COMMONWEALTH TRANSPORTATION BOARD

SIX YEAR PLAN HEARING

SPRING 2018

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Culpeper District Office
1601 Orange Road
Culpeper, Virginia  22701

Reported by:  Cherryl J. Maddox

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Stephen C. Brich, Commissioner
Shannon Valentine, Secretary of Transportation
Jennifer Mitchell, Director, DRPT
Alison DeTuncq, Culpeper District
John D. Lynch, P.E., Culpeper District Engineer

SPEAKERS:
Holder Trumbo
Ann Mallek
James Phillips
Paul Grady
Phoebe Tufts
Tim Colban
Albert Henderson
Kevin McDermott
Tim Hoffman
Drew Henry
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John Brown
Kama Cutler
Natalie Erdossy
Juan Archilla
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MS. VALENTINE: We are going to start
off just a little differently, except for those of
you that have been at a public hearing this year.

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

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

(Video played)

MS. VALENTINE: Thank you very much for watching this. Governor Northam declared the month of April highway safety month. It was the first time that a governor had declared the entire month to this issue.

And so we have been focusing with various priorities throughout the month, working and partnering with State Police. And one of our contests, one of our projects was actually working with high school students around Virginia to compete in creating a license plate, actually addressing distracted driving. There were eight finalists, from eight different Districts. They all came to the Capitol. The winner was announced. She was from Blacksburg, and this is the winning license plate. "Eyes on the road." And you will be able to purchase it starting in January. So, once again, our young people perhaps leading us to make better and smarter decisions.

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

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

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

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

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

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

When you look at the platform that we have in Virginia, from the Port of Virginia, a space port going up to the unmanned space station, rail, transit, highways, bridges, bike paths, we have everything. Metro, in D.C., and Northern Virginia connecting Northern Virginia
and D.C. and Maryland. We have a paralleled platform from which we can actually be the foundation for a new Virginia economy and that is how we hope to come into this position.

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

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

The Six Year Improvement Plan, in that we are going to be managing about 21 billion dollars worth of projects, 3,700 of them.
And so, we are here to kind of discuss and listen to how it is going to effect you in this constituency.

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

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

The first is executing a program. The main reason why we are here tonight, so that we're, the Department is going to remain laser focused on delivering what's in the program today and what's going to be in the program in the future. But there is going to be a significant aspect of partnering with our localities, recognizing that 54 percent of the projects that are in the Six Year Improvement Program now are
locally administered by number, and a third of that by value. So, the 21 billion, is made up by a third by locally administered projects.

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

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

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

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

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

We want to continue and maintain a highly trained work force. Reinvesting
in our people is as our number one asset.

Recognizing that probably within the next five years, 50 percent of the Department staff are going to be eligible for retirement. So making sure that we are investing in our people for the next generation moving through.

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

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

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

Insuring transparency within the Department is going to be a very key aspect to this, as well. We are a 5.4 billion dollar
company each day. We spend about $14 million a
day in the services that we provide. So, making
sure that we are telling you what we are doing and
why we are doing it, is going to be paramount.

And finally, from the Division

standpoint, safety. As you saw in the video,
safety is going to be our job one. The last 25
years, I served primarily looking for traffic
safety and operations. Nothing could have
prepared me for the calls that I have gotten
throughout the day and the night concerning this
position.

The video that was shown, was

the first call that I had received from a serious
injury crash of one of our employees, and that
happened just 13 days after I assumed the
position. Four days later, I got the call on a
Saturday morning of our first fatality. The
Secretary has indicated, Justin Warden, or Dustin
Warden was conducting a mobile pothole patch and
repair on Interstate 95, middle of the day.
Individual crossed over into the shoulder and hit
him as he was exiting his vehicle.
And just another 15 days later, another serious injury crash happened on Interstate 85 during a guardrail replacement program. Also steered, the driver of that vehicle steered around the crash cushion truck and pinned this individual up against the guardrail. Luckily, he was able to survive that crash. But just out of all those three crashes that we had in that short time period, there is one common theme, and it was the distracted driver. And from the 2017 statistics that we had, half the fatal crashes that were in the work zone were also contributed to a distracted driver. So safety in the organization is going to be our number one job.

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

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

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

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

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

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

Just as a reminder, as we think about what's in our SMART SCALE program, we have our SMART SCALE portal, which is now open for round three applications. Those applications need, will be due by June 1st, preliminarily, at least started, and the deadline for your SMART SCALE applications will be August 1st. Those
projects that we are looking to fund out of SMART
SCALE, will be in the next year's program which is
2020 to 2025, and we anticipate about 850 million
dollars that be available state wide.

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

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

MS. MITCHELL: Thank you very much.

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

We have 3.2 billion dollars in
this year's six year plan. That includes 595
million this year. We have 44 transit agencies
across the state that we work with. And I believe
it's 72 human service operators. Nine short
lines, two class one railroads and one commuter
rail operator. So, we have a very big footprint
for transit and rail across the state.
Here in Culpeper, we work with a number of different agencies. We are providing 2.5 million dollars for transit and another 6.7 million for rail. Just on capital funding, we provide more for operating support, as well.

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

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

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

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

We have a very robust program for short line railroads in this region, in this District. We are providing funding to the Shenandoah Valley Railroad, Buckingham Branch and the Winchester and Western Railroad for a number of capital rehabilitation projects. These short
line railroads are what really provide the last mile of service to the last one, so that's why they are incredibly important to us across the state.

Just two major initiatives I would like to highlight for you all. First of all, on the rail side, our top priority over the next several years is going to be developing what's called the long bridge. And that's a bridge that connects Virginia to Washington D.C. Today it's a two track bridge, it needs to be four tracks. Right now that bridge is at 98 percent capacity and it carries every single Amtrak train, every single VRE, commuter train and the majority of freight trains, particularly those serving the Port of Virginia over that, as well. So you may wonder why I'm talking about a project in D.C. here in Culpeper. Well, the reason is that all of the rail service that services this District, including the Amtrak routes that originate in Roanoke and provide service to, provide service to Culpeper and also the Cardinal Route, as well as all of the VRE service on the Manassas Line,
everything goes over that bridge. So, it is a
tremendously important priority of the state that
we are working on over the next several years with
the District Department of Transportation and CSX.
So, probably expect to hear more about that over
the next few years.

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

But in addition to that, and
included in a number of priorities for our state
wide program, which affects the transit operators
here in this District, we will be developing a new
process for prioritizing projects around the state
on the transit side, with a specific focus on
enhancing the State of Good Repair of our transit
fleets, and human service agencies. We are also
intending to provide much more transparency and
accountability to the way that we allocate funds
every year.

And with that --

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

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

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

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

MR. LYNCH: Well, just welcome to the
Culpeper District. Naturally, as Alison said, we
look forward to getting your input into our Six Year Improvement Plan.

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

MR. TRUMBO: Hello.


