 MS. VALENTINE: Welcome. How are you?

18 MS. GUZMAN: Well, I'm Elizabeth Guzman,
19 I represent the 31st District with areas of
20 Fauquier County, which includes that intersection
21 in-between 29 and Vint Hill Road. And this issue
22 has been brought to my attention since March, when
23 I was in Richmond, where my constituents reached

1 out to me and said let me get familiar with that
2 issue and cannot tell you, Secretary, the amount
3 of people that have reached out to me.

4 MS. VALENTINE: I believe you. I
5 believe you.

6 MS. GUZMAN: Hundreds of people. So,
7 I'm appearing for my constituents and you have
8 probably heard enough about their concerns. I
9 want to also thank the District Supervisor in
10 Culpeper, who has been very helpful, as well as
11 Warrenton, who came and met with us in town hall,
12 actually the brewery that Mr. Broaddus just
13 allowed us to use, and County Supervisor was there
14 as well. So, it is just, I think my job is to be
15 the liaison, as I told them before. I just want
16 to connect the dots in-between the state and
17 in-between the residents, and the county
18 supervisors, and let's work all together to fix
19 this thing. I don't think that we wanted to
20 implement something that is going to effect the
21 economy of Fauquier. It's been so beneficial so
22 far, and actually Vint Hill is the source of many,
23 you know, it is driving the economy, we have many

1 small businesses there, and we just want to be
2 altogether on this issue and make sure that
3 everybody is satisfied. Thank you so much.

4 MS. VALENTINE: Thank you. Thank you.
5 Yes, I look forward to working together, as well.

6 Pete Eltringham.

7 MR. ELTRINGHAM: You will notice that
8 Alison is like this with her body language. Some
9 other people have white knuckles. I have lived in
10 Fauquier County for 18 years. I have been a
11 member of the Fauquier County Transportation
12 Committee for over ten years. I have served on
13 every single study analysis that the county was
14 permitted to work with VDOT on, as well as working
15 in the formulation of the New Baltimore Service
16 District Plan. I'm also a docent on the Battle of
17 Buckman Mills or Buckman Races, giving public
18 presentations on it, and everyone in here knows
19 that I can wear you out for days on both the
20 battlefield and with data and with emotional
21 vituperative infection. Not going to do any of
22 that. Hope to impress you with my brevity.

23 This plan is not ready. The

1 work with the county is not ready. The resolution
2 that the Board of Supervisors forwarded to you on
3 April 12, has, states our case briefly and
4 succinctly.

5 We need to give it a year. We
6 need to work together, we need to figure out how
7 to balance, we need to figure out how to balance
8 access, we need to put it all in terms of safety
9 while preserving the battlefield. We can do this.

10 I'm not here representing any
11 of that. I live there, and I live north of 29,
12 and Pop's Farm and Finching Field and Westerville,
13 and all of those 71 to 75 families that all run
14 into Pilgrims Rest Road east and only have one way
15 out on a median blocked right turn out and right
16 turn in. School buses, emergency vehicles,
17 trucks, construction, everything, on that one
18 little 625, Pilgrims Rest Road east.

19 A Michigan U-turn provides
20 additional through put by stopping the left turn
21 light, the left turn lane, so that traffic goes
22 through. While that light has stopped that
23 traffic is our only option to get out and to get

1 in. So, every improvement works to the detriment
2 of the 71 homes that live off of Pilgrims Rest
3 Road. It's almost a direct trade off. Yet we
4 haven't seen the data and everybody here, from
5 John and Mark, members that have worked with me
6 for those last ten years know that I'm a data
7 driven person. We need to grind the data on this.
8 We need more than what we think it will do, and we
9 need the year to do it.

10 And last but not least, so,
11 take a close read of that Board of Supervisors'
12 resolution. I think that's pretty important.

13 Now, all of that said, the
14 sight line on the northbound lane has got to be
15 fixed. We are living on borrowed time. It's a
16 fact. You can say you don't have the money. It's
17 not going to be cheaper in the future. Those dips
18 have got to be repaired. They have got to be done
19 in a battlefield contextually sensitive way so we
20 can get the thru put, we can get the safety. It
21 is incongruous to put in a Michigan left that
22 encourages rear end collisions when we have
23 already got one of the worst places in the

1 District that generates them. I'm done.

2 MS. VALENTINE: Thank you very much.

3 Virginia Jackson. It's nice
4 to see you again.

5 MS. JACKSON: Nice to see you all again.
6 Thank you for coming to this area. I'm Virginia
7 Jackson. I'm a resident of Brookside. I frequent
8 Cross Fish right there in Vint Hill, and also Old
9 Bust Head.

10 I would like to thank you all
11 for coming here. I would like to thank Elizabeth
12 Guzman, our State Delegate for District 31. She
13 and Old Bust Head and I think, anyway a VDOT
14 representative was there, and we appreciate that
15 and we appreciate the communication from Elizabeth
16 Guzman to help get more and more people aware of
17 this issue. That's probably why we have so many
18 people here today.

