



MIDDLEBURG TOWN COUNCIL
Regular Monthly Meeting Minutes
Thursday, July 24, 2025



PENDING APPROVAL

PRESENT: Mayor Trowbridge M. Littleton
Vice Mayor Chris W. Bernard
Councilmember Pamela Curran
Councilmember J. Kevin Daly
Councilmember Morris E. "Bud" Jacobs
Councilmember C. Darlene Kirk
Councilmember Peter A. Leonard-Morgan
Councilmember Cindy C. Pearson

STAFF: Danny Davis, Town Manager
Martin Crim, Town Attorney
Rhonda S. North, MMC, Town Clerk
Shaun Jones, Chief of Police
Angela Fletcher, Town Treasurer/Finance Director
Ali MacIntyre, Business Development & Community Partnerships Director

The Town Council of the Town of Middleburg, Virginia held their regular monthly meeting on Thursday, July 24, 2025 in the Town Hall Council Chambers, located at 10 West Marshall Street. Mayor Littleton led Council and those attending in the Pledge of Allegiance to the flag. The roll was called at 6:00 p.m.

Public Comment

John Pittman, 12 Piedmont Drive, requested Council assistance in reducing the speeding problems in Middleburg on the east end of town. He opined that since the Town reduced the speed limit to 20 MPH, the speeding had increased by motorists both entering and exiting the town. Mr. Pittman suggested a permanent solution was needed and asked the Council and staff to figure out an alternative way to help slow the traffic.

Public Presentation

Proposal for Car Show Event – Rallye Middleburg

Town Manager Davis reminded Council that the Town had hosted the Mille Miglia Warm-Up USA for four years in partnership with the Mille Miglia event coordinators from Italy; however, the event was not returning this year due to some decisions by the Italian organization. He expressed hope it would return in the future. Mr. Davis advised that in the interim, some auto enthusiasts in the region have put together their own rally, which they have proposed to end on South Madison Street on a Saturday evening. He noted that it would be held on the same weekend as the Middleburg Film Festival. Mr. Davis reminded Council that the Warm-Up USA event was normally held on a Friday afternoon. He noted that the memorandum on this item identified some considerations that needed to be thought about as the organizers brought their idea forward. Mr. Davis reported that they had not yet submitted a formal permit application to hold the event on the streets and noted that they were in the conversation stage. He advised that they wanted to make sure they had a conversation with the Council in order to get their feedback. Mr. Davis reminded Council that if they submitted a special event permit application, it would be up to him to determine whether they met the criteria for approval. He explained that the goal of this meeting was to hear from them and allow the Council to ask questions.

Ryan Danger, one of the organizers of Rallye Middleburg, reported that they would like to hold their event on October 18th and explained that it would be a race from the Summit Point Raceway to the Town of Middleburg. He advised that they would like to hold a small festival at the end of the event. Mr. Danger further advised that they would also hold a huge rally

at the Summit Point Racetrack from 9:00-3:00 that day. He reported that the racers would enter Middleburg, turn onto Federal Street and end up behind Nomad. Mr. Danger advised that they would like to close South Madison Street and Federal Street to hold a party. He reported that his company and Trackday Dynamics would support the event. Mr. Danger further reported that Nomad would serve food and drinks. He noted that the proceeds from the event would be donated to Seven Loaves. Mr. Danger advised that they would also have America Roots coming in and that The Willow would do hairstyles for everyone who wanted to dress in vintage attire. He noted that this would not just be a rally and explained that it would be a vintage event from the 1940s to the 1970's, with people dressing in time periods. Mr. Danger reiterated that they wanted to bring in hairdressers and clothiers to dress people in vintage attire. He advised that they would have help from a small motorcycle group and would use Morgan's Custom Classics to help service the race cars. Mr. Danger reiterated that they would like to close South Madison Street and part of Federal Street. He opined that they could do so in a way that would still allow people to access The Hill School, where the Middleburg Film Festival would be held. Mr. Danger advised that they just wanted to showcase their cars and would have people enter and exist Nomad. He reported that they would have porta-potties and would place up signage that prohibited alcohol beyond a certain point. Mr. Danger advised that they would like to have three police officers in place to protect the crowd, public and cars. He advised that they just wanted to have a fun time and replace what had been lost. He expressed hope that the USA Warm-Up would return and noted the number of car people in the area. Mr. Danger advised that they would bring in people who had vintage cars from the 1920s to 1975.

Jason Paterniti, one of the organizers of Rallye Middleburg, advised the Council that they asked the businesses on the street whether they would want something to happen and received letters of support from many of them. He advised that the goal was not to be about cars and explained that they were proposing the event because they loved Middleburg. Mr. Paterniti further explained that they wanted to make this event something that was relevant to everyone, which was why they were proposing a vintage celebration. He advised that the idea was that people may not love old cars, but they may love old fashioned music. Mr. Paterniti further advised that they wanted the event to be more inclusive and noted that they would love for it to grow. He opined that if they were able to survive their first year, they could move the cars to the Community Center or National Sporting Library, where they would be out of the main flow of traffic. Mr. Paterniti opined that they would raise substantially more funds for Seven Loaves and other charities. He suggested that if they held the event at the Community Center, they would have live music and sell tickets. Mr. Paterniti advised that everyone present was interested in cars and were hoping this event would be a catalyst for people who wanted to celebrate all things vintage.

Mayor Littleton thanked Messrs. Danger and Paterniti for their presentation and noted that he and the members of Council had some questions.

Councilmember Curran expressed concern about the proposed date and its conflict with the Middleburg Film Festival, in particular the buses it would bring. She noted that the rally was also asking for three police officers. Ms. Curran expressed concern about the event from a public safety perspective and questioned what would happen with the film festival and their buses, which traveled throughout the town. She further questioned whether they could hold the event on another date. Ms. Curran advised that with the exception of the date and safety concerns, she was in favor of the rally.

Mr. Danger advised that while they would like to hold it on a different date, this was the only day the Summit Point Raceway was available. He noted that they had a Plan B if the date did not work out in that they would move the event to the Lost Barrel Brewery or some other location outside of town. Mr. Danger advised that they would like to have this on a separate weekend going forward; however, they had no flexibility because of the track's limitation this year. He expressed an understanding that this was not ideal.

Councilmember Daly advised that he liked the idea of a car rally; however, he was concerned with the challenge of having two major events in town at the same time. He noted that the Town also did not budget for three additional police officers on October 18th.

In response to inquiries from the Council about whether they were asking the Town for money to cover the event costs, Mr. Paterniti advised that they were not asking the Town to pay for anything. Mr. Danger advised that they were not asking for any money right now and were only asking for permission to help make the event happen.

In response to an inquiry from the Council, Mr. Paterniti advised that their goal was to repeat the kids race that was held during the Warm-Up USA event, which would need to be done before dark for safety reasons. He further advised that the cars would leave the Summit Point Racetrack before 3:00 p.m. Mr. Paterniti advised that they would have a maximum of forty-five cars. He noted that the idea would be for the cars to get back to Summit Point as quickly as possible so they would return before dark.

Mr. Danger explained that once they arrived, the cars would be parked. He advised that they would then do whatever kids events they planned to do, such as a race down South Madison Street. Mr. Danger noted that once that race was completed, everyone would be able to hang out with the cars, eat, and get a drink. He advised that they would get an ABC license. Mr. Danger noted that he had been in contact with multiple restaurants and opined that they all understood the need to be responsible. He suggested the event would shut down at 8:30 p.m., at which time the cars would leave, and the police could remove the barricades. Mr. Danger opined that the roads would be closed from 2:00-9:00 p.m.

Councilmember Pearson advised that the issue was that the streets could not be closed mid-day – they would have to be closed for the entire day; otherwise, it would not be possible to get people to move out of the parking spaces once they were parked.

Chief Jones advised that the Town would have to close the parking spaces all day and shut down the road at the designated time.

Councilmember Pearson agreed this was a wonderful idea; however, she expressed concern about holding it on the same day as the Middleburg Film Festival. She noted that there would be a cluster of people moving around the town. Ms. Pearson acknowledged that there was an alternative route to The Hill School; however, she advised that the use of that route would be up to the film festival's organizers. She noted that they used big buses to get their people to their film viewing locations.

Mr. Danger advised that he had a pulse on the film festival and opined that the people leaving the films wanted to see cars afterwards. He further opined that it was an artistic thing. Mr. Danger noted that they were proposing the closure at Federal Street be diagonal so the buses could get through. In response to an inquiry from the Council, he confirmed his diagram was created by him based on his knowledge and did not have any input from the Police Department.

Chief Jones expressed concern about the tight turn that would be needed to get to The Hill School. He noted that this was usually where a police car was parked as a protective barrier. Chief Jones advised that when he spoke with Mr. Danger, he expressed concern about the congestion and the fact that large buses would be going through town, many of which came down South Madison Street to The Hill School. He noted that if they could not go straight down South Madison Street, they would have to find an alternative route and noted that he could not have a large passenger bus turning onto Liberty Street. Chief Jones expressed concern about having large passenger buses safely turn onto the side streets.

Mr. Paterniti questioned whether they needed to close Federal Street. He inquired as to the number of cars that could be parked on South Madison Street.

Mr. Danger advised that in the past, the fences for the races took a few feet off each side of the street. He opined that they could stick with his plan if they moved the barriers inward and allowed for a smaller foot traffic area on one side of the intersection. Mr. Danger advised that he would like to rent a giant bus that was larger than the one that would have to make the turn for the film festival to determine if it could make the turn with a police car parked there. He opined that he could do that.

Vice Mayor Bernard expressed disappointment with how the Mille Miglia event turned out and noted that it had been a priority for some members of the Council to find an alternative. He agreed this was an interesting idea; however, he echoed the same concerns that had already been expressed. Mr. Bernard expressed gratitude that they had spoken with some of the businesses; however, he advised that this would require closing parking for an entire day on a Saturday. He questioned whether there were any businesses that objected.

Mr. Danger advised that they still had a few businesses to talk with yet. He noted that they were not asking them for sponsorships and advised that they were only asking for their help, for which they were willing to pay them. Mr. Danger suggested they may find a large sponsor to help them with the costs. He advised that everyone was on board so far. In response to an inquiry from the Council, he confirmed they had not spoken with anyone from the film festival; however, they would be willing to do so.

Mayor Littleton suggested this needed to be a number one priority for Messrs. Danger and Paterniti and advised that the Council would like a sense of their feelings about this. He noted that they have been holding their festival for fifteen years and suggested the need to incorporate their considerations.

Vice Mayor Bernard advised that if the film festival felt they would not be able to get their buses through, this would have to be considered. He opined that they would have input.

Mr. Danger advised that they were looking to get a “checklist” within the next week so they could determine if they could meet it.

Mayor Littleton advised that the Town did not have a checklist and noted that every event was unique. He advised that as an event organizer, this was something Messrs. Danger and Paterniti would have to figure out. Mr. Littleton advised that it was not for the Town to figure out how to accommodate the rally if they wanted to hold it on the same day as the film festival, who used large buses to get people back and forth to The Hill School. He noted the need for Messrs. Danger and Paterniti to also work with Chief Jones to understand all the logistics. Mr. Littleton advised that October was the best month of the year for Middleburg’s businesses and noted that they were proposing an event on a Saturday, when the weather would most likely be great, which would impact those businesses in that they would have no parking to support them that day. He acknowledged the benefit of the car show and opined that people may say “great, I’m in;” however, he suggested the need to think through the impact of closing the streets for the entire day.

Mr. Paterniti opined that pulling more customers into the vintage store would turn a negative into a positive. He advised that the goal of the event was to help out the retail stores.

Mayor Littleton noted the need for the shop owners to know what they were going into.

Vice Mayor Bernard questioned whether Messrs. Danger and Paterniti had reached out to the National Sporting Library about the potential for holding the event on their property this year, to which they confirmed they had not. Mr. Paterniti advised that there was also the issue of the money.

Councilmember Kirk suggested Messrs. Danger and Paterniti reach out to the organizers of the film festival. She noted that they may not even have an event at The Hill School that night.

Councilmember Jacobs opined that the concept was a great one; however, he could not vote on a concept. He advised that the Council needed to know with some degree of specificity how this event would interact with the other activities in the town that have already been long planned by the film festival. Mr. Jacobs noted that Mr. Danger mentioned that the proceeds were going to Seven Loaves and questioned how they would generate revenue.

Mr. Paterniti confirmed that each car would pay a registration fee at Summit Point. He advised that Summit Point would get some of the revenue and Seven Loaves would get some. He confirmed their expenses were already covered and would not come out of that money.

Councilmember Jacobs advised that frequently, people appeared before Council to present their ideas and made the statement that they were not asking the Town for any money; however, that morphed over time to “we need some help to pull this off”. He suggested that if they were starting with the notion that they were not asking the Town for financial help, they needed to stick with that. Mr. Jacobs noted that the Town offered grants for special events; however, given the economy, the Town did not know what it was facing in the future. He suggested that some of that funding may be harder for the Town to part with.

Mr. Danger acknowledged that they would need to use off-duty police officers for the event and that they had a certain rate of pay. He advised that he had a number in his head as to what that would cost. Mr. Danger opined that he could figure out how to get that taken care of and advised that they were not asking the Town for any money. He further advised that they were only asking for permission to do the event and opined that they would figure out the rest.

Councilmember Leonard-Morgan opined that most of the members of the Council were car people. He further opined that a lot of the film festival's events were held offsite. Mr. Leonard-Morgan advised that this was about the logistics of getting there for people who were on the buses and noted the need to overcome that. He also noted the need to address the police support. Mr. Leonard-Morgan opined that the businesses would be supportive. He noted the need for Messrs. Danger and Paterniti to overcome the challenges.