MR. ARROWAS: Good to see you again.

MS. VALENTINE: Did I do better?

MR. ARROWAS: Better, yes.

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

Are there any other elected officials here tonight?

Okay, with that, we will go into our public hearing phase. As many of you know, we have a three minute limit. And I have
not worked this system before, but I think, oh, there you go. You will be able to see and come right up here. And so, you will have three minutes to present your suggestions. I have admitted, and some of you have heard me say this before, very challenging for me not to respond to you while you are up there. I will try to summarize at the end because I want to go ahead and answer your question and see how we can fix it. But this is really an opportunity for us just to listen.

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

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

You have an intersection in this project list, but it is the first of several, actually, and at my urging, VDOT has provided some informational sessions for the community, for the
businesses to provide their plans, and we have done it several times. And I am not going to go into specifics, because I see a lot of folks here from New Baltimore. I think you are going to hear this, the specifics of the concerns. But we do have significant concerns about the proposed solutions and the impact that they will have on the community.

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

More importantly, though, is the quality of life of the people that we represent. And I think you are going to hear a lot of folks express concerns about safety. And this is after going around and around and around about this for a couple of years, and we don't seem to be getting anywhere. So, I'm not asking
you all to take the funding away from the projects as proposed. But I think when you hear what the folks have to say here, I would encourage you to encourage your folks in the local residencies to go back to their drawing board and work with the community to come up with solutions that work, frankly, both ways.

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

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

Ann, would you care to say anything this evening?

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

MS. VALENTINE: Okay. Thank you.

James Phillips.

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

We know what the problem is in the area. We know Vint Hill is the problem, we know the conditions which it comes all the way up from the Home Depot section of 29 intersection. That's what causes the problems in our neighborhood. Further review is needed.
If I could be of any assistance at any given time, I will gladly be at your beckon call. But again, I would rather you don't spend money to make your improvements than what you have planned now, thank you.

MS. VALENTINE: Thank you, Mr. Phillips.

Paul Grady.

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

It was my understanding that this design process would fix all of the problems of all three intersections. Hydraulic and the 250 bypass, Hydraulic and 29 and the 250 bypass and Emmet Street. As long as the stop light at Hydraulic and the 250 bypass remains, the job is not finished. Traffic traveling west on the 250 bypass still has to turn left across oncoming
traffic to get to Emmet Street south. Again, the job is not finished.

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

The one thing that disturbs me most about the Charlottesville community is that they always settle for the third or the fourth or the fifth best design, they never go for the best design because of the cost. Just once, I would like to see them go for the gold, instead of settling for the bronze or the tin or the aluminum design.
At the last public meeting,
all that was said about my design was that it was
too expensive. If VDOT's SMART SCALE design
review process is really smart, then you should
see the extreme value that my design brings and
the costs will be of secondary importance. By the
time you add all the bells and whistles to the
approved design, I really think my design is more,
I really do not think my design is more expensive
and the fact that the proposed design has a
functional life of only 20 years, makes it not
cost effective. My design solves all the problems
of all three intersections forever. I will repeat
that. My design solves all the problems of all
three intersections forever. If you go ahead with
the proposed design, you are playing into the
hands of those that want an Eastern bypass, and
that is a hell of a lot more expensive than my
four lane elevated expressway over Hydraulic Road.
Thank you for your time.

MS. VALENTINE: Thank you, Mr. Grady.
Thank you for the map.

Phoebe Tufts. And after
Ms. Tufts, it's going to be Holder Trumbo.

MR. TRUMBO: You already had me.

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

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

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

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

B: The bridge, on the Culpeper side, allows vehicles to travel into a
neighborhood with children in which Culpeper County has no interest at this point in spending what needs to be spent to create and maintain a safe travel zone despite the outcry of local residents. The Mezarallo family has stories to tell of having to jump in the ditch to escape injury from that traffic that flew over the bridge and was going over fifty miles an hour. This alone should give pause.

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

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

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

B. Neither Culpeper or Fauquier County is willing to use taxpayer money for any part of this project. Fauquier moved the project forward by using the money of a generous
C. The Rappahannock River is susceptible to flooding on the very land that the bridge would be removed to in order to dismantle it and then rebuild it.

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

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

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

Here are two examples of the false information.

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

The second of the two examples, the second of the two examples clearly intended to incite members to action. PEC posted the following on their website. "January 2017. It's been three years since Waterloo Bridge was closed on January 15, 2014. The counties and VDOT need to go act before it's too late. VDOT has said that increased load capacity is possible. They have determined that rehabilitation would
cost $4.5 million, which is $2 million cheaper than what is planned currently. A private donor is generously offering $1 million towards rehabilitation. The question now is what are we waiting for?

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

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

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

In addition to these three keynotes, I wish to publicly state that this same staff, and PEC, ignored attempts by adjacent landowners to discuss creative solutions to saving
the bridge.

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

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

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

Tim Colban.

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

MS. VALENTINE: Hi, welcome.

MR. COLBAN: I'm a resident of Warrenton, and I live in the New Baltimore area. I think what you have to understand is we really have four roads that can get us out to 29 and up to Warrenton from where we live, which is about a thousand houses in our neighborhood, in Brookside, and 350 in Vanhalen. We have got about nine
hundred people working at the FAA facility on Vint Hill. We have a new Veteran's hospital coming to Vint Hill, and I think VDOT is being a little bit disingenuous because they are doing these plans one at a time and not telling us what the overall projects are going to look like. So, these four roads, VDOT is eventually going to have it so we can't make a left turn to go into our town.

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

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

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

I don't think anyone ever really looked at that solution, and I understand it. But I drive from Prince William, I work in Prince William, I was raised in Prince William, through Charlottesville. You drive down 29, see all the money that's being spent. Hundreds of millions of dollars in Charlottesville, and we get nothing in Fauquier County, because we are at the
very tip top and it's just unacceptable.

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

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

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

MS. VALENTINE: Wow, thank you very much.

Mr. Henderson. Is it Albert?

MR. HENDerson: Yes.
MS. VALENTINE: Welcome.

MR. HENDERSON: Thank you, ma'am.

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

I can't tell you, since I have been the pastor at that church, when I'm sitting at my desk, which is at the far end of the building from that light, when there is a wreck, I can feel it in the seat of my chair, and we go running toward it. I can't tell you how many times, how many wrecks I have responded to, people at my church, when they are there, have responded to. And it's always because of one of two things. Speed, and distracted driving. People think that they can make it through that intersection, speeding up when it's yellow, and running it when it's red.
I was speaking to my son last night on the phone. He is no longer in the area, he is a Marine at Lejeune, but he spent all his summers in high school working directly across the intersection from our church at Fauquier Farm. He can't tell you how many wrecks he's seen when he's out in that front field. And I told him that I had been asked to come down here and speak, and about what, and I told him what was being proposed by VDOT. And he said, and I quote, and all of you all on the panel all of you in the room who may be elected officials, the last thing I want to do is insult any of you. But he said, "Are they crazy? Don't they realize that the southbound traffic, when it attempts to make a left turn onto 600, and instead has to make this new term I have just learned, a Michigan left at the next possible opportunity, he said, all you are going to have is one rear end accident after another."