19 I appreciate your concern
20 about the safety and economic and a lot of the
21 others have spoke to that. I actually have a
22 direct, personal experience with drastic changes
23 right there in the Vint Hill area. So, I live

1 about 2.5 miles from the intersection that we are
2 talking about changing. Closer to that to me,
3 about .5 miles from me, Fauquier County changed
4 the right-of-way passage of an intersection at
5 Kennedy and Brookside. It was a drastic change
6 there, as well. And by changing that
7 right-of-way, the local people fly through there.
8 Now, keep in mind that while this, the change of
9 right-of-way was being made, those roads were
10 completely closed, and then reopened. And I think
11 they thought they did a good job of making
12 everybody aware of the change, and it was not the
13 case.

14 When they flipped the
15 right-of-way, a woman ran the stop sign, and
16 totaled my car. I told you all this last week.
17 My passenger seat went from less than half the
18 width. If I had had any passenger in that
19 passenger seat, they would have been definitely
20 hurt, if not killed. That was at, from her
21 documentation, on a 25 mile per hour road. We are
22 not talking about Route 29, which is significantly
23 faster.

1 So, I am asking you to, by the
2 way, that car was totaled. I no longer feel safe
3 driving a fun, little convertible, and being an
4 expectant grandmother, I ended up getting an SUV.
5 And I am going to need that, especially if you all
6 go through with the drastic changes that you are
7 talking about at Vint Hill and 29.

8 As a realtor in the area, I am
9 worried about home values, and I would like to see
10 the visibility line of sight addressed. Don't do
11 the drastic changes, take care of the line of
12 sight, the dips and the flattening. Keep the
13 traffic light there and please consider adding a
14 merge lane to get from Vint Hill onto 29. Thank
15 you.

16 MS. VALENTINE: Okay, thank you. It was
17 nice to see you again.

18 Bobbi Smith.

19 MS. SMITH: Hello, how are you?

20 MS. VALENTINE: Fine. How are you?

21 MS. SMITH: Doing okay. I'm Bobbi
22 Smith. I am the office manager for Headquarters
23 Therapy Services, LLC, and I am also a resident of

1 the Silvermede, Vint Hill.

2 Headquarters is a private
3 practice. We do therapy and counseling services.
4 Excuse me, stage fright. The owner, Monica
5 Chwojdeak, she is also a Fauquier County resident
6 and she is away at the moment. She wanted me to
7 be here to convey her thoughts. She has been in
8 private practice since 2012. We are currently
9 looking to substantially grow our business and to
10 provide services to the communities of Fauquier
11 County. And to do this, we are considering moving
12 the business to the Vint Hill area from our
13 current location over in Gainesville and Prince
14 William County.

15 However, the plan, if the plan
16 continued to go forward with the, to close the
17 left hand turn of Route 29 off of Vint Hill Road,
18 we may be forced to reconsider this. The changes
19 proposed would make it difficult for our current
20 clients to access the new location, not to mention
21 deter new clients from coming in. We have clients
22 coming from as far as Washington, D.C. As we
23 specialize in providing services to those in high

1 risk, high stressful positions such as government
2 agencies, fire fighters, police, military members,
3 Veterans and their families.

4 As residents of the county, we
5 would love nothing more than to see thriving
6 businesses and be one of them ourselves. We love
7 living in Fauquier County, and myself specifically
8 in Vint Hill. We consider ourselves active
9 members of this community. We enjoy the things
10 that are offered in Vint Hill, like getting our
11 hair done, or getting a beer at Old Bust Head, and
12 we are both members of the profits also.

13 Moving the business there just
14 seems like the most logical next step, but if you
15 choose to make access more difficult, it will
16 deter people from coming, both professionally and
17 leisurely, and it is a business risk we just
18 simply couldn't take.

19 In addition to being a
20 homeowner, also takes a front seat. I have lived
21 here for the past four years and our home values
22 have barely moved. I can't help but fear for my
23 investment. If access to Vint Hill weakens and

1 businesses start moving out, what will bring
2 people here? I, as both a resident and a
3 representative of Headquarters Therapy, urge you
4 to please consider other options. Don't break us
5 down before we get started. Thank you.

6 MS. VALENTINE: Thank you.

7 William Reidy.

8 MS. REIDY: Madam, I completely agree
9 with all of the big concerns you have heard here.
10 And I think I have nothing to add without being
11 repetitious. So, I would like to turn my three
12 minutes back to you, or offer it to somebody else
13 who follows me.

14 MS. VALENTINE: Thank you very much.
15 Yes, and we, I'm going to write passionate next to
16 your name. Yes. Thank you.