Mr. Danger advised that there were a couple of routes that the cars could take from the Summit Point Raceway to Middleburg. He noted that the current plan was to bring them in on Route 50, turn onto The Plains Road, and to then turn onto Federal Street. Mr. Danger advised that they planned to "come in the back way" and opined that there were no events going on in these areas. He advised that traffic would not be stopped and opined that they would "just cruise in and park".

Councilmember Jacobs noted that it was now July 24th, and they were talking about a significant event that would take place in mid-October. He advised that they did not have much time to put this event together.

Mr. Paterniti acknowledged that they did not. He advised that they needed to figure out the location so they could move forward with their marketing and getting the businesses involved. Mr. Paterniti noted that they were banking on every business using their marketing platform to promote the event.

Mayor Littleton advised that it would be important for them to have a schedule of events and noted that the lack of details gave him some concern. He stressed that they needed a real hard written out plan. Mr. Littleton noted that the Town learned from the first Mille Miglia that it needed twice the number of people it thought it needed to pull off the event and that it was twice as hard as they thought it would be. He advised that it also took twice as long to do things, such as setting up the barricades. Mr. Littleton noted the need to plan for things such as taking down the barricades. He advised that for him the biggest thing was the health and safety plans and noted that the Police Chief needed to be a big part of developing those plans even though the organizers would be responsible for implementing them. Mr. Littleton questioned whether they had thought about their weather plan. He noted that it was the Town's job to think about what could go wrong. Mr. Littleton suggested Messrs. Danger and Paterniti should not just assume it would be easy to turn onto The Plains Road and then Federal Street and noted that the town would be packed that day. He noted that not only would it be a classic Saturday in October, but the film festival would bring in thousands of people who would be walking around town. Mr. Littleton noted the need to make sure they could do so safely and questioned whether Messrs. Danger and Paterniti had thought about that.

Mr. Danger advised that this was why there were at the meeting – to hear these things. He acknowledged that they would need to provide an answer for it down the road and advised that they would figure it out. Mr. Danger acknowledged the need for barricades to prevent people from running in front of the cars.

Mr. Paterniti reiterated that they were not looking for anything from the Town financially. He opined, however, that it would be a loss for them not to have the institutional knowledge that the Town had gained over the last four or five years with the Mille Miglia. Mr. Paterniti advised that the Town's assistance was what they had hoped for.

In response to an inquiry as to whether they planned to put up anything other than barricades on South Madison Street, Mr. Danger confirmed they planned to put up a giant balloon arch. He advised that they were trying to keep it as simple as possible. Mr. Danger confirmed they would put up barricades to protect everyone, with the cars backing into their parking spaces. He advised that they would have two vendor tents.

The Council stressed the need for Messrs. Danger and Paterniti to get with the Middleburg Film Festival organizers.

Mr. Danger advised that he would not be participating in the event but rather would be organizing it on the Middleburg side. He noted that Mr. Paterniti would handle the organizational duties on the Summit Point side. Mr. Danger advised that he also had staff to assist. He further advised that they had experience and program management outside of the cars. Mr. Danger acknowledged that the event would be complicated; however, he believed they could pull it off.

Councilmember Pearson noted the importance of collecting volunteers for the event.

Staff Reports

June Utilities Report

Vince Gugliotta, of IES, reported that the water treatment facilities and distribution system maintained compliance with all required samplings. He further reported that the treatment plant met the demand, with an average daily production rate of 126,000 gallons of water, for a total monthly finished volume of 3.8 million gallons. Mr. Gugliotta advised that there were numerous meter change outs, and a lot of flushing was done at the Well 3 facility. He reported that new meter reading software was installed and now being utilized. Mr. Gugliotta advised that a leak in front of the Post Office was repaired, and the Marshall Street water tower was inspected inside and out, with a good report being received.

Mr. Gugliotta reported that Well 4 was taken out of service for two weeks to commence the large rehabilitation project. He further reported that a new pump was installed and noted that it was lowered by 190 feet. Mr. Gugliotta advised that they also acid treated the well to remove any limescale or biofouling that may have collected inside the casing over the years. He reported that good beneficial data had been received after the acid treatment. Mr. Gugliotta reviewed the transducer report and opined that the well had more recharge capability after the acid treatment. He noted that Well 3 was heavily used during the period when Well 4 was out of service; therefore, he now had some good pump and flow data from it. Mr. Gugliotta reported that the transducers were changed out in Wells L and P and were now recording the depth of the water levels. In response to an inquiry from the Council, he explained that a transducer was a submersible probe that was basically a pressure sensor that was able to go to great depths. Mr. Gugliotta advised that it recorded the wells PSI reading, which allowed him to calculate how much water was sitting above the transducer. He reported that Middleburg's transducers were calibrated to provide the depth of the water level from the ground level. Mr. Gugliotta reminded Council that he had been turning off Well L in order to allow it to recover, which it did. He advised that it was placed back into automatic operation on June 18th and noted a small but steady decline in its level. Mr. Gugliotta advised that he was afraid the recovery effort was artificial and noted the downward trend since it was turned back on. In response to inquiries from the Council, he explained that this was accomplished by turning a valve at the Stonewall Water Treatment Plant. He noted that when the valve was open, water was pulled from both halves of the system. Mr. Gugliotta advised that he could take water from what he called the "resort side" of the system and push it into town. He noted that if a well went down unexpectedly, water could still be provided from the other section of town. Mr. Gugliotta reiterated that when the valve was open, the water levels in Wells L and P declined, depending on which one was being run, because they were running twice as much. He advised that the pump for Well L was located at about 330 feet below grade and the one for Well P was located about 350 feet below grade. Mr. Gugliotta confirmed that Well 4 was pretty much in daily operation. He also confirmed the acid cleaning did not cause any problems and noted that the well was very thoroughly flushed after the cleaning so there was no chance any acid was left in the well before it was put back into service. In response to a comment from the Council, he confirmed the pumps for Wells L and P did not necessarily need to be any deeper; however, it was something to consider. He explained that when a well was installed, the pump was located close to the highest water bearing zone. Mr. Gugliotta reported that Wells L and P usually produced forty gallons per minute. He opined that placing the pumps deeper would not necessarily give the Town more water.

Mr. Gugliotta reported that the wastewater treatment plant operated in compliance with all required samplings. He advised that it had an average daily discharge of 112,000 gallons, for a total monthly finished volume of 3.8 million gallons. Mr. Gugliotta noted that there were a number of maintenance items listed in his monthly report, the most significant of which was trying to source new pump equipment. He reported that two new EQ basin pumps were ordered and were expected to arrive in five weeks.

Councilmember Daly noted the pipe repairs at the intersection of Jay and Marshall Street. He thanked Messrs. Gugliotta and Garrett, who shut down the homes in his subdivision so the water would not back into them, for protecting them.

In response to an inquiry from the Council, Mr. Gugliotta advised that the system of using recycled water to clean the drum screens at the wastewater treatment plant was operating well since it was repaired. He noted that this allowed the Town to save up to 10,000 gallons of drinking water a day.

Action Items

Council Approval – MOU – Christmas in Middleburg

Town Manager Davis reminded Council that this was an update to the Memorandum of Understanding (MOU) with the organizers of Christmas in Middleburg and thanked their representatives for working with the Town on it. He noted that it would help the Town, Christmas in Middleburg, and the Middleburg Business & Professional Association (MBPA) understand their roles and responsibilities related to this large and complex event. Mr. Davis opined that most of the details were the same as in the MOUs that were adopted in 2011 and 2016; however, the MOU was clarified for ease of use. He reiterated that it laid out the expectations as the three entities worked together on the event. Mr. Davis reviewed the details of the agreement and recommended the Council approve it as presented. He reminded Council of the proposed amendments to the special events permit ordinance that would be discussed in closed session later during the meeting.

In response to an inquiry from the Council, Michelle Myers, one of the organizers of Christmas in Middleburg, confirmed they were comfortable with the framework of the MOU.

Vice Mayor Bernard moved, seconded by Councilmember Daly, that Council approve a Memorandum of Understanding for Christmas in Middleburg.

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)

Staff Reports (continued)

Special Projects Report

Town Manager Davis noted that there was a separate agenda item related to the flagstones on South Madison Street that would be considered later during the meeting. He advised that he and Deputy Town Manager Moore would connect on next steps on the South Madison Street Project and return with some options. Mr. Davis reported that Town Clerk North continued to work with the contractors on the Oral Histories Project related to the Asbury Church. He further reported that the staff was finalizing the negotiations with the potential contractor for architectural services for the restoration of the church. Mr. Davis noted that there had been a lot of discussion about the appropriateness of the scope of work to ensure the project met the expectations of the Council in terms of their goals for the Asbury Church. He further noted that the negotiations had taken a bit more time than expected; however, the staff intended to bring a contract to the Council during their meeting in August. Mr. Davis reported that the first phase of the sewer line video inspections was complete and advised that the video and reports were received. He noted that the video had already been helpful to the Town when it rehabilitated two manholes at the end of North Jay Street, which were experiencing a large volume of inflow & infiltration (I&I). Mr. Davis advised that the staff now had to review the information to find the most critical and urgent areas that needed repairs, which they would discuss with the Utilities Committee. He reported that the staff had not had a chance to discuss the maintenance building; however, he, Deputy Town Manager Moore and Chief Jones would meet to discuss the Town's needs and options so they could bring them to the Council. Mr. Davis noted that there was no urgency with regard to that project.

Mayor Littleton noted that the engineers developed a concept plan for the South Madison Street Project that was impressive. He also noted that it was expensive. Mr. Littleton opined that the cost would only increase during the time it would take to develop the design and construction plans. He questioned whether there would be grant opportunities that would be substantial enough given what was occurring at the federal government level. Mr. Littleton acknowledged the Town would have to put in some funding; however, he questioned whether there would be any grant opportunities.

Town Manager Davis opined that there would not. He advised that any VDOT grants would be for three to four years out types of projects. Mr. Davis advised that another challenge with VDOT grants was that by the time a locality got through the grant process, they changed the rules. He opined that while it would be very challenging to find a grant, it would not be impossible. Mr. Davis reminded Council that to date, the Town had not been successful in getting County funding; however, he had a meeting with the County this week to discuss upcoming CIP requests for the next fiscal year. He noted that they have had conversations about the priority of requests from towns and expressed hope to get more clarity on how the Town could request grant funding for this or similar projects and what it could do to make the applications more competitive.

Mayor Littleton noted that last year, Loudoun County had a \$15 million budget surplus. He questioned whether they were expecting a surplus again this year.

Town Manager Davis confirmed they were; however, he noted that last year's surplus was an anomaly.

Mayor Littleton acknowledged that it was probably not \$10 million; however, he opined that there was money available.

Town Manager Davis reported that the County committed their surplus to the following fiscal year and for school and other capital projects. He opined that while there was money, it was probably not available.

Mayor Littleton noted the need for the Town to have its projects on the list of potential ones. He acknowledged that they may not get funding.

Preliminary Review of FY '25 Year End Revenues & Expenditures

Town Manager Davis noted that the intention was to provide a revenues update during this meeting; however, because the revenues were just received a few days ago, the staff did not have a chance to analyze them in full. He further noted that the Strategic Finance Committee would meet on August 5th, at which time, the staff would update them based on the data that was available. Mr. Davis reported that the results of the analysis would be presented to the Council during their August 28th meeting. He advised that everything was looking pretty much as expected.

Reports of Town Committees/Council Liaisons

Councilmember Curran reported that the Middleburg Arts Council continued their planning activities for Oktoberfest. She opined that there would be a lot of artists.

Consent Agenda

A. Council Approval – July 10, 2025 Regular Meeting Minutes

Vice Mayor Bernard moved, seconded by Councilmember Jacobs, that the Council adopt the consent agenda as proposed.

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)

Action Items (continued)

Council Approval – Amendments to Water Conservation Ordinance

Town Manager Davis reminded Council that this was the same version of the draft ordinance that was presented during their last meeting. He advised that he wanted to make sure everyone had the opportunity to review it and were comfortable with it. Mr. Davis noted the conversation about how water rationing would impact large families and advised that the staff's recommendation was to adopt the ordinance as drafted and allow them to analyze that issue further to determine if it would cause undue hardship.

Mayor Littleton advised that it was very important to him to address the concern related to large families and opined that the Town had a moral responsibility during an extreme event that would cause water rationing to account for them. He noted that the Town Attorney had advised that the Town could do different things as long as everyone was treated fairly and reasonably in an objective way. Mr. Littleton agreed this would be difficult to figure out, monitor and implement. He advised that he was in favor of adoption of the ordinance; however, he would like to continue to figure out how to address the large family issue in the small likelihood the Town would need to implement water rationing at some point in the future.

In response to an inquiry from the Council, Town Manager Davis reported that he was talking with the Soil & Water Conservation District Board about the possibility of offering water barrels to the residents at a bulk rate and in training them on how to use them. He opined that the Town would offset the cost of the rain barrels for the citizens.

Mayor Littleton advised that he would like to figure out an answer to the large family issue within the next six months and questioned whether the Council concurred.

Vice Mayor Bernard noted that the ordinance contained provisions to allow someone to submit a grievance or plead a hardship. He further noted that the proposed ordinance already contained guidance.

Mayor Littleton noted that the area had received a great deal of rain over the past couple of months. He further noted that while the Town's wells had recovered very well, they were not overflowing.