We stand in strong opposition to this VDOT proposal. I'm not a road engineer. I just teach people the word of God, but I know what's causing the accidents out there, and it's
not people making a left-hand turn. The solution that I understand has been proposed many times, and ought to be implemented, is simply the enforcement, the rigorous enforcement of a much lower speed limit through there. You can't do 55 and not get run off the road.

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

Thank you.

MS. VALENTINE: Thank you, Pastor Henderson.

Kevin McDermott. Hello.

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

The thing I want to talk about most is I want to express our appreciation for the projects that were put into the draft plan this year for Albemarle County. We got two safe routes to school projects that are in that, and I just
want you to let, to let you know that those projects were real community driven projects where we went to them and asked them what they would like us to put our money to. And those projects to improve safety around those two schools were what they chose. So, I'm really happy that we were able to go back to them and say that those grants came through.

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

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

Another build is sidewalks and multi-modal improvements in some of our older urban neighborhoods. And then two to expand on our, the small town, downtown of Crozet, and to help build that out and generate some economic
development there. Those are all great projects.

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

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

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

MS. VALENTINE: Thank you very much.

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

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

First thing, of course, is safety. Safety is always important. Second thing for us is entrance and exit from our neighborhoods. And the third thing is traffic flow, both on 29 and from our neighborhoods, as well. We don't think this proposed plan satisfies those three criteria very well.
Let me address the first thing, safety. As has been mentioned, there is a blind hill on the southeast side, southwest side of the intersection and it's a major problem. We understand there are many, many accidents there. The main thing that you can do to resolve that problem is to remove the hill.

Here is the problem. We have talked about speeding. People come over that hill, there is about maybe a hundred yards, as the cars crest that hill, and where people are trying to pull out. Even if you put a stop light before you hit that hill, cars will have time to accelerate; cars, as has already been mentioned, go 65, 70, 75 miles along that road. Anybody who is trying to pull out into traffic, just to go down to Gainesville, is at liberty. I commuted for two years using that road, and I have a fast car, it accelerates well and I am telling you, I felt like a fighter pilot in the old movies where he closes the cockpit, buckles down his seat belt and tries to dive into the fray. And that's just going to the northeast.
If you go to the Michigan turn and do the left, you are requiring, in about 300 yards or 400, I'm sorry about 300 yards, across, to accelerate across four lanes of traffic to make a U-turn. And the question, and there is a lot of traffic in the morning that are going both ways, and the problem is, can you get across the traffic number one; and number two, is there going to be enough exit lane or turn lane for the number of cars that go back down to the southwest. It's a similar problem when you are coming from the opposite direction.

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

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

So, I have used my time up,
but I will just say this again, I have been here,
I have been for four meetings now, with VDOT. We
have expressed all of these concerns in every
meeting, and it appears nobody has yet addressed
these concerns in any way that convinces folks
that what you are doing is the right thing and
that's going to solve our problem. So this is
over a period of a year now, and I understand
people who came before me have expressed similar
concerns and they still haven't been addressed.

So, for us it appears -- let me put it this way. I spent 45 years of my life
in the world's largest bureaucracy, the Department
of Defense. And I know, I am pretty convinced I
know a slow roll when I see it. And what I, we
feel like as citizens here, is that we are getting
slow rolled by VDOT here, that we are not getting
our concerns addressed properly. Thank you.

    MS. VALENTINE: Thank you.

    Drew Henry.

    MR. HENRY: Hi, my name is Drew Henry.
I am, my wife and I are owners of Bull Run Academy of Gymnastics, which is located there in Vint Hill.

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

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

Our number one concern is the accessibility simply because the people follow the path of least resistence. If you make it harder
to get to Vint Hill, we are risking our customers
going to somebody else.

Second is the impact. We have

about 500 -- I did a, ran a report for our
business, five hundred people exactly come from,
children, come from the 20155 zip code, and the
20169 zip code. So, that is down 29, making that
left turn onto Vint Hill Road. So, that's
basically you are putting 500 families into
whatever you guys decide to do. At risk,

improvement, whatever, 500 families with children.

Many of these people come more than one day a
week. We have some families that come five times
a week, so it's somewhere between 500 and 750
people that make that trip weekly with us. And so

our concern is what risk are they at, whatever
proposal you guys decide to choose. And also the

financial part of it is, if we lose 10 percent
revenues because of this change, and we are adding
potentially 20 percent in cost, we have got to
make up 30 percent in cost, or revenues, raise

additional costs, either in the increase in the
new facility or what we lose. So, you know, about
the numbers. Those are the numbers.

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

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

MR. HENRY: Let's hope so.

MS. VALENTINE: Amber Sabia.

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

I love, Ms. Valentine, how you started this discussion talking about your desire for an impact on safety. As a head of school, that's my number one priority, and these Michigan U-turns make everything a lot less safe, make them actually very, very dangerous. And your priority, I feel, is not safety, it's promoting rapid traffic. And that's, you have already talked about having the eyes on the road and that's, those two things mixed are very, very dangerous.
The solution, like everyone has said, is to fill in those dips, and I have not seen VDOT really look into that in the way they need to. It seems to be the most cost effective solution, as well.

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

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

MS. VALENTINE: For the public hearing
here, wow. You may not know how new we are.

MS. SABIA: We are not new.

MS. VALENTINE: How many of you were at the meeting in Northern Virginia? Show of hands.

So, anyway I feel as if I have a lot of friends here who were in Northern Virginia. I remember your story very, very well. I don't think I had met you, so that's why I was, your president, so it's really quite a group. And so, anyway. We are all learning and so it's our opportunity really to have a moment.

UNKNOWN SPEAKER: Just take a right.

Just go there yourself. Just take a right there yourself. Seriously, go there. Take a right into the road and say, my God, that's the first thing you are going to say when you come over the hill.

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

All right and with that,

didn't mean to pause, but just felt like I needed
to let you all know that it was wonderful to have you a week ago at my first one up in Northern Virginia. It's wonderful to have you here, too.

John Brown.

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

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

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

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

In August 1862, the first
shots of the second battle of Bull Run Manassas
were fired from that bridge. A year later, the
Confederacy won its last battle, calvary battle,
by capturing the bridge and trapping Union forces
and chasing them down the turnpike to Warrenton.
It's called the Battle of Buckland Mills.

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

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

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

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

The proposal for four R-cut
intersections does not meet the criteria for our
state holders. A solution is needed to get together with VDOT and figure out something that will be acceptable that can be done within a budget that you can obtain.

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

MS. VALENTINE: Thank you very much.

And I appreciated that history, thank you.