17 Matthew Smith.

18 MR. SMITH: Hello. How are you?

19 MS. VALENTINE: Some light reading.

20 MS. SMITH: My name is Matthew Smith. I
21 am a resident of Vint Hill. I'm also a coach at
22 Crossfit.

23 MS. VALENTINE: Thank you, Mr. Smith.

1 Gainesville, Bristow, et cetera.

2 Ninety percent of our members
3 and clients come to us via Route 29, and Vint Hill
4 Road, and this VDOT proposal would drastically
5 impact our business and discourage business
6 traffic to our facility. The VDOT proposal births
7 more negative impacts than positive solutions and
8 would only act as a means of creating more
9 congestion and more accidents.

10 The real issue and the one
11 that needs addressed is the lack of sight leading
12 up to Vint Hill Road and Route 29 intersection.
13 The proper solution would be to level the hills to
14 increase visibility and not eliminate the left
15 turn signals in the proposed four intersections
16 altogether. We are confident these proposals
17 produced by VDOT have not been thought through and
18 have overlooked the impacts on business, residents
19 living in the New Baltimore/Vint Hill area, and
20 the detrimental economic impacts this will surely
21 create for both.

22 Our sole goal is to make Vint
23 Hill and surrounding areas in Fauquier a place

1 that people want to come and enjoy and a place
2 where we want to raise our four kids. This VDOT
3 plan makes ease of accessibility as well as
4 desirable destination out of the question for
5 visitors. Current and future residents and family
6 individuals alike, to enjoy the likeness of what
7 Fauquier County proudly promotes, to take a deep
8 breath, which is the Fauquier County slogan.

9 If this proposal succeeds,
10 businesses, visitors, residents, both current and
11 future will be looking to take a deep breath
12 somewhere else. On behalf of our membership,
13 current and future clients and the 2,100 plus
14 signatures on our petition, we strongly oppose the
15 VDOT proposal to eliminate left turns between Vint
16 Hill Road and Route 29, as well as the three other
17 mentioned intersections on Route 29 in New
18 Baltimore. Best, Rob and Alana Jenkins, owners of
19 Crossfit Vint Hill.

20 And as a contractor and
21 commuter in the area, another thing that I can
22 throw onto this that always seems to be a
23 reoccurring issue, whatever comes to public funds

1 or any work to go into the area, there never ever
2 seems to be enough money to do it right, but I
3 tell you what, in ten years, there will be enough
4 money to do it again. Thank you.

5 MS. VALENTINE: Thank you very much.

6 Bill Chakalos. Welcome.

7 MR. CHAKALOS: Good evening.

8 MS. VALENTINE: Good evening.

9 MR. CHAKALOS: This will be short.

10 Thank you for giving me this time to speak. My
11 name is Bill Chakalos. I have several commercial
12 properties and restaurants in New Baltimore on
13 Route 29, including Spitony's Pizza, north side
14 29. My tenants include the 7-Eleven convenience
15 store and Edy's Ice Cream. Along with my
16 commercial neighbors, we consider ourselves the
17 heart of the business community.

18 We are also a service
19 community that requires access from both the north
20 and the southbound lanes of Route 29. Our
21 concerns to date are the VDOT projects that will
22 directly effect all of those living, traveling and
23 doing business in New Baltimore. This project

1 eliminates the medians that allow the southbound
2 entrance to our properties. By creating a traffic
3 pattern that forces drivers to pass our location
4 without access, would simply be devastating. More
5 accidents will occur trying to figure a way to
6 turn back and, if not, they would give up and
7 simply travel to the next town for services.

8 We ask you to come visit our
9 location any time and explore other possibilities
10 and solutions that would be considerate and
11 helpful to our small business community. Thank
12 you again.

13 MS. VALENTINE: Thank you very much.

14 Joseph Dempsey. Hello.

15 MR. DEMPSEY: Hi, how are you? Good
16 evening.

17 I came here to address one
18 project, but after listening to all of this, I'm
19 quite familiar with the Route 29 corridor and the
20 Vint Hill section, and it is a disaster, and just
21 from what I have heard, I would voice my
22 opposition to the proposed U-turns.

23 I'm a resident of Fauquier

1 County, but have deep roots in Culpeper County
2 dating to before its establishment. I sit on the
3 Board of Directors of the Mosby Area Heritage
4 Association. The association was established to
5 promote the history of that heritage area. It
6 doesn't take long when we are watching TV to see
7 the constant barrage being sent against our
8 country's long and noble history. Being it people
9 places or things, whether it's from political
10 correctness, development, ignorance or just plain
11 indifference. The Waterloo Bridge is one of those
12 historical things that represent just a piece of
13 our local history that cannot be described or
14 replaced. Our culture is being governed by the
15 dollar, and rightfully our elected officials are
16 charged with exercising the utmost care with how
17 our dollars are spent.

18 At the same time, we need to
19 be sure that our culture is not wiped away,
20 because by doing that, we lose the knowledge that
21 comes with knowing where we came from, and how we
22 got there. This bridge is one of a kind remaining
23 in our region. Culpeper and Fauquier Counties,

1 excuse me, Culpeper and Fauquier Counties. It is
2 an example of early engineering architecture in
3 our nation. The site of this quaint structure
4 brings, will take fewer back in time and stimulate
5 a sort of wonderment of how our earlier
6 generations solved problems of getting from here
7 to there, because just four score and seven years
8 earlier, there were no bridges, but only fords
9 across the Rappahannock River. Please don't allow
10 this bridge to deteriorate further, and support
11 the public and private efforts to restore this
12 bridge so that future generations of Virginians
13 can appreciate its historic past. And I might
14 add, do so with utmost safety in mind. Thank you.