Councilmember Leonard-Morgan moved, seconded by Councilmember Daly, that Council approve AN ORDINANCE TO RESCIND SECTION 113-8 OF THE MIDDLEBURG TOWN CODE AND ADOPT A NEW SECTION 113-8.1 IN ITS STEAD PERTAINING TO WATER CONSERVATION

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)(by roll call vote)

Council Approval – Contract – Valley Automation

Town Manager Davis reminded Council that two years ago, they authorized a contract for SCADA (Supervisory Control and Data Acquisition) services. He explained that the SCADA system was the brains of the water and wastewater treatment plants. Mr. Davis reported that the Town brought on Valley Automation, who had helped improve the operational strength and reliability of the system, and noted that IES called upon them on a regular basis. He advised that their initial contract had expired, as it was a two-year one, and recommended the Town ride the State contract for the continued use of their services. Mr. Davis reported that in addition, Valley Automation offered a proposal for upgrading the Town's SCADA server, which had reached the end of its life. He opined that it should be replaced for both security and operational reasons. Mr. Davis advised that the proposal would also initiate the process of replacing the Programmable Logic Controllers (PLCs) at each location. He noted that the cost to replace all the PLCs was \$177,000 and advised that the staff would like to do that

in phases, starting with the most critical ones at the wastewater treatment plant and Well 4. Mr. Davis recommended that in addition to the service contract, the Council approve the SCADA server and PLCs upgrades. He noted that the funding for this was included in the budget.

Councilmember Daly moved, seconded by Councilmember Pearson, that Council authorize the Town Manager to enter into a contract with Valley Automation through cooperative procurement, using the Virginia Association of State College and University Purchasing Professionals Contract #UCPJMU6690 for SCADA Support Services in the amount of \$30,000, for a SCADA Server Upgrade in the amount of \$52,651, and for PLC upgrades in the amount of \$47,011.24.

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)(by roll call vote)

Discussion Items

Chief Jones introduced Ari Young, the new Police Administrative Specialist. Ms. Young reviewed her background, which most recently included serving as the Office Manager for the Land Trust of Virginia.

Enhanced Fines for Speed Limits

Chief Jones reminded Council that he was asked to research the possibility of installing signage indicating there would be an additional \$200 fine for speeding in the town. He reported that one of the requirements to qualify for such signage was that the locality had to document it had a speed problem by conducting a speed study that collected data at one or more points. Chief Jones further reported that the motorists' speed had to exceed the posted speed limit by ten miles per hour or more in the 85th percentile in at least one direction. He advised that based on the speed studies they conducted on East and West Washington Street, the 85th percentile of speed never met the requirement; therefore, the Town did not qualify for the increased fine.

Chief Jones reminded Council that the main concern about speeding was pedestrian safety in the crosswalks and suggested there were other options to address that. He recommended the Town consider the installation of rectangular rapid flashing beacons, high visibility signage or advanced warning signs at the crosswalks. Chief Jones further recommended consideration be given to the use of pedestrian flags. He acknowledged that the installation of bright signage in the downtown area may not be desired and would create sign clutter. Chief Jones suggested that if the Council wished to pursue any of the options, or an alternative one, the staff could identify the cost and availability of the proposed solution. He advised that the Police Department would continue to monitor traffic speeds and pedestrian safety conditions throughout the town and were committed to identifying and implementing effective strategies to promote safety in the town. In response to an inquiry from the Council, Chief Jones advised that he would consult with Deputy Town Manager Moore on the best location to post advanced warning signs, which would be just ahead of the crosswalks.

Councilmember Kirk opined that motorists were stopping for people in the crosswalks.

In response to a comment about the pedestrian crossing warning signs that used to be located in the middle of the streets, Mayor Littleton noted that they were more of a hassle than a solution. He further noted that they were an issue for the horse trailers and tractor trailers that hit them. Mr. Littleton opined that the data did not provide a holistic story because the collection only occurred at two points in the town, both of which were either going up or down a hill at a point where the speed changed. He inquired as to the speeds of motorists in the middle of town, where they should only be going 20 MPH. Mr. Littleton questioned whether there was a way to get better data all the way through the downtown area. He noted that as to the data that was provided, it included data on people who were leaving town, who would be accelerating. Mr. Littleton opined that this data should not be averaged with that of people who were coming into a pedestrian area. He inquired as to the average speed of motorists who were headed eastbound on the east end of town.

Chief Jones advised that the report provided the number of speeders by different miles per hour and a breakdown of the 85th percentile headed in both directions.

Mayor Littleton opined that there should be a way to segregate the speeds of those coming into town, which were closing the distance between cars, and those leaving town, which were increasing the distance between cars. He opined that it should be able to calculate speed with a reverse formula. Mr. Littleton advised that he was not worried about distance – only about which data points were for those cars that were westbound and those that were eastbound. He opined that they involved different safety questions.

Town Manager Davis advised that the staff would check with the speed sign's manufacturer to determine what data could be provided.

Councilmember Jacobs questioned whether the Police Department was writing more tickets and whether the Chief had any data related to that.

Chief Jones confirmed he could get it and advised that the officers had been enforcing traffic when possible. He advised that the officers have reported that they were not observing people hitting high rates of speed to enforce tickets. Chief Jones noted that they have been issuing warnings and advised that he could get the statistics on those. In response to an inquiry from the Council as to what he meant when he said the officers enforced the speed limits when they could, he explained that they would not stop a vehicle that was only going five or six miles above the speed limit.

Councilmember Jacobs advised that his anecdotal observations did not coincide with the averages that were being offered to the Council. He further advised that it had been a long time since he saw an officer at the east end of town doing traffic enforcement. Mr. Jacobs explained that as a member of Council, his paramount concern was not with comfort or profit, but with the safety of the residents and visitors.

Mayor Littleton noted that to be in the 85th percentile meant that someone was going eight miles per hour or more over the speed limit fifteen percent of the time. He advised that in one hundred car trips, this meant that fifteen motorists were going nine miles an hour or more over the posted speed limit. Mr. Littleton questioned how many tickets were being written for those individuals. He acknowledged that the Town's existing speed cameras may not be capable of providing the data the Council was seeking and suggested that, if this was the case, the Town may want to look at buying ones that could.

Town Manager Davis suggested that if the Council wanted better data, the easier option would be to move the existing signs into the core downtown area where the speed limit was 20 MPH. He suggested the need to capture speeders when they were further into town. Mr. Davis advised that if the Council wanted to analyze the data and speeds on both sides of town, the staff could do that; however, if they wanted a thorough, detailed, holistic speed study, this would require the use of a consulting firm. He noted the need to understand what the Council was seeking.

Mayor Littleton opined that the staff was using two sets of data, which was not giving the Council a clear picture. He acknowledged that the speed cameras could be moved around town to collect more data in order to get a sense of what the speeds looked like. Mr. Littleton suggested this information could or could not be helpful and advised that he did not know the right way to go about collecting it so it would be.

Chief Jones suggested he identify a solution.

Councilmember Pearson opined that there was a more sophisticated way to collect the data. She also opined that when motorists who traveled through Aldie saw the sign about the extra \$200 fine, they slowed down. Ms. Pearson advised that she did not want that fine in Middleburg; however, she acknowledged that there were motorists who did not slow down. She noted that the only way to slow them down was through speed enforcement. Ms. Pearson questioned whether there was a more sophisticated way to conduct speed enforcement.

Chief Jones advised that it was done through the use of a LiDAR gun, which allowed an officer to stand outside of his/her vehicle to pinpoint a specific vehicle, as opposed to multiple vehicles.

Councilmember Pearson suggested that if the officers performed this type of speed enforcement on a regular basis, traffic would slow down more because the motorists would be looking for the officers.

Chief Jones advised that he would see what other methods were available to identify the speeds in town.

Resignation of Part-Time Officer

In response to an inquiry from the Council as to the plan regarding the replacement of the part-time police officer who resigned, Chief Jones advised that he and Town Manager Davis were going to discuss the options.

Disposition of Personal Property – Flagstones on South Madison Street

Town Manager Davis reminded Council that the Town was approached by a resident of a nearby area who was interested in the large stones located in front of 17 and 19 South Madison Street. He noted that these were non-standard sidewalk material and advised that they created challenges in terms of both safety and maintenance. Mr. Davis reminded Council of the desire to make improvements in this area and advised that this individual approached the Town about acquiring the stones. He reported that he placed an advertisement in the newspaper advising that the Town would accept other bids for them; however, no others were received. Mr. Davis reminded Council that there was no requirement that they do anything with the unsolicited bid. He explained that the proposal was to remove the stones at the individual's cost and replace the sidewalk with a material of the Town's choice. Mr. Davis suggested that it would be bricks in order to match as much of South Madison Street as possible. He advised that all of this would be at the cost to the individual. He reminded Council that what would happen with South Madison Street in the future remained to be seen. Mr. Davis confirmed that this proposal would not involve a fix to the steps issue at the end of the street where it intersected with Federal Street. He noted the grade issue between the roadway and the buildings and advised that lowering the sidewalk at this location would create challenges for patrons who were trying to get into the buildings. Mr. Davis explained that, if the proposal was accepted, the intent would be to keep the existing grade and simply replace the stones with brick. He reiterated that there was no pressure on the Council to do anything; however, there was nothing to preclude them from taking action if they were interested in the proposal.

In response to inquiries, Town Manager Davis suggested that if the Council wished to pursue the proposal, the work could be done in August, as this was not a busy time of the year, or in the winter. He confirmed the proposal was not to buy the flagstones – only to remove and replace them with brick.

Mayor Littleton advised that the Town would receive a new sidewalk at the cost of the individual.

Councilmember Daly moved, seconded by Councilmember Leonard-Morgan, that Council accept the gentleman's (Mark Orhstrom) proposal for him to remove the antique stones and replace them with a sidewalk compatible to the sidewalk system we currently enjoy on Madison Street.

Mayor Littleton offered a friendly amendment that this be at his cost. Councilmember Daly accepted it.

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)(by roll call vote)(on motion as amended)

TANV (Towns of Northern Virginia) Update

Town Manager Davis reported that members of TANV were discussing the idea of retaining a lobbyist to represent the localities in Richmond on items of mutual interest. He advised that this would likely not take effect until the 2027 session of the General Assembly. Mr. Davis explained that they wanted to begin the framework to put things in place and advised that he volunteered to draft an MOU. He reminded Council that this group consisted of mayors and managers and noted that there were certain things that impacted the localities in Northern Virginia more than the broad membership of the Virginia Municipal League. Mr. Davis suggested that with a little cost, Middleburg could partner with the other Northern Virginia localities to represent joint items of interest. He advised that he would continue to move forward and would bring this back to the Council for a full review once it was drafted.

Mayor Littleton noted that each locality would contribute in order to address items so they could have a forceful impact.

Town Manager Davis reminded Council that TANV consisted of the Counties of Loudoun, Fairfax and Prince William and the Towns of Herndon, Vienna, Dumfries and, the seven towns located in Loudoun County.

Information Items

Parking Issues

Mayor Littleton noted that parking had always been a challenge in the residential areas, particularly those whose roads were tighter. He suggested the need to have a conversation over the next couple of months about whether the Town needed to take a look at residential parking in different neighborhoods. Mr. Littleton reminded Council that when the town was laid out, most houses only had one or two cars; however, many now had three or four. He suggested this was starting to create accessibility issues. Mr. Littleton opined that there were lots of tools in the toolbox to address parking, such as timing and zones. He advised that people have raised this concern to him and noted the challenges in the Ridgeview area. Mr. Littleton suggested the Council start looking at this in the late summer or early fall and noted the need to do it right.

Councilmember Leonard-Morgan noted that the roads in the Steeplechase subdivision were private. He opined that the Town could not enforce parking restrictions there.

Mayor Littleton noted that there were things the fire marshal could enforce in private areas, such as if a vehicle was blocking access for fire and rescue, which created a public safety issue. He noted the need to identify what could be done.

Councilmember Jacobs noted that this arose in his subdivision a couple of years ago during Christmas in Middleburg, during which the HOA mistakenly allowed parking on both sides of the street. He advised that this closed the street to emergency vehicles and noted that they now only allow parking on one side of the street, that being the one where there was a sidewalk.

Mayor Littleton noted that there was no HOA where he lived, only a public access easement. He further noted that things were different in other sections of the town. He advised that he only wanted to provide a heads up that he planned to raise this issue.

In response to a comment from Council about cars parking that were not electric vehicles in the EV charging spaces, Town Manager Davis reminded the members that they recently amended the Town Code to allow for enforcement of this. He noted that it was in the regular rotation for the police officers. Mr. Davis reported that the staff was working on enhancing the signage so motorists would know there were EV parking spaces in town and to clarify that those spaces were for EV charging only. He noted that the Town would also restripe the parking spaces in that parking lot in the next month or two. Mr. Davis reported that he asked the Chief and Lieutenant to put extra effort into enforcement, as he had noticed drivers who were parking and leaving two of their wheels on the asphalt. He advised that the Police Department was putting an extra effort into reminding people that this was not allowed and if it continued, they would be issued a ticket. Mr. Davis reported that the officers were also enforcing parking in the fire lanes, in particular construction vehicles that parked in them. He advised that the priority was to make sure the travel lanes were not impeded and noted that the Town had the authority to enforce that in the Town Code.

Councilmember Kirk noted that there was an issue in the Ridgeview area with motorists who parked in the road.

Town Manager Davis reported that the Lieutenant spoke with some people who were doing construction in that area earlier in the day.