Kama Cutler.

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

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

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

We are, however, not in a sleepy little town in North Dakota. More people drive on the section of Route 29 than drove through my town in an entire year. There are more accidents at that intersection of Vint Hill Road and 29 than were in my graduating class, than people that were in my graduating class. So, while it is the consensus that something needs to happen at these intersections to help improve safety, we don't want to do that at the expense of accessibility. Because tucked back on the east side of this corridor are these little businesses and communities that everybody here is
referencing. And they all use these intersections, Broad Run Church Road, Vint Hill Road, and Riley Road, to gain access to this community.

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

If they are going to keep those tax dollars in Warrenton County, I'm sorry, Fauquier County, not Warrenton County, it is my belief that in making these intersections less accessible, you are actually going to push that traffic onto secondary roads, an infrastructure in Prince William County that is currently not able to accept it either.
Someone else said the path of least resistance is where people will go. The commuters coming from Northern Virginia are going to cut through Prince William County and communities such as Glenkirk, to gain access to their homes on Vint Hill. And those roads aren't ready for that type of traffic either and neither are those community members.

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

We need a coupling of safe and accessible and not just the throughput of traffic to get to Northern Virginia for commuters. Thank you.
MS. VALENTINE: Thank you. Natalie Erdossy.

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

MS. VALENTINE: Welcome back.

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

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

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

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

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

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

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

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

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

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

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

MS. VALENTINE: Thank you, again.

Juan Archilla.

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

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

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

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

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

Even more importantly, I'm concerned about safety of this proposal. In particular, near Vint Hill Road, as VDOT's plan
does nothing, I repeat, nothing, to eliminate the real problem of the limited sight lines caused by the hills that could be easily solved by simply flattening Route 29 there. This is because backed up traffic will still, there will still be backed up traffic along those hills, so you are still going to have sight line issues causing rear end collisions near Vint Hill Road, where these blind spots are, especially with VDOT's proposed increased speed limits. It seems counterintuitive to me.

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

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

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

MS. VALENTINE: Thank you. Darcy Kreutz.

MS. KREUTZ: Hello.

MS. VALENTINE: Hello.

MS. KREUTZ: My name is Darcy Kreutz, and I am a resident of Fauquier County and Brookside, and I am here also to talk about the
Vint Hill and Riley Road intersections and additionally Broad Run Church. My preferred intersection, I live on the farther side of Brookside. I actually use Riley Road every day, except in the morning when I go to take my daughter to pre-school in Gainesville, because it takes too long to make the right on 29 in the morning because the traffic is coming too fast, so I do use Vint Hill in the morning and almost every morning, I have to wait for the light to change because there are so many cars making their way into the rest of Northern Virginia and many of them, obviously, all the way into D.C. And that problem will only get worse, I imagine, as they close the light further south at Broad Run Church, the intersection that you were speaking about earlier. With that light gone, there will be no breaks at Riley Road and eventually no breaks at Vint Hill.

I understand a lot of us have talked about the difference between VDOT wanting to move traffic faster and they think more safely down 29, and the Fauquier residents wanting access
to 29 and being able to get in and out and do things. My, one of my problems with the plan, or
my primary problem with the plan, besides that it will cut off our access, is that I don't think it is going to achieve either of VDOT's goals. I don't think traffic will move faster, because if you eliminate all those lights, we are only a mile from the Prince William County line and 15 and all their lights. So they are all, the traffic will just run back to Vint Hill. And I also don't think it addresses the safety issue that Vint Hill has, because it doesn't address either the speed or the lack of sight, which is the cause of the accidents, not just a light causing accidents.

I don't think it achieves either of its goals, and I think it's going to make day-to-day life for everybody more difficult. I think it's going to make businesses in Vint Hill more difficult. You mentioned that you probably wouldn't have purchased your house coming from Prince William County, moving into Fauquier County, how easy that was to do, was a factor when I purchased my house, just a year ago. And I
might have also made a different decision. So lots of coming people would presumably make different decisions.

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

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

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

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

MR. ZUNMOT: Yes.

MS. VALENTINE: Hello.

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

The proposed Michigan U-turns was not, would basically destroy our project. Trucks cannot do all these turns to access our property. So, I don't want to rehash what
everybody else said, only difference is there is no consideration for trucks in this area and this area is all industrial and commercial zoning. It is the second largest in Fauquier County for development after the town. So, please don't let something like this destroy what I worked so hard to build. Thank you.

MS. VALENTINE: Thank you very much.

Brian Cohn. My old friend Brian.

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

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

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

So, with that in mind, I would suggest that this is not a consensus plan. I
guess that was obvious. I have been accused of that before. Have any of you all been, I think you were here in 2010 on CTB?

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

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

MS. DETUNCQ: Five years, not 2010.

MR. COHN: Five years. Okay. Well, about, it seems like a decade or so ago, we went through this a little bit with the New Baltimore area and the Buckner Battlefield, and VDOT was trying its best to come up with solutions. I described this stretch of road as a grad student's challenge that most every one of them will fail. Because it is like a roller coaster, and there are so many constraints with the historic district. It is an All American road according to Congress' designation. It's a like Skyline or Williamsburg. It's a national heritage area. You have the battlefield, et cetera. And so, it's a very difficult area to plan.
But in 2009, or 10, VDOT tried, and the Commonwealth Transportation Board said, oh, don't do that again without coming forth with a consensus plan. And I believe you adopted a number, or CTB adopted a number of resolutions that said when we do this again, we are going to start with a consensus plan, we are going to get all the stake holders to go and come up with something that we all agree on before we waste any money. And I know that VDOT has done a yeoman's job trying to get everybody together. It's hard to get everybody together until they realize something, that they are opposed to something and then they come out of the woodwork.

But, I do believe there is a chance here to get a consensus plan, and I would ask that you amend your Six Year Improvement Program so as to bump this 2.48 million a little bit and spend it on coffee and presentations and cookies, because if you get us all together, we will work with you to come up with something that does work, but this program that, as proposed, we don't feel very comfortable with. And the thing
that I don't think everybody realizes, when you drive by Gateway, you know the Gateway project, it's giant, right, it's a million square feet of commercial. We have three million that we are developing at Vint Hill. Three million square feet. That deserves a few traffic lights.

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

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

MS. VALENTINE: Okay. Thank you.

Mike Uram.

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

Our towns and counties started a, being on the Six Year Plan. We have been on the Six Year Plan since 1968. We started off where we came up with $26,000 to implement this. It hasn't happened yet. And one of the things that's interesting is my constituents, I'm a councilman for the town of Stanton, and my constituents are saying it's not going to happen. I believe in you all. I wanted you to make it happen so the people can have a place to walk. When you start long at how long the longevity is in Page County, Page County residents have a good life span of 77 years. If you live in Rockingham, Shenandoah, all the others, you go from 80 years
of age to 85 years age. Those are the things we are concerned about, the health and welfare, and also being a tourist place. And I hope you take care of these guys, because we want those people to come over and visit us.