15 MS. VALENTINE: Thank you very much.

16 Karen Baker.

17 MS. BAKER: Hello. How are you?

18 MS. VALENTINE: Well, and you?

19 MS. BAKER: Well, thank you. I'm Karen
20 Baker, and I'm part of this wonderful project that
21 Ike and Julie are promoting at Vint Hill. It's
22 ironic, because we were moved because of our road
23 in Haymarket, or because of the growth of the road

1 and the easement projects there, we were moved by
2 VDOT and we were separated for a year and a half
3 and we came to Vint Hill because we learned about
4 this wonderful building. And we took seven
5 square, 7,000 square feet, 6,200, which is the
6 catering business. So, Alacart is a full service
7 caterer, and we do most of our business bringing
8 the events to our clients outside of Vint Hill,
9 which requires lots of trucks, lots of moving
10 parts, large trucks. And to get the food to
11 Alacart, we have to bring trucks every day from
12 several vendors that come down, make a left turn
13 at 29. And for the same reasons that everyone
14 else mentioned here, they have to be able to make
15 that left. They are large trucks and get through
16 that intersection safely.

17 We also have a business that
18 most of our clients are coming from the
19 Haymarket/Gainesville area, and they pick up
20 platters at Alacart. And so we are opening a cafe
21 also in the next couple of months to prove, to
22 hopefully bring the business. There is a need for
23 food and more food because we sit right next to

1 Old Bust Head and the winery, and so that's going
2 to bring even more traffic to our area.

3 I have 30 plus employees and
4 we are slated to add about 12 more before the end
5 of the year to provide for the growth, and for the
6 cafe business, as well. We also have a U-Haul
7 business that brings more trucks. So, that's,
8 that provides, that helps us support our business,
9 but it also, we also rent them to customers when
10 we are not using them.

11 So, we have a lot of plans,
12 and I was recently learning about this project,
13 and like everyone here, I think that it's
14 definitely not going to go anywhere. Growth is
15 coming, and it's going to just keep coming. And I
16 am not, I do not want to be responsible or feel
17 badly that someone is hurt because they are making
18 a left turn to pick up a platter of sandwiches,
19 and I don't want to be part of that.

20 So if anything, I invite you
21 to come, someone mentioned cookies and coffee.
22 Come see us, we have a room that we can host you
23 in, and the cookies and coffee are on the New Cafe

1 Farm Station. So, thank you very much for your
2 time.

3 MS. VALENTINE: Thank you very much.

4 MS. BAKER: Have a great night.

5 MS. VALENTINE: We will see you.

6 Kevin Riley.

7 MR. RILEY: Good evening. My name is
8 Kevin Riley, and I come to you to you today as
9 first a citizen of Vint Hill, a father of five,
10 and a professional driver. So, we will start out
11 as citizen.

12 When my family and I were
13 looking to move out of, we started in Fairfax, we
14 moved from Fairfax to -- we are going to move a
15 little bit further. We didn't like Broad Run
16 because there was no way in hell, excuse my
17 language, that I was going to allow my children or
18 my wife cross across 29 without a light, being
19 somebody that has been 30 years a professional
20 driver. And being on the road from Alexandria to
21 Pulaski. I have seen it all. And what you are
22 asking is almost mathematically impossible. So I
23 will ask the question, how long does it take a car

1 at a dead stop to turn, make a left hand turn
2 crossing two lanes of traffic? We are not talking
3 a quick, because it takes, if you have got a fast
4 car, ten seconds to go a quarter mile. All right.
5 Nobody is driving Mopar around here right now,
6 right? Sixty-six, you know, something with 440.
7 You are talking about navigating the turn slowly,
8 cutting across, have to slow down again to get
9 into that lane. You are talking tractor trailer
10 or a bigger truck, it is mathematically
11 impossible. You need, for a truck, for a car
12 going sixty miles an hour, you need 4.9 seconds to
13 come to a stop. That does not include a half
14 second to a second reaction time for a
15 non-distracted driver. A tractor trailer shifting
16 gears, depends on the weight of the truck.

17 There are different options.
18 We talk about the hill. We could cut down the
19 hill. We have got the blinking lights. We could
20 add a light beforehand. Meaning add a light
21 saying red light ahead, green light ahead.