In response to an inquiry from the Council about a fire lane that had nine cars parked in it this morning, Town Manager Davis advised that the Lieutenant went there. He reiterated that the police officers were working on this and noted that there was no on-street parking in that neighborhood. Mr. Davis advised that people needed to find somewhere else to park.

Councilmember Kirk noted that people were placing large rocks in the public rights-of-way to keep people from parking there; however, VDOT was requiring them to remove them.

Vacancy

Town Manager Davis announced that Sue Foote tendered her resignation as the Planning & Project Associate. He advised that she had accepted the position of Director of Operations at the Middleburg Community Center and expressed excitement to work with her in that capacity in the future.

Scams

Town Manager Davis announced that the Town issued an alert earlier in the day reminding residents to be aware of scams. He encouraged citizens to hang up if someone called them purporting to be from the Middleburg Police Department and demanding money. Mr. Davis further encouraged them to call the Police Department to report this and noted the Town's desire to protect people's hard-earned money.

National Night Out

Vice Mayor Bernard reminded Council of National Night Out to be held August 5th.

Closed Session

Vice Mayor Bernard moved, seconded by Councilmember Leonard-Morgan, that Council go into closed session as authorized under Section 2.2-3711 of the Code of Virginia, for consultation with legal counsel pertaining to actual litigation involving (1) *Cooper Building Services, LLC vs. the Town of Middleburg* and (2) *Salamander Farms LLC vs. the Town of Middleburg*, both as allowed under Subsection (A)(7); and, (3) for consultation with legal counsel employed by the public body regarding special legal advice related to the drafting of a Town Code amendment pertaining to special event permits, as allow under Subsection (A)(8). Vice Mayor Bernard further moved, seconded by Councilmember Leonard-Morgan, that Council thereafter reconvene in open session for action as appropriate.

Vote: Yes – Councilmembers Bernard, Curran, Daly, Jacobs, Kirk, Leonard-Morgan, and Pearson

No – N/A

Abstain: N/A

Absent: N/A

(Mayor Littleton only votes in the case of a tie.)

Mayor Littleton asked that Council certify that, in the closed session just concluded, to the best of each member's knowledge nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed session and (2) lawfully permitted to be discussed in a closed session under the provisions of the Virginia Freedom of Information Act as cited in the motion, which each member so did. He reminded those present for the closed session that any discussion that occurred within it should be treated as confidential.

There being no further business, Mayor Littleton declared the meeting adjourned at 8:29 p.m.

APPROVED:

ATTEST:

Trowbridge M. Littleton, MAYOR

Rhonda S. North, MMC, Town Clerk

July 24, 2025 Middleburg Town Council Meeting

(Note: This is a transcript prepared by a Town contractor based on the video of the meeting. It may not be entirely accurate. For greater accuracy, we encourage you to review the video of the meeting that is on the Town's website – www.middleburgva.gov)

Bridge Littleton: Yes, exactly. All right. We will call the meeting to order. First.

Unknown Speaker: Guys.

J. Kevin Daly: Woah.

Bridge Littleton: Kevin.

J. Kevin Daly: Pack them all. Okay. I'm sorry. It's the military. Yeah. [off mic]

All: I pledge allegiance to the flag of the United States of America. And to the Republic for which it stands. One nation under God, indivisible, with liberty and justice for all.

Bridge Littleton: Okay, next item is roll call.

Peter Leonard-Morgan: Peter Leonard-Morgan.

Bud Jacobs: Bud Jacobs.

Darlene Kirk: Darlene Kirk.

Bridge Littleton: Bridge Littleton.

Chris Bernard: Chris Bernard.

Cindy Pearson: Oh, Cindy Pearson.

J. Kevin Daly: John Kevin Daly.

Pam Curran: Pam Curran.

Rhonda North: Rhonda North, Town Clerk.

Danny Davis: Danny Davis, Town Manager.

Martin Crim: Martin Crim, Town Attorney.

Bridge Littleton: Okay next item is public comment. Anybody wish to address Town Council on any public matter they may do so if you'd like approach the lectern, give us your name, address, and you have three minutes. Sir.

John Pittman: Good evening. John Pittman, 12 Piedmont Drive, Middleburg, Virginia. I'm here to seek your help in slowing the speeding traffic on the east end of town. Since you put up your 20 mile an hour speed limit in town, I swear to, gosh, speeding has increased in that area, both entering and exiting the town. The way I see it, you're going to need some kind of permanent fix. Because a temporary fix won't last 24 seven. You need something to slow that speeding traffic. So, I'm asking Danny, the Chief of Police, and each of the Councilmembers to put their heads together and figure out some alternative, feasible alternatives that could help slow the traffic flow. Thank you.

Bridge Littleton: Thanks, John. Anybody else? Going once. Going twice. Okay. We will close public comments. And next item is public presentation. Which is the proposal for a car show event on. Excuse me. Saturday, October 18th, and I believe.

Danny Davis: Mr. Mayor.

Bridge Littleton: Yeah.

Danny Davis: Yeah, we have representatives from the Rallye Middleburg Entity that is interested in this event. Okay. Brian's here if.

Bridge Littleton: So, let's do this if you want to give us a quick, you know. Yeah, sure. Three second overview. Then we'll give them their 15 minutes for presentation.

Danny Davis: Yeah, absolutely. Thank you. So, as you all know, we've hosted the Mille Miglia warm up USA for four years. And that's us the Town of Middleburg, in partnership with the Mille Miglia event from Italy. It's been a great success, a really great event. The community loves it. It's been a wonderful opportunity to partner with them and to celebrate motorsport together and specifically vintage cars. Unfortunately, that event is not coming back this year due to some decisions in Italy by their organization. And so, we're hopeful that maybe it comes back in the future. Not sure about that at this time. In the interim the town we had some conversations whether we should run an event and determined at that time that we did not have the capacity or capability to run any particular events ourselves, apart from the Mille Miglia. And so, we were going to kind of leave it be and then some of those auto enthusiasts here around the region have put together their own type of rally that Ryan will be able to walk you through. And they have proposed the idea of ending that event on South Madison Street on a Saturday evening. There are some details that will come up in that conversation. It is a different weekend than we normally hold it. It is actually the same weekend as the film festival. And it also is on Saturday where typically our, our Middleburg Head to Head was on a Friday afternoon. And we can talk more about the implications of that. So, in the memo before you, Mr. Mayor and Council, there are just some considerations not necessarily opinions one way or the other, but just things to think about as they bring this idea forward. Ultimately as of today, they've not submitted a formal permit application to hold this event on the streets. But we've really been more in the conversation stage. And wanted to make sure that they had the opportunity to have the conversation with Council. Council could provide feedback, input, and then ultimately, if they decide to submit a permit, it would be up to for me to determine whether they meet the criteria of that for approving that type of event. So, this goal here is to, to hear from them and then allow the Council to, to ask for any questions or clarifications or details. So, I can answer any questions before they present, but I think you probably want to hear from them.

Bridge Littleton: Yeah. So, I think just go to a table set. Right. Just no vote, nothing like that. It's just really informational questions, you know, any thoughts or concerns folks might have as they present their plan. So. Ryan, over to you.

Ryan Danger: Okay. All right. Oh, yes.

Danny Davis: It'll take one second for Rhonda to pull it up on the screens.

Ryan Danger: That's fine.

Bridge Littleton: If anyone wants to hum the theme of jeopardy! You can start doing it. [laughter]

Ryan Danger: Right. Sure. I certainly can. [off mic].

Danny Davis: Plug your computer in here.

Ryan Danger: Oh, I can sit over there.

Danny Davis: [off mic] I'll just swap sides. Yeah, I have to head over to a place. To start? Yeah. Okay.

Ryan Danger: Sorry. All right. Yeah. No. It's okay. Sorry, everybody. Welcome to Rallye Middleburg. Some technical difficulties. We are proposing a Rallye Middleburg. And we are a little I guess at a loss with the Mille Miglia. And we would like to do this event on October 18th, where we go from Summit Point Raceway to the Town of Middleburg, and we have a little festivity at the end. If you want to go ahead and go to the next slide. A lot of us have taken a major hit from this the town the, you know, the stores. I was the artist for the Miglia. This was one of my babies. And Jason came to me and said, hey, let's patch this up. Let's put a Band-Aid on it, and let's figure out what we can do in the meantime before they show back up, because they realized our roads are way better than Miami. Okay. All right. So, our roads are way better. Our scenes are way better. The vines in the background, we're closer to Italy than Miami will ever be. So, we are here to put a Band-Aid on this, this whole thing. Can you go ahead and move one more over? Okay, so we're going to go from Summit Point Raceway where they are going to have a huge rally itself at the track from 9 to 3. And then when they leave that track, they're going to check a stamp and they're going to move all the way to Middleburg on Federal Street at the end right behind Nomad, where they will hit the finish line. And we will have a little, just a little festivity party like we did the Miglia and we shut the street down. And we all enjoy a good time responsibly and that's all I have to say about that slide. Let's move to the next one. We have a lot of help for this event so far, we have my company, my entities. We also have Trackday Dynamics coming in from Andretti Motorsports. They're going to prop us up. This is a small group that's come together to form a different company under Andretti. We have Nomad at the finish line to serve food and drinks. We have Seven Loaves that we are donating everything to Seven Loaves just to, you know, just to help them out, just to, you know, show love. We also have America Roots coming in. We're going to help them out as well. The Willow has jumped in because they want to do the hairstyles for everybody who wants to dress in vintage attire. All right. This is not just a rally that's coming in. This is a.

Bridge Littleton: I can't wait to see you in vintage attire.

Ryan Danger: I will wear the best vintage attire ever. I will, I will figure it out. I'll make sure I'll make you proud. But this is a vintage event that you kind of want to, you know, take some ideas from Goodwood Revival, you know, from the 1940s, 1950s, 60s and 70s where people can come together and dress up right before Halloween and just be something from those time periods. So, we want to bring the town in, we want to bring the hair salons in, to do the hair, to do everybody's hair. We want to bring in Country Classics. We want to bring in the rest of the clothiers to help dress everybody in vintage attire. Right. We have help from a small motorcycle group. It's in Middleburg. It's located in Middleburg, where they travel and they do destination rides. So, we are going to we have Morgan's Custom Classics. They're going to help service the cars and make sure they actually make it back to Middleburg [laughter] from Summit Point Raceway. Danny do you mind going to the next slide? This is where I'm keeping it short and sweet. I'm trying to do this as fast as I can. This is what we need. We want to shut down South Madison just like the Miglia. We want to shut down a part of Federal Street, just like, you know, we've done for Art in the Burg. And we want to rope it off so that everybody can get past and go to the Hill School for the film festival. We want to showcase cars. We want to have people and, you know, enter and exit Nomad. We want to have the porta potties in place. We want to have the little red dots, those signs saying do not bring alcohol past that point because we don't want to upset Shaun and everybody else. Okay? We also want to have three police officers in place to protect the crowd, protect the public, protect the cars, everything like that. And we just want to have a fun time that brings us back to what we lost last year. We don't know what the following year is going to bring. The Miglia might come back. That's you know, they're going to come back. I think they will. But anyways, we want to bring something in the meantime that it gets us back to what we lost. We've had five years of such great times. I'm a car guy, all right? I've lived outside. Inside historic Audi for the past 11 years, and I didn't know I belonged here because I wasn't a horse person or a fox, you know, hunter or whatever it was. But I met car people here, and this group were just trying to keep it, keep it going for one more year, you know, two more years, maybe three more years. Maybe. Maybe it stays. Maybe the Miglia can't compete with us anymore because we're not asking for \$1 million to do this. You know, we're not we're going to bring in everybody, people that can afford to raise it and have a good time. We're bringing everyone that has a vintage car from the 30s, 20s, 30s, 40s. I think our lockout is, what, 75? Is that what it is, 75? Yeah. So, we're just trying to have a good time, that's all. And I want to end it right there. Actually, there's one more slide that shows you what I need, what Jason and I would love to have. And we can go from there. Yeah. Jason, do you want to jump up on? [off mic] Yeah. Come on, Jason, come on up here. This is just as much you as it is me.

Jason Paterniti: Thank you very much for your time. Yeah. Mr. Mayor. We did also ask the businesses that are on the street if this was something they wanted to have happen. So, we have letters of support from many of the businesses along the street, both south of Madison and what's that? So, Punkin. And so, I think what Ryan said about, you know, kind of our objective is absolutely correct. The goal for this though, is not to be about cars. We're all here because we love cars, but we're all here because we love this town as well. And when we spun out of the Miglia event, we wanted to make this something that was relevant to everybody, not just car people. Which is why we decided to go in the direction of a vintage celebration. So, the idea is that you may not love old cars, but maybe you do love old fashioned old music. So, what we want this to be is much more inclusive. We don't want the town people who or the businesses that aren't into cars to say, well, this isn't our event. We really what we'd love to have is to grow this event. In a perfect world you know, if this if we're able to survive this first year we'd like to look at maybe moving to the community center moving the cars to the sporting library. Get it out of the main traffic flow. Raise substantially more funds for Seven Loaves and some of the other charities, but have an event where, if we have it at the community center in 2026, we can have live music, we can sell tickets, we can have best outfit awards, we can do all sorts of things. But this year it's just about kind of, as Ryan said, putting a Band-Aid on. But I think the most important thing is, while everyone here is interested in cars, we are hoping that this actually is just the catalyst for people who want to celebrate all things vintage, whatever that means to you. So, we thank you for your time. And yes, that's it.

Ryan Danger: There you go.

Jason Paterniti: Okay.

Ryan Danger: There we go. Thank you very much. Appreciate your time.