Thank you and have a nice evening.

MS. VALENTINE: Thank you.

Ann Brooks.

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

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

Potomac TRACON is the third busiest TRACON in the United States. It's not little. It's a level 12, we have many VIP movements. We service 124 airports that, of course, the big ones, Dulles DCA, Baltimore,
Richmond, Andrews Air Force Base, VIP movements.

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

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

As he said, he had a, I believe, over 300, 315 homes in Vint Hill. There is Silver Meade. We are almost at 900 in Brookside. It's pushing 900, 800 and -- they say it's closer to 900 than it is eight. And it is not finished yet. There are still several sections of that development going in.
As somebody else mentioned, the other development coming in is Polar Veteran Care Center for recovering Vets. It's going to be a 128 bed facility that opens in 2020. It's going to be a lot of construction vehicles going in and out to make that facility possible.

And also, I mean, the public meeting that we had, there was a cabinet maker from Vint Hill that was there, and he gave me something else to think about. He was talking about how you have large trucks coming in and out of Vint Hill. All you need is a couple of those in the turn lane to try to make that left, they are going to back up on the hill, and now you are going to come over it because now they are in thru lanes rather than the left-hand turn lanes. Not only is that going to be trouble for trucks, but there are actually several people in Vint Hill that own motor homes. At one time we had a 40-foot motor home. Attach a car to that, now try to make a left turn across to U-turn back into the traffic. That is not a fast turn. That's a very slow turn, so, I mean, you need a light to do
those things. I don't know if you ever towed
anything behind something of significant size, but
you need a turn signal to make that. So, that's a
safety concern.

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

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

MS. VALENTINE: Okay, thank you.

George Eastment.

MR. EASTMENT: Hello.

MS. VALENTINE: Welcome.

MR. EASTMENT: My name is George
Eastment. I'm also from Fauquier County. I'm in
the Scott District with Mr. Trumbo, and I live
just north of Warrenton, but not in Vint Hill.

I understand that people have
different priorities. We have heard quite a lot
about the people in Vint Hill and their concerns,
and while I share them, I realize there are people
here who have other interests, who are not here
who have other interests, commuters, and I know I
have commuted. I have been driving on 29 between
Charlottesville and Washington for 49 years. More
recently, in the last 13 years, I have been
driving, commuting every single day from Warrenton
up to Chantilly, Virginia. And I will be honest,
I don't want to slow the traffic down. I would
love to get through that light quicker. And at
the same time, I think the main reason for
accidents at that Vint Hill intersection is
inattention. You have done a wonderful job, you
have blinking lights, you know, warning signs.
Anyone, you go over that hill and traffic is
stopped, I have seen at least a half dozen
accidents myself. If people paid more attention,
we wouldn't have that problem.
However, the idea, I have been a developer for these years, I have worked with the various DOT's in six states. I have dealt with traffic lights and traffic issues. These Michigan turn lanes, I think, are a disaster. I think they are going to cause more trouble. You have a problem intersection, and I am mainly focusing on the Vint Hill Road intersection. We are going to go from one problem to two problems. These U-turns both north and south.

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

Now, I heard numbers that we have been allocated 3 million for this project, that it's going, would cost 6 million to do, to take that hill out. If that's true, and I don't know if that's correct or not, but if that's true, I would rather wait until we had the 6 million,
take out that hill, and leave the light. I think having those U-turns is going to cause more traffic. To try to make a U-turn on 29 up there, is, you have got to wait until there is plenty of room because you are not just pulling out, you have got to get up to speed. And I think just too many problems. So, please get rid of the hill. I think that's a better solution. Thank you.

MS. VALENTINE: Thank you, very much.

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

MS. BROADDUS: That's okay. Hello, the rest of you, I'm Julie Broaddus, and I am on the Board of Citizens for Fauquier County. I'm a former Scott District representative of the Fauquier County Architectural Review Board. Where I completed a Route 29 study, so I'm very familiar with the hills and turns and bends on Route 29. But I'm speaking to you today as a founder of Old
Bust Head Brewing Company. In our four years, up until, we have grown to over 50 employees and over 15,000 Facebook followers. And are proud of our role in helping to start a thriving community on the old Vint Hill Army Base.

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

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

As a business owner, a solution that includes a left turn, or a spur east of Vint Hill Road to access Vint Hill Road, would address my concerns. However, speaking as a
resident, who lives north of 29, VDOT's plan to cut off left turns at both Vint Hill Road and Broad Run Church Road, is a huge inconvenience and severs a community that has spanned this road literally for centuries.

Lastly, I want to end with safety concerns. I understand that VDOT not only wants to address the rear end crashes happening at this intersection, accidents that are not severe enough to allow us funding to cut down the humps to the west that limit visibility, but they also want to make Route 29 a limited access highway. I do not need a study to tell me that asking my customers, residents and eighteen wheelers to cross two lanes of fast moving traffic to limit visibility to the west, in order to make a U-turn to the west, would result in accidents. But I do have some information from the Michigan Department of Transportation web site, the author of the Michigan U-turn, on the impact of MUT's on the type of accidents that we currently see at this intersection. They report that, in fact, with Michigan U-turns, "Non left turn rear end crashes
increased by approximately 25 percent." These experts on the Michigan U-turn also state on their web site that Michigan lefts are most often used in urban situations where congestion and crashes are more common. They are not used on freeways or limited access roads of any kind. Thank you.

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

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

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

I served on the Vint Hill Economic Authority from 2007 to 2012. Our mission was to take the former Army base that had a couple thousand people living in it, working in it every
day, and they all moved away, was to take that base and reinvigorate it and turn it into an economic engine for Fauquier County and the region for jobs and taxes. That was our mission.

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

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

In the last decade, we have seen businesses grow. Ann mentioned the FAA with
hundreds of employees there every day. The Polar Veteran Center coming in next year. Altogether, there are nearly 2000 employees that call Vint Hill their work place. There are over a million square feet of commercial and government buildings that are in and/or planned right now, but it will be, from the number of folks that work there today, to as Brian mentioned, the 3,169,000 square feet that are approved and planned, the number of employees that travel that road will multiply by five over the next decade. If you think the traffic is bad in Vint Hill intersection and 29 today, it will be so much worse down the road. And add to that, the number of folks coming from Prince William County as those developments build out over the next decade, and you will see Vint Hill Road needing to be enlarged.

Some estimates are that Vint Hill Road at 29 will see 20,000 trips a day on the minor side road. So, to try and make those 20,000 cars a day make Michigan U-turns, is a disaster waiting to happen. And as many have said, it will force folks off of the main roads and trying to
take back roads, or the thing that concerns most of us that have our dollars invested in Vint Hill, is it will halt the economic development work we have all been putting our hearts and souls into for the last decade.