22 Reaction time, there is
23 different options. The reason we have lights is

1 to slow down traffic and to allow people access to
2 the roads. Without lights, you are asking for
3 accidents. And it's bad enough, I hear about the
4 rear ending that's going on, wait until somebody
5 is T-boned. Is it going to be a cost of a human
6 life for somebody to get the attention that this
7 needs? Taking the light out and increasing speed
8 of traffic is only going to make it look like 66
9 on 29. Meaning it's going to come to a complete
10 stop. You are going to have the same issue that,
11 if you pass Dumfries Road heading west, and before
12 you get to the road, to where, the back side of
13 Warrenton, that's backed up for miles because they
14 fly through there if there is nothing to slow them
15 down, and then that light just backs up and backs
16 up.

17 The answer is not removing the
18 light or increasing the speed limit. It is
19 lowering the speed limit and actually increasing
20 lights. Lights cause point of interruption.
21 Point of interruptions cause safety. It gives
22 people more time. People sitting in traffic, not
23 moving, actually gets people more frustrated, they

1 are willing to take a bigger risk, and that causes
2 more accidents. You will have to have a much
3 larger turning lane on the left to make that
4 U-turn, which will back up 29 even further.

5 I am out of time. Thank you.

6 MS. VALENTINE: Oh, no, thank you very
7 much. You certainly bring a lot of expertise with
8 you. Especially father of five.

9 Julie Bolthouse.

10 MS. BOLTHOUSE: Good evening, members of
11 CTB. I'm Julie Bolthouse. I'm the Fauquier
12 representative for Piedmont Environmental Counsel.
13 And I am here to talk to you about something Joe
14 Dempsey just talked about, Waterloo Bridge. And
15 really I want to thank you guys for finally
16 putting it all into the Six Year Plan.

17 Since the Waterloo Bridge was
18 closed in January, 2014, there has been a public
19 outcry of support for opening the bridge back up.
20 A dozen or so articles have been written about the
21 saga, about fifty yard signs have been put up
22 saying save Waterloo Bridge. Hundreds of letters
23 of support for rehabilitation of the structure

1 have been sent to state and local officials. Over
2 1,000 signatures have been collected by PEC on a
3 petition to rehabilitate the bridge, and 2,800
4 people follow the Save the Waterloo Bridge
5 Facebook page.

6 VDOT studies have shown that
7 rehabilitation of the bridge is more cost
8 effective than replacing it with a new structure.
9 Conversion of a pedestrian structure would still
10 require an extensive rehabilitation, and an entity
11 to take over ownership and maintenance, and
12 additional land for parking and picnic tables, so
13 the resource could still be enjoyed by the public.

14 There has been little interest
15 in this, so PEC believes that the best way to
16 preserve the historic structure for continued
17 public use is to rehabilitate it for vehicular
18 traffic.

19 The historic metal truss
20 bridges are dwindling in the State of Virginia,
21 with only a couple dozen remaining. Those that
22 are remaining are in dire need of rehabilitation.
23 Waterloo Bridge is the oldest, having been built

1 in 1878, and our consultant who we brought out at
2 the beginning of this saga in 2014, Nells Rainer
3 from Box Steel, an expert in these bridges who has
4 built several, or has rehabilitated several of
5 them in Texas and Michigan, says there is one of
6 the best candidates for rehabilitation he has ever
7 seen, which is wonderful to hear, because this is
8 on a road that has a relatively low volume of
9 traffic, and is the oldest in the state. So why
10 not make it the one that we save. I would like to
11 save a couple others, if you don't mind. But,
12 let's start with Waterloo.

13 With the contributions of a
14 million in private citizen funds from Russell and
15 Joan Hitt, overwhelming community support for
16 rehabilitation of the structure, and studies
17 showing that this rehabilitation for vehicular
18 traffic is the most cost effective solution
19 besides demolition. The decision is really
20 simple. Save Waterloo Bridge. Thank you.

21 MS. VALENTINE: Oh, thank you very much.
22 Okay. I think those are all those that have
23 signed up this evening. Would anybody else care

1 to speak? Yes, ma'am, come on up.

2 MS. STIGLIC: Thank you. My name is
3 Elise Stiglic, and I am here as a resident of Vint
4 Hill in Brookside. I'm here to speak in strong
5 opposition to the proposed elimination of left
6 turn lanes for Route 29 south. As a mother of two
7 small children, forcing me to make a U-turn into
8 oncoming traffic is a dangerous one, and one I
9 simply will not do.

10 I am unsure as to whether or
11 not those of you in this room have actually
12 ventured to this specific stretch of road to see
13 first hand the negative effect the proposed
14 changes will have.

15 We are people and businesses,
16 families and schools. We are not just an aerial
17 photo on a piece of paper, or a number of cars to
18 be driving down a road.

19 As Mr. Birch stated, his
20 number four priority is to operate the system
21 effectively. This equates to throughout. And
22 it's five priorities above number nine, safety.

23 These Michigan U-turns are not

1 safe, as a matter of fact, my friend and I visited
2 the Michigan U-turn lane here in Culpeper earlier
3 today and having to merge onto oncoming traffic at
4 full speed, going up hill, was nerve racking.
5 Forcing school bus drivers to navigate these
6 U-turns with our children on board is not safe.
7 Forcing safety equipment and first responders to
8 navigate these U-turns can decrease response
9 times. Never mind the fact that VDOT sold the
10 idea of a dedicated emergency light to the fire
11 houses, which happens not to be found anywhere in
12 the plans.