Bridge Littleton: Don't go anywhere. Now you're in the hot seat.

Ryan Danger: I knew this was going to happen. Come on. I'm not doing this. I'm not doing this alone, buddy.

Jason Paterniti: So, I have my lawyers outside.

Bridge Littleton: Oh, good. We have ours in here. We win. Anyway, so. Well, no, I appreciate the presentation. And you know, you guys trying to bring this together, you know, with the Mille Miglia not coming because that's just such a, you know, those they're such great folks, and they've done such a great job. It's we really appreciate you guys trying to look at that and say and see, you know, what can we do? I know I've got a couple of questions I'm sure other folks do. Who'd like to go first, Pam?

Pam Curran: Thank you, Mr. Mayor. Well, you know, my heart sank when the Mille Miglia didn't come back because I've driven twice. It was on my bucket list. Even though I did get the Lost Fox award last year. I still my heart sunk when it didn't come back. And I have seen the community that what we've done has built for us little children run out. Everybody has had an old car story or their girlfriend had an old car. And so, I got a wonderful letter from Caroline, you know, just asking. So, I was so excited. And then my heart sunk a little bit around the date. You know, just the date because you know, the film festival brings busses in. And so, I see you're asking for you know, three police officers, but I think where I said is nothing would make me happier. And I have 2 or 3 new people that would like to drive their cars in it too. But I think really for us from it's the safety point, you know, how do we get these busses in, what's going to happen with the film festival at the same time? And that's my only concern, is, is there another date if it doesn't work? But I give it a big thumbs up, except for the date and the safety. That's my only thing. But thank you. I look forward to right driving in it. So, thank you.

Ryan Danger: Well thank you. We would love to do it on a different date. Unfortunately, that was the only day that Summit Point had available. And that was our constraint. We do have a plan B, which none of us want to do, but, if it does not work out for the date. You know, we could move this to end at Lost Barrel Brewery or someplace, but that would pull it out of town, and none of us want that. So, the one thing you know, as I did say in my opening remarks, we really would love to have this be on a separate weekend going forward. We're just kind of struggling. We have no flexibility

because of the track limitations for this year. So, you know, we understand it's not ideal. It's just this is the reality that we're dealing with.

Bridge Littleton: Kevin, you had a question.

J. Kevin Daly: Not so much a question, but just I really like the concept. I like the fact that donations are going to go to Seven Loaves because I'm associated with them, and I help out on Wednesdays. But like Pam, I'm concerned with the challenges of having another two major events at the same time. Additionally, we didn't budget three additional officers to come out on the 18th and I think the budget's already been made. [multiple speakers]

Bridge Littleton: Yeah, well, we ask the question this way.

Bridge Littleton: Who would you guys offer to pay for the overtime?

Jason Paterniti: We haven't asked for you to pay for anything.

Ryan Danger: Yeah, we're not asking for any of that right now. We're just asking for permission to help make this happen.

Bridge Littleton: No, no, I get that. That's a consideration. Right? You need three officers. We got to pay for them.

Jason Paterniti: Yeah.

Bridge Littleton: So, are you asking us to cover those costs?

Jason Paterniti: We are not asking.

Bridge Littleton: Okay. That was.

Ryan Danger: Okay.

Bridge Littleton: That was the question.

Ryan Danger: Yeah, yeah. Yeah, yeah.

J. Kevin Daly: That's it. Oh.

Cindy Pearson: What time will you. Will the cars arrive here?

Jason Paterniti: So, the goal is to repeat the kids race, which we obviously, for safety reasons, would need to do before dark. So, we need to have the cars leaving Summit probably before 3:00 to get them back in time for that. So, I think that from our perspective, not talking about the setup, but from the moment the cars are coming back. And I think, you know, we're looking at a maximum of 45 cars can go to Summit. Half of those are British, so we probably only have 20 that make it back.

Ryan Danger: You lost everybody back there? They're all with us. They're all with us. Thank you. [laughter]

Bridge Littleton: I don't think it'll be that many.

Jason Paterniti: Yeah. So, you know, I think the idea would be as quickly as we can get back before dark. Get the cars. Dave, Olympia will be our Pebble Beach concours judge for, I guess, the kids awards as well as. We'll come up. We won't do a Lost Fox award. Don't worry. But I'll leave it to Ryan to talk more about the logistics of the setup and timing.

Ryan Danger: Yeah. I think. Yeah. Once we get everybody back, every car is parked. We do the kid pre whatever we want to call it. We're not marketing that at the moment. We're just trying to get permission. We want the kids to race down South Madison like they did last year. We want everybody to be involved. The playroom, that's their thing. That was their big thing. The kids loved it. The public loved it. I, you know. So, with that being said once the cars are parked, the kids take off racing and everybody can come in and see the place and touch. You know, just hang out with the cars. Go get food, go get a drink. We'll get an ABC license. We'll get, you know, a permit. I've been involved in multiple restaurants. I understand that we need to be responsible. I get that we need to worry about. [off mic] Oh, timing wise. I think we shut down at 8:30 like we did last year. You know, once everybody goes, the cars pick up. Once the police leave. They move the barricades. The cars can drive out and go on their own way. It's a two. Shut down at two. Leave at nine.

Cindy Pearson: Well, the one issue is that you can't shut down at, two. You have to shut down for the day, basically, right?

Ryan Danger: Right.

Cindy Pearson: Because you can't get people to move after they parked. Yeah.

Ryan Danger: Yeah.

Shaun Jones: We would just have to mark off the parking in the area, shut down no parking, and then we can shut down the roads at a designated time.

Cindy Pearson: Yes.

Shaun Jones: Sure.

Cindy Pearson: Yes. No. I think it's a wonderful idea. And we have been, you know, thinking of other car events to have. This would be a great start to something that could be great. And like Pam said, unfortunately, it's just the same day as the film festival. And you know how it's a cluster of people around town moving. There is another route that they could use to Hill School If they chose to do it, you could use. But that's not.

Bridge Littleton: That's up to them.

Cindy Pearson: That's you know, that's the film festival.

Bridge Littleton: And they got big busses.

Cindy Pearson: And they do have big busses.

Ryan Danger: We've talked to a lot of people in town even people who just live, they don't have a business. I have a pulse on the film festival, and it's a great festival, but a lot of people are leaving the films crying. They want to see cars afterwards. So, you know, it's an artistic thing I get it. I'm an artist, I get it. We're all sad after watching Oscar performance at the Hill School. We did rope off that area. We have a diagonal spot the busses can get through. I'm pretty confident that Yeah.

Bridge Littleton: So real quick. Was that done by you guys? Was that done by the police?

Ryan Danger: No, that was done by me. Okay, so based on my knowledge. [multiple speakers]

Bridge Littleton: That you could get a 40 person bus through that.

Shaun Jones: I probably would have some concerns seeing that that turn left was going to be very tight because we usually that area right there we have a police car there is a barrier. So, it's going to be kind of tight. My concern with the

whole thing when I talk to Mr. Dangers, the fact of the congestion and these big busses going through the town. A lot of times the busses will come down North Madison, South Madison, keep straight to the Hill School. But if they're not going to the Hill School, we got to come up with some other alternatives. I can't have a big passenger bus turn on Liberty Street. That's going to be it's going to be some issues there. The only suggestion we can have is going up to the Exxon taking a right and coming back around. But right there in that corner, there are going to be some concerns right there whether or not we can get a bus to make that turn safely.

Bridge Littleton: Okay. I mean, that's a safety logistic question where you do turn lanes and all that stuff. So okay. All right.

Jason Paterniti: Well, it's just one comment. I, I don't know that, you know, we need to necessarily close if we just close South Madison. I don't know how many cars we're going to actually have come back. How many can we fit.

Ryan Danger: We don't we don't it last year. So historical data is that the fences were in the way because of the racing. And it took a few feet off each side of the street. I think that we can we can attempt to stick with this if we can move the barriers inward and squeeze the cars through and have a smaller foot traffic on one side of that intersection. But I would also love the opportunity to earn everybody here's vote by doing a checklist. I don't mind renting a giant bus if it's bigger than what? Salamander has to take that turn. And if it can take that turn with the police car there, we would like to earn that vote. I know this is crazy, but I think I can do it.

Bridge Littleton: I think it's up to the film festival. So. Okay. Yeah. No. Cindy, did you have any other questions? I'm just going to go right down the line. So. Chris.

Chris Bernard: Yeah, I like it. I think it's we're all disappointed about the Miglia and how that turned out. And so, finding an alternative has been a priority or an objective for some of us. So, this is a very interesting idea to do that I echo some of the same concerns. I'm glad you talked to some of the businesses on South Madison because like Cindy brought up, I think it is going to require closing the parking for the whole day on a Saturday. So, letters of support. Good. Were there any businesses that said absolutely no way. We hate this.

Ryan Danger: We haven't we haven't hit that yet.

Chris Bernard: Okay.

Ryan Danger: We have a few businesses to still talk to. Sure. But we're not asking businesses for sponsorship to spend their money. We're asking businesses to help us and we're going to pay them to do it. Whether we find a bigger sponsor to help us with this. But right now, everybody's on board so far.

Chris Bernard: Have you guys talked to the film festival?

Ryan Danger: We have not. I don't have a contact yet. I know that there's a. If somebody can tell me the name, I think Ali gave me a name to GI. Geordie. Geordie. Yeah. I would be willing to reach out.

Bridge Littleton: I think that would be priority number one.

Ryan Danger: Okay. All right.

Bridge Littleton: Well, we wanted to get a sense.

Ryan Danger: Yeah. Yeah.

Bridge Littleton: We're going on 15 years.

Ryan Danger: Sure.

Bridge Littleton: You're going to need to incorporate their considerations. Okay.

Ryan Danger: Fair enough.

Chris Bernard: Because if they look at this and go. No way are we going to be able to get our busses through there. That's like an immediate like, Oh, no. That's like a what do we do? Right.

Ryan Danger: Okay.

Chris Bernard: I think they're going to have input.

Ryan Danger: Well, we are looking for a checklist. If we can meet the checklist within a week because, you know, just to get it signed off on that would be great.

Bridge Littleton: So, we don't have a checklist.

Ryan Danger: No.

Bridge Littleton: Well no.

Ryan Danger: Metaphorically speaking.

Bridge Littleton: Yeah. All right. All right. What I mean is, is like, every event is unique, right? So, there's certain things that you always got to do, and then there's certain things that you guys got to figure out as the event organizer. Right. Like, okay, you want to do it on the same Saturday as the big Saturday for the film festival. Okay. They used the Hill School. They use school busses, basically, to get people back and forth. That's not for us to figure out how to accommodate. That's for you guys to figure out how to accommodate and work with them and stuff like that.

Ryan Danger: And that's the metaphorical checklist we're looking for in a sense. We're not looking for y'all to put together one. We're looking to take everybody's input and say, okay, if we can meet this criteria, we can get this done. If I can run the biggest school bus I possibly can. Yeah, well, I can figure that. Yeah. Yeah.

Jason Paterniti: So [off mic]. We'll make sure we get in touch with the film festival and understand what exactly. Yeah.

Bridge Littleton: And I think, and I know you've probably got something else. One thing that just hit my mind, though, was, I think absolutely working with Shaun very quickly to understand. And this is all logistics, right. Does that have to be closed down the night before because this is October. It is our best month of the year. It is a Saturday. It is going to be, you know, most likely going to be great weather. So, all those businesses. Yeah.

Chris Bernard: Come to the film festival.

Bridge Littleton: But I'm not saying the film festival, all those businesses on South Madison will have no parking at all. So that will be a hit to their business. Now, the overall benefit to the car show and bringing all this other stuff in, everyone may say, hey, great, I'm in. But they, you know, it's more than just, oh, we want to close it down for the night. It might be that you have to close it down for the whole day. So, it's just, you know, you want to think through that, that element.

Jason Paterniti: So, we'll leave this with you. But, you know, one of the comments that came back from Beckwith Bowl was, you know, I love it, considering we're a vintage store. This is right up your alley. I'd love to support any endeavors on our street. Please let us know if there's anything else you need from us. So, you know, I think turning that negative into a positive of, hey, we're actually going to pull more vintage people to your store that's going to be negatively impacted by the parking. Yeah. The whole goal of this event is to help retail, to help sell [inaudible].

Bridge Littleton: As long as they know that going in with eyes wide open that's totally cool.

Jason Paterniti: Yeah. Okay.

Chris Bernard: Last thing was you did mention the sporting library, which is very interesting. Have you guys reached out to them about potentially doing it there this year, or are they booked up?

Jason Paterniti: Not this year, but. We can't pull it off this year.

Ryan Danger: Well, we haven't talked to them.

Jason Paterniti: But there's also the money. Yeah. Yeah. Okay.

Bridge Littleton: Okay. Darlene.

Darlene Kirk: Well, I was going to say is you really do need to find a.

Bridge Littleton: Microphone.

Darlene Kirk: That doesn't work anyway half the time. You really do need to reach out to me to the film festival and just ask him, where are you going to be that Saturday night? Because a lot of times they are up, you know, up here or even in Upperville, and they may not even impact on you at all.

Jason Paterniti: Okay.

Darlene Kirk: That's that was what I was going to say.

Jason Paterniti: Okay. All right.

Bridge Littleton: Bud.

Bud Jacobs: I think the concept is a really neat concept. And that's great, but I can't vote on a concept. One thing I need to know. I think we all need to know is, with some degree of specificity, how this event will interact. I don't want to say conflict with activities that are already in long planned by the film festival. Quick question how you mentioned that the proceeds of this will be going to Seven Loaves, which is wonderful. How are you generating revenue for this? Is there a fee for cars to take part? Is that the primary source of the revenue that would go to Seven Loaves or?