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

The one thing I would say about funding is when I started looking into this and looked at the Six Year Plan and looked at some of the road funding that had been approved, I discovered, to my great surprise, that there was a five million dollar project for Rose Road, for a very tiny piece of Rose Road that goes between the back door of Vint Hill and the high school. When I met with a couple months ago, the VDOT engineer in the Warrenton residency, they said five million dollars. I said, do we at least get some bike lanes on that quarter mile of road for that? He said, no, I think, I'm not sure we are going to be
able to do that. I said, well, what's the need? There are no fatalities there, there are no wrecks, that I'm aware of, on that road. The traffic count is minimal, and what are you achieving? He said, well, we got the money approved, so we are going to spend it.

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

MS. VALENTINE: Thank you very much.

Thomas Daily. Mr. Daily, how are you?

MR. DAILY: Hello, how are you?

MS. VALENTINE: Nice to see you.

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

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

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

MS. GUZMAN: Yes, I can.

MS. VALENTINE: Welcome. How are you?

MS. GUZMAN: Well, I'm Elizabeth Guzman, I represent the 31st District with areas of Fauquier County, which includes that intersection in-between 29 and Vint Hill Road. And this issue has been brought to my attention since March, when I was in Richmond, where my constituents reached
out to me and said let me get familiar with that issue and cannot tell you, Secretary, the amount of people that have reached out to me.

MS. VALENTINE: I believe you. I believe you.

MS. GUZMAN: Hundreds of people. So, I'm appearing for my constituents and you have probably heard enough about their concerns. I want to also thank the District Supervisor in Culpeper, who has been very helpful, as well as Warrenton, who came and met with us in town hall, actually the brewery that Mr. Broaddus just allowed us to use, and County Supervisor was there as well. So, it is just, I think my job is to be the liaison, as I told them before. I just want to connect the dots in-between the state and in-between the residents, and the county supervisors, and let's work all together to fix this thing. I don't think that we wanted to implement something that is going to effect the economy of Fauquier. It's been so beneficial so far, and actually Vint Hill is the source of many, you know, it is driving the economy, we have many
small businesses there, and we just want to be altogether on this issue and make sure that everybody is satisfied. Thank you so much.

MS. VALENTINE: Thank you. Thank you.

Yes, I look forward to working together, as well.

Pete Eltringham.

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

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

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

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

A Michigan U-turn provides
additional through put by stopping the left turn
light, the left turn lane, so that traffic goes
through. While that light has stopped that
traffic is our only option to get out and to get
in. So, every improvement works to the detriment of the 71 homes that live off of Pilgrims Rest Road. It's almost a direct trade off. Yet we haven't seen the data and everybody here, from John and Mark, members that have worked with me for those last ten years know that I'm a data driven person. We need to grind the data on this. We need more than what we think it will do, and we need the year to do it.

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

Now, all of that said, the sight line on the northbound lane has got to be fixed. We are living on borrowed time. It's a fact. You can say you don't have the money. It's not going to be cheeper in the future. Those dips have got to be repaired. They have got to be done in a battlefield contextually sensitive way so we can get the thru put, we can get the safety. It is incongruous to put in a Michigan left that encourages rear end collisions when we have already got one of the worst places in the
District that generates them. I'm done.

MS. VALENTINE: Thank you very much.

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

MS. JACKSON: Nice to see you all again.

Thank you for coming to this area. I'm Virginia Jackson. I'm a resident of Brookside. I frequent Cross Fish right there in Vint Hill, and also Old Bust Head.

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

I appreciate your concern about the safety and economic and a lot of the others have spoke to that. I actually have a direct, personal experience with drastic changes right there in the Vint Hill area. So, I live
about 2.5 miles from the intersection that we are
talking about changing. Closer to that to me,
about .5 miles from me, Fauquier County changed
the right-of-way passage of an intersection at
Kennedy and Brookside. It was a drastic change
there, as well. And by changing that
right-of-way, the local people fly through there.
Now, keep in mind that while this, the change of
right-of-way was being made, those roads were
completely closed, and then reopened. And I think
they thought they did a good job of making
everybody aware of the change, and it was not the
case.

When they flipped the
right-of-way, a woman ran the stop sign, and
totaled my car. I told you all this last week.
My passenger seat went from less than half the
width. If I had had any passenger in that
passenger seat, they would have been definitely
hurt, if not killed. That was at, from her
documentation, on a 25 mile per hour road. We are
not talking about Route 29, which is significantly
t faster.
So, I am asking you to, by the way, that car was totaled. I no longer feel safe driving a fun, little convertible, and being an expectant grandmother, I ended up getting an SUV. And I am going to need that, especially if you all go through with the drastic changes that you are talking about at Vint Hill and 29.

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

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

Bobbi Smith.

MS. SMITH: Hello, how are you?

MS. VALENTINE: Fine. How are you?

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

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

However, the plan, if the plan continued to go forward with the, to close the left hand turn of Route 29 off of Vint Hill Road, we may be forced to reconsider this. The changes proposed would make it difficult for our current clients to access the new location, not to mention deter new clients from coming in. We have clients coming from as far as Washington, D.C. As we specialize in providing services to those in high
risk, high stressful positions such as government agencies, fire fighters, police, military members, Veterans and their families.

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

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

In addition to being a homeowner, also takes a front seat. I have lived here for the past four years and our home values have barely moved. I can't help but fear for my investment. If access to Vint Hill weakens and
businesses start moving out, what will bring people here? I, as both a resident and a representative of Headquarters Therapy, urge you to please consider other options. Don't break us down before we get started. Thank you.

    MS. VALENTINE: Thank you.

    William Reidy.

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

    MS. VALENTINE: Thank you very much.

    Yes, and we, I'm going to write passionate next to your name. Yes. Thank you.

    Matthew Smith.

    MR. SMITH: Hello. How are you?

    MS. VALENTINE: Some light reading.

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

    MS. VALENTINE: Thank you, Mr. Smith.
MR. SMITH: Again, so, my name is Matthew Smith, I'm a resident of Vint Hill, as well as a coach at Crossfit in Vint Hill. I am here tonight mostly to speak on behalf of Rob and Alana Jenkins, who are the owners of Crossfit Vint Hill. They can't be here tonight. This is their normal business hours, they hold classes from 3:00 p.m. to 7:30 p.m. weekdays. What I just provided to you guys is, the light reading, that's a hundred pages, plus, 2,100 petition signers against this plan for Vint Hill. This is not a small, condensed issue that is impacting our area. This is, the greater area is impacted and you will see that by the respondents within there.

So, real quickly, I will just provide Rob's thoughts. I have lived in Fauquier county for 30 years. Alana and I have been business owners in Fauquier County for the last four years when we originally opened our new location in Vint Hill. We service much of Warrenton, New Baltimore, Broad Run, Vint Hill and surrounding towns, including Haymarket,
Gainesville, Bristow, et cetera.