13 Our superintendent has stated
14 his official opposition to these plans and has
15 conveyed the same message to his School Board.

16 Regarding your SMART SCALE,
17 our current accidents are many, but usually minor,
18 thankfully. This, partnered with the lack of
19 funding, no NOVA dollars, is a recipe for an
20 untenable solution. I would be willing to bet the
21 solution will increase the severity of accidents
22 and increase fatalities.

23 As you have heard here

1 tonight, not one speaker has spoke in support of
2 this project. I strongly urge you to listen to
3 what we are saying tonight. We all want to
4 improve safety but we want to do it together.
5 Your decisions impact our lives. The least you
6 can do is listen to us. Our safety shouldn't be
7 your number nine priority, it should be your
8 number one.

9 MS. VALENTINE: Thank you very much.

10 Ms. Daily wanted to know if I
11 had gotten the letter, I guess, so, what happened
12 to Aubrey.

13 MS. BROWN: Right. My husband and I
14 moved from Fairfax, to the Brookside area about
15 five years ago, and we found it fabulous to do our
16 errands and get them all done within a short
17 period of time. So on a typical errand day for
18 me, I can move onto, from Riley Road to a left on
19 29, and I can go to Mount Farms Nursery, and on to
20 my veterinarian. And from there, I can move onto
21 the New Baltimore Animal Hospital is my
22 veterinarian. Around on the other side, I can go
23 to Royal Tide Cleaners, and to Fauquier Bank, and

1 to Vint Hill. Our local journeys will be made
2 much safer.

3 So, obviously, I oppose VDOT's
4 plan to eliminate left-hand turn lanes, and I
5 oppose them because I believe that, six things, I
6 think they are bad for business, I believe that it
7 is anti-preservation, potentially more dangerous
8 than the existing conditions. I believe that it
9 is detrimental for developers, landowners, county
10 planners and wildly unpopular with residents like
11 myself.

12 MS. VALENTINE: Thank you, Ms. Brown.

13 MS. BROWN: You are very welcome.

14 MS. VALENTINE: I'm glad you got to
15 speak.

16 Anybody else while you are
17 here? Okay.

18 Well, I think we did have the
19 gentleman from Stanley tonight. We had a few
20 folks about from Waterloo, talking about Waterloo
21 Bridge. I think you all agree with me the
22 consensus was about Vint Hill and the
23 intersection. And here is the really good news.

1 You know the project was just submitted into the
2 Six Year Improvement Plan draft, so nothing has
3 been approved. There is a whole process involved.

4 When we came into our
5 positions in January, working through the General
6 Assembly, which ended in March, we had the veto
7 session August 18. So, between August 18 and
8 May 18, 19, we are hitting all nine Transportation
9 Districts. So, it's really our opportunity to
10 listen to your thoughts about what's in the plan.
11 Until I met the Broadduses last week up in
12 Northern Virginia, I was not particularly aware of
13 that specific project, because it didn't go
14 through SMART SCALE, it was a Federal Highway
15 Safety Improvement Project. So, you know, it's a
16 way for us to learn and learn what your positions
17 are.

18 When I stepped out of the
19 room, I did go to one of my Deputy Secretaries,
20 just to make sure that what I thought was the
21 process going forward was correct. And I didn't
22 want to misspeak and I just wanted him to, this is
23 Deputy Secretary Nick Donohue, and so do you mind

1 just kind of sharing some of the projects.

2 MR. DONOHUE: Again, Nick Donohue.

3 Thank you all for coming this evening. The
4 Secretary did ask me to look into both these
5 projects and as she noted, both the New Baltimore
6 and the Vint Hill R-cut projects, neither one of
7 those have started preliminary engineering. They
8 have not gone through permitting or the
9 environmental process, and so these are currently
10 before the Board. It is safety money. Safety
11 money can be used for a host of different types of
12 improvements. Should these projects be added to
13 the program by the Board in June, the VDOT would
14 typically, in the 106 process because of the
15 historic nature of Buckland and some other areas,
16 would have to look at some alternatives and other
17 ways to minimize impacts on that.

18 In addition, there would have
19 to be public hearings. We would have to look at
20 the Federal and Environmental process, which also
21 requires additional public hearings. And if, only
22 then, there is an approved set of plans, would
23 this move forward for construction. So I know now

1 is the moment when you are seeing it being
2 considered to be added for the Six Year Program
3 and you are right to come to this meeting --

4 MS. VALENTINE: Well, actually, so your
5 time really is perfect because nothing has been
6 decided. Really this is where we do listen. So,
7 anyway --

8 MR. DONOHUE: And so, you have several
9 years of public hearings, most likely
10 consideration of additional alternatives, and
11 development of plans and the Federal Environmental
12 process before either of these projects could move
13 forward for construction. And so there will be a
14 lot of additional discussion about these and I am
15 assuming you all continue to engage in those as we
16 move forward.