Jason Paterniti: Yes, there will be. There will be a registration page for Summit Point where you'll register pay through that portal and then a portion of the, funds that are raised. So, if we have call it \$600 a car and we get ten cars, you know, that's \$6,000 of revenue. The summit point will take 500 of that, and \$100 for each car will go to Seven Loaves.

Bud Jacobs: Your expenses won't come out of that \$100.

Jason Paterniti: No. We're covered there.

Bud Jacobs: I guess the other thing I would give you guys a caution on is that inevitably, when we have folks come in here and present ideas for neat programs the statement that we're not asking the town for any money morphs over time into we need some help to pull this off. And I'm not against that. But I think if you're starting out with the notion that you're not really going to ask us for financial help then probably you want to stick with that?

Jason Paterniti: If you want to give it to us, we'll take it. [laughter]

Bud Jacobs: Well, we.

Jason Paterniti: Have a grant thing for events, so.

Bud Jacobs: Yeah. I know, but we're facing with the current administration and everything that's going on at the federal level, we're facing a future that we don't quite understand yet. And some of that funding might be harder to part with down the road. That's all I'm saying.

Ryan Danger: Just jumping on the funding part. Based on my family and friends that I know and as my business is in government contracting, I understand that there's off duty police officers that are involved. That they have a pay rate. I get that in my head, I was I had a number on it. I think that, you know, this whole thing can we can figure out how to get that taken care of. We're not asking for the money. We're asking for to keep it going. Just the permission to just do it. You know, and we'll figure it out. We'll get that taken care of.

Bud Jacobs: Well, I really hope you can. Because I think it's a really neat idea. It's a good event.

Ryan Danger: Thank you.

Bridge Littleton: Peter.

Peter Leonard-Morgan: Thank you very much. I think most have been said here, actually, but most of us are car people anyway. We love the Mille Miglia. I'm a car guy through and through, as you know. And my thinking about the film festival is a lot of the events, of course, are offsite. They're not right in town. They're at Salamander, they're at the Hills School Community Center, maybe Buchanan Hall, I'm not sure. So, it really is about the logistics of the getting there for people who aren't driving themselves in the busses. If you can overcome that, if we've got the situation with the police support sorted out. And I know Beckwith very well, so I'm she's obviously very supportive. That's great. I'm sure many of them will be I'm hoping the closed door will love it. With the kids coming into town. They're really supportive of it. If we can get over those hurdles but everything's been said here today and good luck.

Ryan Danger: Okay. Thank you. To talk about the route coming in, when we come from Summit Point Raceway, we have a couple of routes that we can take. We have a plan A and plan B and B a plan C we're not in the F 1 movie right now, so I don't know yet. But the plan A is to bring them up. I only know Route 50, so please, I'm sorry for that, but we're going to come up and make that immediately turn and just go right down Federal Street and just cruise in at the 20 mile per hour speed limit. We don't want tickets from the police.

Bridge Littleton: And John's watching. Yeah.

Ryan Danger: But we plan to just come in the back way. We don't believe anybody over there. We don't believe there's any events going on. We're just coming in right behind the distillery and coming right past the government office right there. Right. And that's it. That's what we're doing. And that's all we're doing in Middleburg. There's no streetlights, there's no nothing. Nobody's going to stop anything. We're just cruising in and parking and having a good time. So.

Peter Leonard-Morgan: Sounds great, Ryan. And the fact that Seven Loaves is benefiting is awesome. Wonderful.

Ryan Danger: Thank you.

Bridge Littleton: Yeah, Bud.

Bud Jacobs: Just one other comment. It's July 24th. You're talking about a pretty significant event to take place in mid-October. I hate to be, you know, Nelly naysayer, but you all don't have a lot of time to get this thing together.

Jason Paterniti: We don't. That's why we're here tonight. But we'll get it all figured out. We just need to figure out this part of it right here so we can go ahead and go forward with the marketing, go forward with you know, Nomad and

everybody else is involved. So. And we're banking on every business and using their marketing platform to also promote this and to help us spread the word. But right now that, you know, I think we have a good the word of mouth is spreading.

Bridge Littleton: So just a couple of things I wrote down. Number one, I think it's going to be really, really important you guys actually have a schedule of events, right? Leading 7.3 o'clock and then sort of, oh, we'll all show up. That gives me some concern. Right. When are they arriving? Everyone's going to be gone by a specific time, right? The setup is this the staffing is this right? I mean, it's I think you need a real hard written out plan. Okay. What we learned from the Mille Miglia the first year we did it, the amount of people we thought we needed to pull it off, it was double. And it was twice as hard as we thought it was going to be. And it took twice as long. So, it's like, you know, setting up the barricades. It's like, oh, we got seven people. We get them all set up, take an hour, four hours. Right.

Ryan Danger: Correct.

Bridge Littleton: How do you take them down? Right. And then? And then also a big thing for me is from a health and safety. Your contingency plans. What happens when there's an accident? What happens if someone hurts, you know, gets hurt? You know? I mean, Shaun is be a big part of that, but a lot of it you'll be responsible for. So, have you thought those three things? Well, yeah. What's your weather plan? Right. And Ryan, again, I don't want to be like the, you know, the Nelly naysayer, but it's like, you know, our job is to think about, you know, to be careful when something goes wrong, not when it all goes right. Right. October, film festival, a Saturday, assuming great weather. Don't make the automatic, easy assumption that, oh, we'll just swing on past the distillery. Pop on down the road. It'll be easy. Town will be packed. Right. So, look at it is okay. This is a classic October Saturday with the film festival, which brings thousands of people to town walking around, you know, how do we make sure that we do that safely? So, it's these are the little knits that, like, get you totally, you know, where we'll be like, okay, you know, did we think about this? Did we think about that? And probably nine out of ten will be a contingency, but one out of ten will actually come true.

Ryan Danger: So that's why we're here to hear that I would rather hear no, no, no. And then we have an answer for it down the road. We'll figure that out. You know, maybe we need more barriers. Maybe we need the longer the metal barriers instead of just the barriers that protect us from any kind of dump truck, you know, driving through the crowd. Maybe we need those Miglia barriers going all the way down federal street to help crowd control. So that's something that we can.

Bridge Littleton: Yeah. You don't want little kids running in the middle.

Ryan Danger: Right. Yeah. Yep. Yep. Okay. All right. That's why we're here.

Jason Paterniti: And thank you for that, Bridge. And I think the. You know what I said, we're not looking for anything from the town. Financially, we're not looking for anything from the town. But I think, you know, it would be a loss not to have the institutional knowledge that you've all gained over the last 4 or 5 years with the Miglia. No, I mean, that's really what we're hoping to do is get your assistance with. Let's not reinvent that wheel.

Bridge Littleton: I guess one other quick question. If you close South Madison. Do you guys intend to do anything other than just, like, barricades? Like we had the big blow up thing? And are you guys trying to keep it simple? Clean? Just.

Ryan Danger: We have a big, giant balloon arch.

Bridge Littleton: Okay.

Ryan Danger: From the balloon. Yeah, we're going to we're going to we have other people that are going to help us make a giant balloon.

Bridge Littleton: Okay, so you really were not trying to keep it simple.

Ryan Danger: Not we're not putting up metal structures like the Miglia. We're not doing any of that stuff.

Bridge Littleton: Okay. All right.

Ryan Danger: As simple as can be. When I say we're setting up, we're setting up barricades just to protect everybody. And then the cars back in and parking their spot. We have two vendor tents. That's my tent. Like I had last year at Miglia and three years before that. We are. That's it. That's all we have.

Bridge Littleton: Got it.

Ryan Danger: Yep.

Bridge Littleton: Great. Anybody have any other questions? Thoughts? Input? As Danny. Oh, yeah. Kevin.

J. Kevin Daly: I think it's absolutely number one get with Salamander. Coordinate with them. That's to me is.

Bridge Littleton: Film festival.

J. Kevin Daly: Film festival, film festival.

Ryan Danger: Copy that. We'll get on that right away. Yeah.

Pam Curran: You know, I think if anybody can pull it off, you all can because of your experience and your commitment, which is great, and I'm delighted the price is not 15,000. It's only 600. So, I think that might attract quite a few people too. So, you know, I hope we can work it out.

Ryan Danger: I was just upset I couldn't drive the car with you this year.

Pam Curran: What.

Ryan Danger: Next year? I couldn't drive the car with you next year. Yeah.

Bridge Littleton: Well, Ryan, you can't run the event and then be in it, because that'd be favoritism.

Ryan Danger: I won't be running the event. I'm going to actually be organizing it on the Middleburg side, where Jason will take the Summit Point side. And I have a group of staff. We also, you know, we have experience and program management outside of just cars and everything else. So, I think this is a it's going to be complicated and it's going to be crazy, but I think we can pull it off. So, yeah.

Bridge Littleton: Last one, Cindy.

Cindy Pearson: Okay. And just saying, I know you gathered a lot of that from partnering with the Burns's to get through some of those events, and you all did such a good job. Just remember, your volunteers start collecting them. And I guess Ali and everybody knows how you go about that, so.

Ryan Danger: Yeah.

Cindy Pearson: Volunteers galore.

Ryan Danger: So, thank you.

Bridge Littleton: Do you guys have any other questions?

Jason Paterniti: I think we're. Thank you. Thank you all for letting us speak tonight. So.

Bridge Littleton: You bet. Thanks. All right. Danny, are you good? Okay.

Danny Davis: Yeah. We'll follow up.

Jason Paterniti: Okay. All right.

Bridge Littleton: Okay. Back to the agenda. I didn't know where we were. All right. Staff reports. Vince. Wait a minute. Whoa whoa. No! You come for the meeting. You come for the meeting.

Jason Paterniti: Are there drinks?

Chris Bernard: All cars? No water.

Bridge Littleton: Yeah, exactly.

Jason Paterniti: All right. I see how it is. Okay. Got it. Thank you so much.

Bridge Littleton: Yeah. As long as you go eat in a restaurant in town, then it's fine. Here you are.

Chris Bernard: This is not real for you.

Bridge Littleton: You sure? Yeah. Meaning his life's work.

J. Kevin Daly: Yeah, yeah. [off mic]

Bridge Littleton: Yeah. All right, Vince. So, over to you, man. All right.

Vince Gugliotta: Thanks. Oh, let's start with the water treatment facilities and distribution system. Maintain compliance with all required sampling. You'll see both of our PA samples tested absent. Water treatment plants met the town's water demand, with an average daily production rate of 126,000 gallons a day. For combined, a monthly total finished volume of about 3.8 million gallons. Some operational notes for the water systems. There were numerous meter change outs. Sample collections. A lot of flushing of the, Well 3 facility. A couple of other things. We had a new meter reading software installed and utilized. There was a leak in front of the post office on Route 50 that was repaired. Marshall Street Water Tower was inspected inside and out. That got a really good report back from that.

Bridge Littleton: We're going to blow it out for you soon. [laughter]

Vince Gugliotta: We also commenced the large Well 4 rehabilitation project that actually involved taking Well 4 out of service for about two weeks. And we did numerous things there. One of which was we put a new well pump in there. We lowered the pump about 190ft. It's got all new pump, pipe wire. One of the biggest items was we actually acid treated the well. What that was supposed to do was strip any kind of limescale or biofouling that may have collected over the years inside the well casing. We're still looking at the results of post acid treatment of that site. At the moment we believe we've seen some really good beneficial data coming back from that. Do you want to share the transducer graph right quick? Thanks. I'm sorry I ran out of time to include the transducer graph in the report. If you look at the bottom graph, that's the green graph you'll see to the left was earlier in the month that was before the rehabilitation project. You'll see that extended flat line that's when the well was out of service. So, we don't have any data for that time frame. There on the right, that's when the well got reassembled. Our transducer got put back in the well casing. One thing I'd like you to note, there's you can see how the low end of that line is not as low as the line on the left. Looking at that we think the acid treatment has something to do with that. What I think's going on there is we're having more recharge capability which is kind of what we were hoping for. Another important thing to mention during that time frame when, Well 4 was being repaired, we did use, Well 3 pretty heavily for that two week period. And also from there we got it's not included on the scrap, but we do have some really good pumping and flow data from, Well 3 now because of that. While we're on the

water and also looking at the graph I think we should mention Wells L&P at the same time. You probably noticed the graphs a little bit different from last month's report. We switched over to one of the newer transducers just to kind of keep everything on the same page. We've started going with that Transducers data. Right now, all the graphs are recording depth to water level. So, your zero would be ground level. Oh. [off mic] Yes, Sure.

Peter Leonard-Morgan: Can I just ask you. Just in case not everyone knows what a transducer does. Can you just briefly mention what that is?

Vince Gugliotta: Sure. The transducer is a submersible probe. You can drop into, like, tanks at the wastewater plant. We have numerous transducers installed they're really beneficial in a well heads well casings. It's basically a pressure sensor. It's able to go to great depths. And basically what it does is it records a PSI reading. And from there, you can invert with a little bit of math and get how many feet of water is sitting above the transducer. In the case of our transducers, we actually have them calibrated to give us depth to water level from the ground level where the well's installed. Back towards L and P. Well L is the orange graph. If you remember from last month's meeting I think I mentioned how we were actually physically turning Well L off for designated time periods, we're trying to force the well to recover more, which it did. That's where you'll see that pretty straight and even upward incline. I think it was June 18th. That's when we turned. Well L back into automatic operation. And you can see that it's a small but pretty steady decline level. That's one thing we were kind of afraid of the recovery effort we were trying to produce with that like we were afraid so more or less artificial. You can see what we are trending down on that well.