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

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

Our sole goal is to make Vint Hill and surrounding areas in Fauquier a place
that people want to come and enjoy and a place
where we want to raise our four kids. This VDOT
plan makes ease of accessibility as well as
desirable destination out of the question for
visitors. Current and future residents and family
individuals alike, to enjoy the likeness of what
Fauquier County proudly promotes, to take a deep
breath, which is the Fauquier County slogan.

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

And as a contractor and
commuter in the area, another thing that I can
throw onto this that always seems to be a
reoccurring issue, whatever comes to public funds
or any work to go into the area, there never ever seems to be enough money to do it right, but I tell you what, in ten years, there will be enough money to do it again. Thank you.

MS. VALENTINE: Thank you very much.

Bill Chakalos. Welcome.

MR. CHAKALOS: Good evening.

MS. VALENTINE: Good evening.

MR. CHAKALOS: This will be short. Thank you for giving me this time to speak. My name is Bill Chakalos. I have several commercial properties and restaurants in New Baltimore on Route 29, including Spitony's Pizza, north side 29. My tenants include the 7-Eleven convenience store and Edy's Ice Cream. Along with my commercial neighbors, we consider ourselves the heart of the business community.

We are also a service community that requires access from both the north and the southbound lanes of Route 29. Our concerns to date are the VDOT projects that will directly effect all of those living, traveling and doing business in New Baltimore. This project
eliminates the medians that allow the southbound entrance to our properties. By creating a traffic pattern that forces drivers to pass our location without access, would simply be devastating. More accidents will occur trying to figure a way to turn back and, if not, they would give up and simply travel to the next town for services.

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

MS. VALENTINE: Thank you very much.

Joseph Dempsey. Hello.

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

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

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

At the same time, we need to be sure that our culture is not wiped away, because by doing that, we lose the knowledge that comes with knowing where we came from, and how we got there. This bridge is one of a kind remaining in our region. Culpeper and Fauquier Counties,
excuse me, Culpeper and Fauquier Counties. It is
an example of early engineering architecture in
our nation. The site of this quaint structure
brings, will take fewer back in time and stimulate
a sort of wonderment of how our earlier
generations solved problems of getting from here
to there, because just four score and seven years
earlier, there were no bridges, but only fords
across the Rappahannock River. Please don't allow
this bridge to deteriorate further, and support
the public and private efforts to restore this
bridge so that future generations of Virginians
can appreciate its historic past. And I might
add, do so with utmost safety in mind. Thank you.

MS. VALENTINE: Thank you very much.

Karen Baker.

MS. BAKER: Hello. How are you?

MS. VALENTINE: Well, and you?

MS. BAKER: Well, thank you. I'm Karen
Baker, and I'm part of this wonderful project that
Ike and Julie are promoting at Vint Hill. It's
ironic, because we were moved because of our road
in Haymarket, or because of the growth of the road
and the easement projects there, we were moved by VDOT and we were separated for a year and a half and we came to Vint Hill because we learned about this wonderful building. And we took seven square, 7,000 square feet, 6,200, which is the catering business. So, Alacart is a full service caterer, and we do most of our business bringing the events to our clients outside of Vint Hill, which requires lots of trucks, lots of moving parts, large trucks. And to get the food to Alacart, we have to bring trucks every day from several venders that come down, make a left turn at 29. And for the same reasons that everyone else mentioned here, they have to be able to make that left. They are large trucks and get through that intersection safely.

We also have a business that most of our clients are coming from the Haymarket/Gainesville area, and they pick up platters at Alacart. And so we are opening a cafe also in the next couple of months to prove, to hopefully bring the business. There is a need for food and more food because we sit right next to
Old Bust Head and the winery, and so that's going
to bring even more traffic to our area.

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

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

So if anything, I invite you to come, someone mentioned cookies and coffee. Come see us, we have a room that we can host you in, and the cookies and coffee are on the New Cafe
Farm Station. So, thank you very much for your time.

MS. VALENTINE: Thank you very much.

MS. BAKER: Have a great night.

MS. VALENTINE: We will see you.

Kevin Riley.

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

When my family and I were looking to move out of, we started in Fairfax, we moved from Fairfax to -- we are going to move a little bit further. We didn't like Broad Run because there was no way in hell, excuse my language, that I was going to allow my children or my wife cross across 29 without a light, being somebody that has been 30 years a professional driver. And being on the road from Alexandria to Pulaski. I have seen it all. And what you are asking is almost mathematically impossible. So I will ask the question, how long does it take a car
at a dead stop to turn, make a left hand turn crossing two lanes of traffic? We are not talking a quick, because it takes, if you have got a fast car, ten seconds to go a quarter mile. All right. Nobody is driving Mopar around here right now, right? Sixty-six, you know, something with 440. You are talking about navigating the turn slowly, cutting across, have to slow down again to get into that lane. You are talking tractor trailer or a bigger truck, it is mathematically impossible. You need, for a truck, for a car going sixty miles an hour, you need 4.9 seconds to come to a stop. That does not include a half second to a second reaction time for a non-distracted driver. A tractor trailer shifting gears, depends on the weight of the truck.

There are different options. We talk about the hill. We could cut down the hill. We have got the blinking lights. We could add a light beforehand. Meaning add a light saying red light ahead, green light ahead. Reaction time, there is different options. The reason we have lights is
to slow down traffic and to allow people access to the roads. Without lights, you are asking for accidents. And it's bad enough, I hear about the rear ending that's going on, wait until somebody is T-boned. Is it going to be a cost of a human life for somebody to get the attention that this needs? Taking the light out and increasing speed of traffic is only going to make it look like 66 on 29. Meaning it's going to come to a complete stop. You are going to have the same issue that, if you pass Dumfries Road heading west, and before you get to the road, to where, the back side of Warrenton, that's backed up for miles because they fly through there if there is nothing to slow them down, and then that light just backs up and backs up.

The answer is not removing the light or increasing the speed limit. It is lowering the speed limit and actually increasing lights. Lights cause point of interruption. Point of interruptions cause safety. It gives people more time. People sitting in traffic, not moving, actually gets people more frustrated, they
are willing to take a bigger risk, and that causes more accidents. You will have to have a much larger turning lane on the left to make that U-turn, which will back up 29 even further.

I am out of time. Thank you.

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

Julie Bolthouse.

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

Since the Waterloo Bridge was closed in January, 2014, there has been a public outcry of support for opening the bridge back up. A dozen or so articles have been written about the saga, about fifty yard signs have been put up saying save Waterloo Bridge. Hundreds of letters of support for rehabilitation of the structure
have been sent to state and local officials. Over 1,000 signatures have been collected by PEC on a petition to rehabilitate the bridge, and 2,800 people follow the Save the Waterloo Bridge Facebook page.