17 MS. VALENTINE: Yes, sir.

18 MR. BROADDUS: That makes me more
19 nervous than I was a moment ago. I've got to tell
20 you. Our goal is that we don't spend years on
21 this issue because no economic development will
22 occur when people are uncertain of the future.
23 What we need is certainty, and what we need is to

1 say, already, let's take this off of the table, we
2 are going to go back to the drawing board and come
3 up with a better plan, one that there is a
4 consensus. Once there is a consensus, then you go
5 for your two or three years, et cetera, but at
6 this moment, we have got to get this off the
7 table.

8 UNKNOWN SPEAKER: The consensus that you
9 heard tonight from almost every speaker, is to fix
10 the visibility issues in the northbound lane that
11 puts our lives in danger every time we ride on
12 them.

13 MS. VALENTINE: So, my plan going
14 forward, and really what I think the Deputy
15 Secretary was trying to do is to say that anything
16 that would get done would be a long process. And
17 since we just learned about this, I think at this
18 point that I would like to work with the
19 Commissioner and the district Engineer and your
20 CTB member about the draft, Six Year Improvement
21 Plan to see. Yes, sir, Mr. Brown.

22 MR. BROWN: Yes. As I understand, has
23 there not been 2.4 million money approved for this

1 for the 600 intersection? And if so, we argue to
2 stop spending that on that. If you have the
3 money, put it immediately to a plan and bring all
4 of us together, you know, different
5 constituencies. Don't put it in the Six Year Plan
6 and march it down the highway two or three years.

7 UNKNOWN SPEAKER: 6.6 million now for
8 these two intersections, which I think is another
9 new number. We have been saving money, proper
10 money. Everybody has been lining up to, for a
11 solution if we could all get at the table.

12 MS. VALENTINE: Okay.

13 UNKNOWN SPEAKER: This is a cloud that,
14 if you saw Mr. Zumot, you can't bring people in
15 tomorrow, we are worried about tenants walking
16 away tomorrow. Uncertainty is not good.

17 MR. DONOHUE: To clarify, Commissioner
18 Brown, to your question. The 2.4 million was
19 approved last year by the Commonwealth
20 Transportation Board, however that money was a
21 year or two out from the program, so they have not
22 started spending those funds or developing plans
23 yet. So, I want to assure you that's not ongoing

1 right now. This process kind of slowed things
2 down, and so, that's not going to happen until I
3 think the Secretary works with these other folks.

4 MR. BROWN: Don't give it back, though.

5 MR. DONOHUE: It's not my money, sir.

6 MS. VALENTINE: And I will say it's not
7 our money either. However you all have done an
8 excellent job. I don't know, is it president here
9 who organized this, the Broadduses? We need to
10 come to the brewery, right? Yes, and so the
11 process has just started, so that's what I would
12 say. You have done an excellent job. Yes, ma'am.

13 MS. JACKSON: I didn't want to
14 interrupt.

15 MS. VALENTINE: I thought you wanted to
16 say something.

17 MS. JACKSON: What you just said was the
18 process has just started. When I came to the
19 event at Old Bust Head, that was the first event
20 where I came and I heard, and at that event
21 everybody spoke out in opposition. And I heard
22 more than one person say we have been telling VDOT
23 for years. So, I'm new to this, relatively, even

1 though you have now seen me twice in two weeks.

2 MS. VALENTINE: I'm new to this and we
3 have been together twice in a week, actually.
4 April 30.

5 MS. JACKSON: So, you get me passion,
6 you get me fired up, and I am going to show up.
7 So I heard that other people have expressed
8 opposition to this for years. So, what's going to
9 be the difference going forward?

10 MS. VALENTINE: Well, I will just say
11 it's the first that I have heard of it. So, I
12 will say that that makes a difference. So, so, we
13 will work on this, and we will see what happens
14 going forward, but I would very much like to work
15 with the District Engineer.

16 As far as safety, I'm not sure
17 it worked out very well, we opened with safety,
18 which is such a huge priority and the
19 Commissioner, the reason it was number nine was so
20 that we close with safety. And so it wasn't as if
21 it were ranked number nine. We were working
22 collaboratively so that we opened and closed and
23 it is a part of everything we do. It was not

1 intended to be a rank. So I thought that was
2 important to say. Yes, sir.

3 UNKNOWN SPEAKER: How can we find out
4 what's going to happen and what happens from now?
5 Is there any way to keep us, us, you know, the
6 area informed of what things you will do and any
7 changes that you will make? How would we keep --

8 MR. BRICH: Why don't I take that.
9 Hearing it for the first time tonight, I know I
10 missed last week, to hear the same message, I'm
11 going to commit to take a step back, understand
12 what has been laid out in the past. But also I
13 think there is an opportunity to probably move
14 forward and revisit the issue and look to,
15 probably having a, what I will say a consensus
16 building opportunity to say what are those issues
17 that are important back to the communities as a
18 whole and balancing access safety, economic
19 development, truck traffic, as well as, and look
20 at what has been done in the past. I haven't seen
21 it, so I'm going to need some time to be able to
22 revisit that. And I think that's probably the
23 first commitment that we can make. And then

1 moving forward, having another community outreach
2 effort to be able to address that.