Peter Leonard-Morgan: Sorry, Vince, MTV is, what is that, a valve?

Vince Gugliotta: Yeah, that's a valve at the Stonewall Water Plant. What we can do with that is open that and that'll actually pull water from this is basically two halves of the system. We call it the resort side or the high pressure side. And then we got the older town side of the distribution system. What we can do, we can take water from the resort side and push that into the town side which is pretty beneficial. We actually didn't need it for the Well 4 project. But if you have a well it goes down unexpectedly, we can still provide water up to either section of town. Since you mentioned it, if you notice when that valve is in operation, you'll notice the water levels decline in Well L and P because they're running twice as much when that's open. Another thing that's pretty interesting if you notice when Well L is not in operation. In other words it's increasing level. Well P starts decreasing again because it's running twice as much. But when you put Well L back in service Well P actually begins to recover even though it's being used under normal operation.

Danny Davis: Do you have the depth of the pumps for L and P?

Vince Gugliotta: Yeah. Oh, I'm sorry, that's not on the graph either. This the graph is still kind of a in its infancy. I'd like to point out. Well L that pump is located at about 330ft below grade, and, Well P is suspended to about 350ft below grade.

Darlene Kirk: And so is Well 4, is that operating?

Vince Gugliotta: Yes. Well 4 is back in pretty much daily operation.

Darlene Kirk: Okay.

Vince Gugliotta: Normal operation.

Darlene Kirk: Is there anything you said acid down in there. Is that caused any additional problems or now is all that gone?

Vince Gugliotta: No. It's gone. [inaudible] drilling performed all that work for us. They flushed the well very thoroughly. Yeah. There's basically no chance any acid was left in that well before we placed it back into service.

Cindy Pearson: So when you're talking about, Well L and P, am I hearing you say that it needs to be deeper to get it to function better, especially L?

Vince Gugliotta: But not necessarily. That's something to consider. Usually when the wells get installed, they try to match the pump closest to the highest, producing what they call water bearing zone. I can't remember off the top of my head, but it might be maybe, like 280ft below grade produces 80 gallons a minute or so. That's not the case as Well L and P, they're usually about 40 gallons a minute or so. But no, not if you place the pump deeper that won't necessarily give you more water, in other words it kind of depends where our water is actually coming from, from which elevation or not.

Bridge Littleton: Any other questions for Vince?

Vince Gugliotta: Touch base on the wastewater side right quick too.

Bridge Littleton: Okay.

Darlene Kirk: Yeah.

Vince Gugliotta: It's a lot shorter. Wastewater treatment plant operated, well maintained compliance with all required sampling. The plant had an average daily discharge of about 112,000 gallons a day, for a total monthly finished volume of about a little under 3.80. I'm sorry, 3.4 million gallons. There's quite a bit of mostly maintenance items listed there in the report. A lot of working with trying to source new pump equipment. Probably the biggest thing to note was we did get two new EQ basin pumps ordered. It should be expected to arrive another five weeks or so on site. Any questions?

Bridge Littleton: Kevin?

J. Kevin Daly: Not a question, but a comment. Megan Gallagher cannot be here tonight. Okay. But we in the homeowner's association at the intersection of North Jay and East Marshall.

Bridge Littleton: The troublemakers?

J. Kevin Daly: Yeah. You had two pipes that had to be repaired. You and Gary came out, and you shut down each of our homes so that water wouldn't be backed into it. We didn't have any issues with silt, sand or mud coming into our homes. For that we thank you very much.

Vince Gugliotta: Yes sir.

J. Kevin Daly: You made that repair work so much easier. Thank you.

Bridge Littleton: Excellent.

Vince Gugliotta: You're welcome.

Bridge Littleton: Gary Garrette.

Vince Gugliotta: Yep.

Bridge Littleton: Peter.

Peter Leonard-Morgan: Can you tell us about the recycled water now for cleaning the drum screens? That's back in place now, isn't it?

Vince Gugliotta: Sure. Yeah, that's been operating very well since it got repaired. The biggest keynote from that was we're saving, I think it was approximately 9 to 10,000 gallons of drinking water a day before the system was down. So what we did was tap it into the domestic water system, which is, quite honestly, just wasting drinking water. So now that we got that in service, it's we're saving quite a bit.

Bridge Littleton: Sure. Anything else?

Vince Gugliotta: All right.

Bridge Littleton: Vince thank you man.

Vince Gugliotta: Thanks.

Bridge Littleton: All right. Next up is. Oh, you know what? I'm going to jump ahead. Let's do the review of the Christmas in Middleburg MOU.

Danny Davis: Thank you, Mr. Mayor and Council Members. We've talked about this briefly, but wanted to bring forward to you a reviewed and updated MOU with the Christmas in Middleburg organizers. I want to say a big thanks to them and especially to Carmen Arwine for helping us work through and I think get it in an organized, clear and hopefully good fashion that helps us and helps them and the MBPA all understand our kind of various roles and responsibilities as we work together for such a large and complex event. And a lot of the details probably are the same as what it was in 2011, 2016, but I think it clarifies it for everyone's ease of use so that we know moving forward how we best ensure that it's a successful and safe day for everyone coming to town. So, this MOU really, again, just lays out our respective kind of expectations how we work together, partner together, work with the chief on emergency planning, traffic planning, public safety. And then also as we talk about communication, making sure that we're always pointing people back to Christmas in Middleburg as the primary point of communication and having a consistent message across the board so that we're all saying the same things and directing people to the same information. I think that helps everybody be a lot more successful. So where we are right now is recommending that Council endorse and approve the MOU as presented. And then separately, we're still talking about the Special Events Ordinance. We have some conversations in closed session tonight about that. And then whether that's approved later this evening or at your next meeting that'll be the next step. But this is really for preparing for the upcoming parade in December. This is the primary step for them. We continue to work together in preparations for December. So happy to answer any questions. And of course Doug and Michelle are here as well if you have any questions for them.

Bridge Littleton: Awesome. You guys are more than welcome to provide any feedback, or if you just want us to chat, we can chat. And Chris, have you got any other feedback from, I know you were working on this for a while?

Chris Bernard: We finally got there. [off mic].

Bridge Littleton: Bud, question everything.

Bud Jacobs: Well, I mean, I guess so. Do you guys feel comfortable with what the framework that we've got now?

Michelle Myers: Yes. Very similar. [off mic]

Bridge Littleton: Okay. Anybody have any questions or concerns? I mean, I know we've been through it for a couple of months now, multiple revisions. But I think when I read it yesterday it was I think it's in a really good spot. So if there's no questions or concerns, we can do this one quickly. Going once, going twice. Okay. Who's doing that?

Chris Bernard: All right, I move that the Town Council will approve a Memorandum of Understanding for Christmas in Middleburg. [multiple speakers]

J. Kevin Daly: Second.

Bridge Littleton: Any discussion? All's in favor say aye.

All of Council: Aye.

Bridge Littleton: Opposed? Abstentions? Okay. See, we should have done this one first. All right. Next up is staff report on special projects.

Danny Davis: Thank you, Mr. Mayor and Council Members, we have just a few updates for you on South Madison Street. We have a separate item on the agenda to discuss the large flagstone. So that will be coming before you and Mr. Moore and I will connect about next steps for potential options to bring back to you. Miss North continues to work diligently with the contractors for the Oral histories program for Asbury Church. And I know that's coming along very well. We're also finalizing continuing to finalize some details on the potential contract with the proposed architectural firm for the next steps of that. There's been a lot of conversation back and forth about appropriateness of the scope in terms of specifically the size of the scope, the items to be contained in the design of that project and ensuring that it was within the expectations of Town Council in terms of what the goals are for Asbury Church. So as we've had to negotiate and talk through some of that, it's taken a little bit more time than expected. But we hope to bring that to you and intend to bring that to you. I should say in a month that you're meeting in August. We completed the first phase of the sewer line video inspections. We got the video about two weeks ago, maybe a week and a half ago. And we have the full reports, the full video in hand. It's phenomenal information.

Bridge Littleton: I don't need to see it.

Danny Davis: It's actually really cool.

Bridge Littleton: No, it's not. I don't want to see a sewer line video. [inaudible]

Danny Davis: But what's interesting is when you see, like large chunks of asphalt in the sewer line and you want to know where that came from. [laughter] Yeah.

Bridge Littleton: Why you chose that word.

Danny Davis: Pavement.

Danny Davis: But what I will say is this report was actually very helpful for us on June 30th and June 1st, we rehabilitated two manholes down at the end of Steeplechase at the end of North Jay Street along the creek there that was pouring water into those manholes. And so we had a crew come out and fix those, which will reduce the amount of I&I going into our sewer system, which we try to do as much as we can. We now have the big task of reviewing all that information and finding the most critical and urgent areas for repairs, and we continue to talk through that with our utility committee. In this reminder, this is one that was partially or mostly paid for with a grant from VDH. So I'm happy about that. And then finally the maintenance building we've just not had a chance to talk about next steps with that. But that's on the plan for Mr. Moore and Chief Jones and I to get together and talk about what are our real needs and then what might be options potentially to bring to Council for consideration. Again, there's no urgency on this, but it is something we said we'd talk again about after this project was complete. So that's where we are in those items for now.

Bridge Littleton: Any questions on the special projects? Danny, the only one I've got is on the South Madison Street enhancements. I mean, when those guys came up with that concept design, I thought it looked really good. You know, those 3D renderings? I was really impressed. It's really expensive. I mean, a million. And look, if we started today, it's going to be \$500,000 more than the number you have right now, because it'll take a year to plan it. With the federal government doing what it's doing you know, community grants and all that kind of stuff. Do you think there are legitimate grant opportunities that would be substantial enough? I mean, we're going to have to put money in, I get it, but do you think there are grant opportunities that are substantial enough that in the near term, when I say near term, six months to a year, we could be able to start it. Do you think that's feasible?

Danny Davis: My reaction to that is no. Any of the grants that could be VDOT Smart Scale, any of those things are three, four years out type projects. I mean, they it takes a while to get yourself ready for that to go through the competitive process. And then of course, they changed the rules. And that was the challenge we faced when we applied for the VDOT

grant is the change in how they were analyzing the requests that other towns were successful in and then said, yeah, we're going to do it differently now. So is it impossible to find grant funding? No, but it's very challenging for something like this where we already have a connection. It's not a missing link. It's more of an enhancement and improvement. And to date, we're not successful with the county. Now, we have a I have a meeting with the county tomorrow morning to talk about the upcoming CIP requests for the next fiscal year, as they've had conversations about how to handle town priorities or priorities of requests from the towns. So hopefully that will give a little clarity on how we could request grant funding from the county that either for this project or similar projects and whether we can do something to make those more competitive.

Bridge Littleton: Have they? So last year they had a, what, ten, \$15 million surplus or something like that. Do so I mean, I get it there they always you always propose a balanced budget. What is their for the now current fiscal year? What is their call it whatever it is the contingency. Are they expecting a surplus again? Is there a number on it?

Danny Davis: They are expecting a surplus. I don't recall the number off the top of my head. I can tell you it's not 250 million. That last year was an anomaly for a couple of reasons. They have really concerned.

Bridge Littleton: I get it. I mean.

Danny Davis: It's in the probably 130 to 160, I would guess. [multiple speakers]

Bridge Littleton: Okay, it's not 10 million.

Danny Davis: But no, they.

Bridge Littleton: There's dollars for grabs.

Danny Davis: Well maybe maybe not. They commit pretty much all of that to the following fiscal year, as well as to school projects and their projects. Capital contingency. So are there dollars? Yes. Is it up for grabs? That's not the terminology I would use.

Bridge Littleton: Well, but, you know, I mean, if you're coming in, in the red.

Danny Davis: Sure.

Bridge Littleton: Forget even having a conversation.

Danny Davis: Right.

Bridge Littleton: If you're coming in with 130 million that you want to prioritize, we need to have ourselves in the list. Whether we make it or not is a different story.

Danny Davis: Yes. And traditionally, ours goes in through the full budget cycle, not through the one time.

Bridge Littleton: I get it.

Danny Davis: Yeah. Fund balance conversation.

Bridge Littleton: Okay. All right. Any other questions for Danny on the special projects? Okay. Next item is we're going to push that right?

Danny Davis: Yeah. Just real briefly for Council and the public. We're going to provide you with a revenues update during this meeting. But we just got the revenues in a couple of days ago and haven't had a chance to really analyze the data and put a full thought process behind it. So we have a finance committee meeting on August 5th. So that's about a

week and a half or so. So we will be updating them at that meeting based on the data that we have. And then we'll bring that conversation and the results to you on August 26th as kind of an update. 26 whatever the second or fourth Thursday of August, I apologize.

Bridge Littleton: Late August.

Danny Davis: Late August. And we'll bring that to you for conversation and to give you an update on where things kind of ended up for fiscal year 25. But I mean, we're not in any dire straits by any means. Everything's kind of looking pretty much level with what we expected.

Bridge Littleton: Okay. Any reports of town committees? All right. What? Oh, Pam. I'm sorry I didn't see your hand.

Pam Curran: The arts committee met last night, and they're working on Oktoberfest, and they've got plenty, plenty of artists and it looks like it's going to be really a great event.

Bridge Littleton: So is Marianne totally out?

Pam Curran: Yes. Yes she is. But they've got a lot of great, great people working on it. But she's out. Yeah. So anyway.