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

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

The historic metal truss bridges are dwindling in the State of Virginia, with only a couple dozen remaining. Those that are remaining are in dire need of rehabilitation. Waterloo Bridge is the oldest, having been built
in 1878, and our consultant who we brought out at the beginning of this saga in 2014, Nells Rainer from Box Steel, an expert in these bridges who has built several, or has rehabilitated several of them in Texas and Michigan, says there is one of the best candidates for rehabilitation he has ever seen, which is wonderful to hear, because this is on a road that has a relatively low volume of traffic, and is the oldest in the state. So why not make it the one that we save. I would like to save a couple others, if you don't mind. But, let's start with Waterloo.

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

MS. VALENTINE: Oh, thank you very much. Okay. I think those are all those that have signed up this evening. Would anybody else care
to speak? Yes, ma'am, come on up.

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

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

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

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

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

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

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

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

MS. VALENTINE: Thank you very much.

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

MS. BROWN: Right. My husband and I moved from Fairfax, to the Brookside area about five years ago, and we found it fabulous to do our errands and get them all done within a short period of time. So on a typical errand day for me, I can move onto, from Riley Road to a left on 29, and I can go to Mount Farms Nursery, and on to my veterinarian. And from there, I can move onto the New Baltimore Animal Hospital is my veterinarian. Around on the other side, I can go to Royal Tide Cleaners, and to Fauquier Bank, and
onto north side 29, or Spitony's before ending up with a longer shop at Edy's Ice Cream. And I have made similar errands going, heading north on Route 29. But these are stops, in all seriousness, that I, and obviously my neighbors, make regularly. We depend on these business, and I think many of them have already appeared before you today, and they depend on us. And our cut or a U-turn as many are talking about, would greatly inconvenience me but multiply that by a thousand homes and customers. Brookside when fully developed in two years will have a 1,014 homes.

And it's easy to predict that such a disruption would not only result in lack of customers but loss of businesses. And that's the real crisis. Although, Route 29 has been designated a highway state significant, Riley Road, Route 29 intersection is our only access to these local businesses. Brookside developers have established the Brookside proffered transportation escrow fund, which could be used to install a Riley Road/29 stoplight, or cut the dip in the Riley Road closer to, I'm sorry in Route 29 closer
to Vint Hill. Our local journeys will be made much safer.

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

MS. VALENTINE: Thank you, Ms. Brown.

MS. BROWN: You are very welcome.

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

Anybody else while you are here? Okay.

Well, I think we did have the gentleman from Stanley tonight. We had a few folks about from Waterloo, talking about Waterloo Bridge. I think you all agree with me the consensus was about Vint Hill and the intersection. And here is the really good news.
You know the project was just submitted into the Six Year Improvement Plan draft, so nothing has been approved. There is a whole process involved.

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

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

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

In addition, there would have to be public hearings. We would have to look at the Federal and Environmental process, which also requires additional public hearings. And if, only then, there is an approved set of plans, would this move forward for construction. So I know now
is the moment when you are seeing it being considered to be added for the Six Year Program and you are right to come to this meeting --

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

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

MS. VALENTINE: Yes, sir.

MR. BROADDUS: That makes me more nervous than I was a moment ago. I've got to tell you. Our goal is that we don't spend years on this issue because no economic development will occur when people are uncertain of the future. What we need is certainty, and what we need is to
say, already, let's take this off of the table, we are going to go back to the drawing board and come up with a better plan, one that there is a consensus. Once there is a consensus, then you go for your two or three years, et cetera, but at this moment, we have got to get this off the table.

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

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

MR. BROWN: Yes. As I understand, has there not been 2.4 million money approved for this
for the 600 intersection? And if so, we argue to stop spending that on that. If you have the money, put it immediately to a plan and bring all of us together, you know, different constituencies. Don't put it in the Six Year Plan and march it down the highway two or three years.

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

MS. VALENTINE: Okay.

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

MR. DONOHUE: To clarify, Commissioner Brown, to your question. The 2.4 million was approved last year by the Commonwealth Transportation Board, however that money was a year or two out from the program, so they have not started spending those funds or developing plans yet. So, I want to assure you that's not ongoing
right now. This process kind of slowed things down, and so, that's not going to happen until I think the Secretary works with these other folks.

    MR. BROWN: Don't give it back, though.
    MR. DONOHUE: It's not my money, sir.
    MS. VALENTINE: And I will say it's not our money either. However you all have done an excellent job. I don't know, is it president here who organized this, the Broadduses? We need to come to the brewery, right? Yes, and so the process has just started, so that's what I would say. You have done an excellent job. Yes, ma'am.

    MS. JACKSON: I didn't want to interrupt.
    MS. VALENTINE: I thought you wanted to say something.

    MS. JACKSON: What you just said was the process has just started. When I came to the event at Old Bust Head, that was the first event where I came and I heard, and at that event everybody spoke out in opposition. And I heard more than one person say we have been telling VDOT for years. So, I'm new to this, relatively, even
Though you have now seen me twice in two weeks.

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

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

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

As far as safety, I'm not sure it worked out very well, we opened with safety, which is such a huge priority and the Commissioner, the reason it was number nine was so that we close with safety. And so it wasn't as if it were ranked number nine. We were working collaboratively so that we opened and closed and it is a part of everything we do. It was not
intended to be a rank. So I thought that was important to say. Yes, sir.

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

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

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

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

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

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

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

MS. VALENTINE: We can't be bribed.

UNKNOWN SPEAKER: I'm on the Board --
we all have many interests in the community and we
are here to help and speed up the process, because the uncertainty cloud now that all of our customers and all of our businesses know that this could happen, we need to have some certainty, you know, and speed because we are keyed up to help, we have money in the escrow accounts for transportation improvements that we could all work together and come up with something a lot faster than a year, because that will, the cloud is on us, now. We need to see some sunlight as to our intersection is not closing with all this development happening.

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

UNKNOWN SPEAKER: I just wanted to add. One of the frustrating things for us who have been at several of these meetings, is a feeling that
the Virginia Department of Transportation really wasn't hearing us. So, I wanted to tell you how much I appreciate your involvement in your being here, because I have a different feeling coming from this meeting.

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

MR. MOORE: Who lives in New Baltimore.

MS. VALENTINE: Which can only help you, I can assure you. Is there anybody else here?
Yes and we have --
MS. MITCHELL: Linda Balderson. Drew Little.

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

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

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

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

MS. VALENTINE: Okay, with that, this is my first public hearing here, in the Culpeper
District. So, we hope that we will be back. So anyway, no, I really do appreciate. I appreciate your passion and your experience and, you know, your desire to work together on this. So thank you all very, very much.

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HEARING CONCLUDED AT 6:50 P.M.
I, Cherryl J. Maddox, hereby certify that I was the Court Reporter in the public hearing, held at the Culpeper District Auditorium, 1601 Orange Road, Culpeper, Virginia, on May 7, 2018, at the time of the hearing herein.

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

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

[Signature]

CHERRYL J. MADDOX, Court Reporter