3 MS. VALENTINE: We can probably go
4 through the Broadduses or the organization just to
5 let you all know.

6 UNKNOWN SPEAKER: Could that be
7 construed as a commitment to what the Fauquier
8 County Board of Supervisors has requested?

9 MR. BRICH: Since we have not started
10 preliminary engineering, we will take a step back
11 to be able to revisit this issue.

12 MS. VALENTINE: And now, I have not
13 received, I read about the resolution, but I have
14 not received the resolution. So, anyway, we will
15 make sure that we get it.

16 UNKNOWN SPEAKER: Can I just emphasize
17 the need of speeding the process. We are so keyed
18 up to help in any way we can. I think Julie has
19 the best chocolate cookies ever. I'm on the
20 Board.

21 MS. VALENTINE: We can't be bribed.

22 UNKNOWN SPEAKER: I'm on the Board --
23 we all have many interests in the community and we

1 are here to help and speed up the process, because
2 the uncertainty cloud now that all of our
3 customers and all of our businesses know that this
4 could happen, we need to have some certainty, you
5 know, and speed because we are keyed up to help,
6 we have money in the escrow accounts for
7 transportation improvements that we could all work
8 together and come up with something a lot faster
9 than a year, because that will, the cloud is on
10 us, now. We need to see some sunlight as to our
11 intersection is not closing with all this
12 development happening.

13 MS. VALENTINE: So, you have heard from
14 the convention, you have heard our commitment that
15 we are going to revisit this. And I will work
16 through Alison and John, I was going to say, you
17 know, Engineer John Lynch, to determine how we can
18 communicate back to you, or let you know when we
19 can have another time. So, we could see a broader
20 perspective of this.

21 UNKNOWN SPEAKER: I just wanted to add.
22 One of the frustrating things for us who have been
23 at several of these meetings, is a feeling that

1 the Virginia Department of Transportation really
2 wasn't hearing us. So, I wanted to tell you how
3 much I appreciate your involvement in your being
4 here, because I have a different feeling coming
5 from this meeting.

6 MS. VALENTINE: So, some of us are old
7 friends now. So, and I will say that, you know,
8 it really is a pleasure to work with someone like
9 the Commissioner who is now at the helm of it, and
10 this whole team. And you know, I didn't introduce
11 you, but for those of us come from, Kim Pryor
12 actually runs these meetings, and she is hugely
13 responsible for how all these events work. And I
14 have Deputy Secretary Quinton Elliott here. He,
15 coming into this position, I actually named him to
16 be in charge of safety, security and resiliency in
17 our transportation network. We have our Chief
18 Engineer here, Garrett Moore. He may have just
19 stepped out. There he is. Hi, Garrett.

20 MR. MOORE: Who lives in New Baltimore.

21 MS. VALENTINE: Which can only help you,
22 I can assure you. Is there anybody else here?

23 Yes and we have --

1 MS. MITCHELL: Linda Balderson. Drew
2 Little.

3 MS. VALENTINE: So, we have a team here,
4 we are all listening. We really want to make the
5 smartest decisions that we can. So we will look
6 forward to working with you.

7 Oh, John Lawson. He is, John
8 Lawson is our Chief Financial Officer. So, John
9 actually makes all of this work. But, you know,
10 and Alison, too, working through the CTB.

11 MS. DETUNCQ: And we have a number of
12 district employees here, as well.

13 MR. DONOHUE: Ken Conners. He is our
14 preliminary construction -- David Pierce, District
15 Maintenance Engineer. Stacy Laundry. She's our
16 Assistant District Administrator for planning and
17 investigation, as well as our business. So she
18 organizes a lot of internal stuff here. And then
19 we do have our resident engineers in the back,
20 Mark Nesbitt and Joel from Charlottesville. Alan
21 is our Louisa resident engineer.

22 MS. VALENTINE: Okay, with that, this is
23 my first public hearing here, in the Culpeper

1 District. So, we hope that we will be back. So
2 anyway, no, I really do appreciate. I appreciate
3 your passion and your experience and, you know,
4 your desire to work together on this. So thank
5 you all very, very much.

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7 HEARING CONCLUDED AT 6:50 P.M.

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CERTIFICATE OF COURT REPORTER

1 I, Cherryl J. Maddox, hereby certify that I was the
2 Court Reporter in the public hearing, held at the Culpeper
3 District Auditorium, 1601 Orange Road, Culpeper, Virginia, on
4 May 7, 2018, at the time of the hearing herein.

5 I further certify that the foregoing transcript is a
6 true and accurate record of the comments made herein.

7 Given under my hand this 2nd day of June, 2018.

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11 _____
12 CHERRYL J. MADDOX, Court Reporter
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