Bridge Littleton: Well you know, she's earned her retirement. Okay. Would anybody like the one Item removed from the consent agenda? If not, would somebody like to propose approval of the consent agenda?

Chris Bernard: I move that we adopt the consent agenda as proposed.

Bud Jacobs: Second.

Bridge Littleton: Any discussion? All in favor, say aye.

All of Council: Aye.

Bridge Littleton: Opposed? Abstentions? Okay. Next up is action item Council approval amendments to the Water Conservation Ordinance. Town Manager Davis.

Danny Davis: Thank you, Mr. Mayor. And this is the same item that we brought to you at the last meeting. Just wanted to give Council a final opportunity to review through it and make sure that you were comfortable with the proposal and the information therein. So I'm happy to answer any questions under there continue to be a little bit of conversation about how we support and understand the impact, especially on those who have large families in homes. Our suggestion right now is to proceed with the ordinance as drafted? And then as we kind of analyze and are able to review if this is causing undue burden or hardship or need to potentially provide variable levels at some point that we can consider that in the future. But our recommendation at this point would be to go ahead and proceed forward with it as presented.

Bridge Littleton: Did and Bud I remember when we had the last meeting, you wanted to deep dive into it more. Did you have any other questions?

Bud Jacobs: No. Danny reached out to that.

Bridge Littleton: Okay. Does anybody have any questions on the item? I mean, I know we've talked a lot about it. The I just want I do want to stress to your point, Danny, that you just mentioned. But this is very, very important to me. You know, you never want to let perfect be the enemy of good, but I. We have a very, to me, we have a very important moral responsibility to, if we get in these once in a hundred year situations where we've got to go and ratchet it up to the hardest. How do we account for families with you know. And I know, Martin, you have said that, you know, there are tools available. You can do different things as long as everybody is treated fairly and reasonably and, you know, in an objective way and all that kind of stuff. It's hard to figure this out. How do you monitor it? How do you implement it? I'm on board

with the ordinance, but, I don't want us to say, oh, okay, let's wait for it to happen and then we'll figure it out. I would like us to continue to think about how we accommodate, you know, again, it's a very small likelihood, but at some point it will happen. So I would much rather figure it out and put it in place, even if it takes us six months, then to, you know, get four years from now and it's a different Council and everybody goes, oh, what about me? And then we got to restart the whole conversation again. I really want to figure that out. So yeah. Pam go ahead.

Pam Curran: I remember we talked about offering rain barrels at a scale or rate. Are we still going to do that?

Danny Davis: I'm still talking with soil and water conservation about that. I think the next step, if we proceed with that, is excuse me to schedule a community meeting where Soil and Water Conservation District can talk with the community about how to use rain barrels, how to use water reuse and recycling, and then we can offer them at a generally a bulk rate. And then we would offset a little bit of that cost, but that would help reduce it for our citizens. So that's in the conversation. I don't have anything scheduled at this time.

Bridge Littleton: And they have an annual budget. Right?

Danny Davis: Soil and Water?

Bridge Littleton: Yeah. Yeah. That's right. So. Yeah. Anyway, so I mean, my question for everybody would be real quickly on this thing about larger size families. You know, I like this. I mean, we have a town staff of seven and it's full time jobs, but I'd like to try to figure out what that is over the next six months. If everybody's on board with that. Right. It's going to be iterative. So.

Chris Bernard: I would say in general, I think having a process and framework or whatever you want to call it, a guardrails around how people would submit a grievance or a, you know, some sort of hardship anyway, a process by which someone can let you know that something's going wrong or they think they need a variance, and then how you would answer it. Time limitations. Just some rough, you know, so that at least there's some guidance.

Bridge Littleton: It's a process. We got to have a process.

Chris Bernard: Yeah.

Bridge Littleton: I think it is interesting with Vince's water report, right? I mean, I think everybody feels we've gotten a ton of rain the last, you know, a couple of months. But you look at L and P and it's like one is going up and one you know it's it. Yeah I mean we've recovered very well from last summer, but it's like you'd think it'd be overflowing and it's not. So this is ever present. Okay. Any other questions for Danny or actually even Vince, I mean, I know or Martin on any of this. Okay. If somebody is inclined to make a motion. I'm not.

Peter Leonard-Morgan: I move that the Town Council approve an ordinance to rescind section 113-8 of the Middleburg Town Code and adopt a new section 113-8.1, in its stead pertaining to water conservation.

J. Kevin Daly: Second.

Bridge Littleton: Any discussion? All the favor say aye.

All of Council: Aye.

Oh. Is it roll call.

Darlene Kirk: Oh.

Bridge Littleton: Rhonda is this roll call vote?

Martin Crim: Ordinance? It's an Ordinance.

Rhonda North: Ordinance.

Bridge Littleton: All right.

Rhonda North: Vice Mayor Bernard.

Chris Bernard: Aye.

Bridge Littleton: I haven't been here long enough.

Rhonda North: Council Member Curran.

Pam Curran: Aye.

Rhonda North: Council Member Daly.

J. Kevin Daly: Aye.

Rhonda North: Council Member Jacobs.

Bud Jacobs: Aye.

Rhonda North: Council Member Kirk.

Darlene Kirk: Aye.

Rhonda North: Council Member Leonard-Morgan.

Peter Leonard-Morgan: Aye.

Rhonda North: Council Member Pearson.

Cindy Pearson: Aye.

Bridge Littleton: Peter, what is your next utility meeting?

Peter Leonard-Morgan: We just had it two days, three days ago. So another month.

Bridge Littleton: So you guys meet monthly? Okay. Okay. Next item on the agenda is did Christmas in Middleburg. Oh, SCADA System.

Danny Davis: Thank you, Mr. Mayor. So two years ago, Council authorized in the budget approval of a contract for SCADA Support Services. These are the brains of all of our plants and our operations for water and wastewater. And we brought on Valley Automation. They have been a godsend. They have so helped us in many, many different ways in bringing our systems into operational strength and reliability and fixing problems that pop up on any notice. So, Vince, I know, and Daniel and others call them regularly when things trip out or go haywire. And they've been a wonderful partner for us. So that contract was a initial term of two years. And then discussing with them, essentially their terms are based upon a procured state contract. And so their suggestion was how about we just ride the state contract. It accomplishes the same thing and allows us to continue working with them. So that is the recommendation before you. Along with that, they have provided a proposal that was approved in the budget for upgrading our SCADA server. It is very old and essentially end of life. And so it needs to be replaced both for security purposes as well as for operational purposes. And then we are

beginning the process to replace what are called the PLCs, the Programable Logic Controllers at each of our locations. That entire piece for all the PLCs is about \$177,000. So we're going to take it in chunks as we can. And so the recommendation from them of the most critical components are at the wastewater plants and at Well 4 and so the request before you is to approve the regular SCADA Server Services Contract in a value of \$30,000. And then for the SCADA upgrade and the PLC upgrades and those costs are listed here. So happy to answer any questions. These are all in the budget as approved. So it's simply approving the contract to let us move forward with what is in the budget.

Bridge Littleton: Any questions? All right. Kevin, please.

J. Kevin Daly: I move that the Town Council authorize the town manager to enter into a contract with Valley Automation through cooperative procurement, using the Virginia Association of State College and University Purchasing Professionals contract number UCPJMU 6690 for the SCADA Support Services in the amount of \$30,000 for a SCADA server upgrade in the amount of \$52,651 and for PLC upgrades in the amount of \$47,011.24.

Bridge Littleton: And Kevin, we appreciate you signing writing a check for that. Any discussion?

Cindy Pearson: I second that motion.

Bridge Littleton: Oh, sorry. Yeah. All right. Any discussion? Miss North.

Rhonda North: Vice Mayor Bernard.

Chris Bernard: Aye.

Rhonda North: Council Member Curran.

Pam Curran: Aye.

Rhonda North: Council Member Daly.

J. Kevin Daly: Aye.

Rhonda North: Council Member Jacobs.

Bud Jacobs: Aye.

Rhonda North: Council Member Kirk.

Darlene Kirk: Aye.

Rhonda North: Council Member Leonard-Morgan.

Peter Leonard-Morgan: Aye.

Rhonda North: Council Member Pearson.

Cindy Pearson: Aye.

Bridge Littleton: Okay. Next item is Chief Jones. And I believe you also have an introduction you'd like to make.

Shaun Jones: I do. Good evening everyone. Just wanted to take the opportunity to introduce our new Police Administrative Specialist Miss Ari Young. Ari started with us last Thursday, so this is her first complete week with the Town of Middleburg. She's settling in well and just learning and taking some opportunities to be creative on her

downtime. So we really appreciate her. And she's a pleasure to have and looking forward to working with her more in the future. So I'll turn it over to Ari.

Ari Young: Great. We're good. Okay, so I'm Ari Young. I just go by Ari Young, born and raised in Knoxville. So I've lived here my whole life. I actually started working in the town back in 2017 at a Middleburg Bank when it was still Middleburg Bank. Then in 2019, I moved over to the office manager for the Land Trust of Virginia and was there up until about a week and a half ago and came over here.

Bridge Littleton: Welcome on board.

Ari Young: Thank you.

Bridge Littleton: Shaun now you're in trouble. You've got eyes watching. All right. And then any other item you wanted to cover?

Shaun Jones: Yes, sir. Another item that I wanted to cover is we were asked to research the possibility of installing signage indicating an additional \$200 fine for speeding in the town. So one of those requirements, we took a look at the requirements for that and to qualify for the additional \$200 fine signage a locality must demonstrate the following, a documented speed problem. Number two, a speed study that collects speed data at one or more points. And then number three, the 85th percentile of speed of vehicles. And at least one direction must exceed the posted speed limit by ten miles per hour or above. So we took a look at the signage, our speed signs. So both in those towns. We conducted a 90 day traffic study on the East Washington Street, eastbound, 85th percentile of speed was 26.97 mph on the West Washington side westbound, the 85th percentile of speed was 28.04 mph. The speeds are located where the speed limit officially drops from 25mph to 20mph, regardless of the speed limit, what speed limit is used? The values do not exceed the ten minute exceed the speed limit by ten miles per hour or more. Therefore, we are not qualified for the installation of the \$200 additional fees for speeding signs. One of our main concerns of speeding is to try to help pedestrian safety at crosswalks. So that's one of the key reasons to. One of the key reasons for that is the short traffic flows, the posted speed limits, the short pedestrian safety and the crosswalks throughout the town. While we're not able to assign the requested signage, there are some options that we have before you for Town Council to take a look at. We can have conversations with that. There's the rectangular rapid flashing beacons, high visibility signage, and advanced warning signs or pedestrian flags. So we're speaking with Mr. Davis and town staff, we recognize that bright signage in downtown is undesirable and can also create sign clutter. However should the Council, since you guys, Town Council wish us to pursue any of these options or suggest any alternative options we can review the cost and the availability to implement these solutions. We will continue to monitor traffic speeds and pedestrian safety conditions throughout the town, and remain committed to identifying and implementing whatever effective strategies we can find to promote safety in the town. Yes ma'am.

Darlene Kirk: I read on here. You're talking about advanced warning signs. Where would you put those?

Shaun Jones: That's something I would have to work with Mr. Moore to determine a place to put them. [multiple speakers] But they're designed to be placed ahead. Ahead of the crosswalks just before the crosswalk.

Darlene Kirk: Oh. Just before.

Shaun Jones: Yes.

Darlene Kirk: Okay. I will say that people have been stopping really nicely. I think for people to cross.

Bridge Littleton: Yes, ma'am. Peter.

Peter Leonard-Morgan: Chief, years ago, we used to have. I know people didn't like it, but they used to have those little sort of rubber bollards for a better description on the crosswalks or in the middle.

Shaun Jones: Okay.

Peter Leonard-Morgan: So that people sort of slowed down a bit more because they had to get through in there. And if they hit it, well, they didn't like damage the car or the. Do you remember those things we had?

Bridge Littleton: Those were disasters.

Peter Leonard-Morgan: Not everyone liked them. I mean. [off mic]

Bridge Littleton: The trains, the tractor trailers rip them right off the road.

Chris Bernard: Yeah.

Bridge Littleton: They're more of a hassle than they were a solution.

Peter Leonard-Morgan: Yeah. I mean, I'm surprised about the percentile, to be honest as well, because I mean, you know, living on the east side of town, seeing the cars flying through it is a bit of a surprise to me. But thank you.

Bridge Littleton: So the only thought I have here is I don't know that this data is actually telling us a holistic story because we only have these data collection points at two points in the town. We're either going up a hill or down a hill, and only when the speed is changing. Okay, what about in the middle of the town where you. You should have been going 20 miles an hour for, right? I mean, so, like, if you're collecting the data at the sign that makes it to 20 miles an hour, you might be going to 25, but 50ft later you're going 19. We're not capturing that. Right. So I don't know the answer. Right. But is there a way that we can get better data all the way through downtown, not just at the front end and the back end? Right. And help me understand something. So it says East Washington Street eastbound.

Shaun Jones: Yes.

Bridge Littleton: So that's going down the hill out of town.

Danny Davis: I think the use of eastbound and westbound is actually probably confusing things. It probably shouldn't be there. It's one sign and it captures both directions.

Bridge Littleton: I know I got it, but my point is, are you putting. So here's the example. Right. East Washington Street. People leaving town are going to be accelerating because you're going from 20 to 25. Correct. I don't want that data in there.

Shaun Jones: Okay.

Bridge Littleton: Because they're leaving town. Right. I mean, I want the data. Don't get me wrong, but it should not be averaged with people coming into town, because the concern is you're coming in at 25 when you hit the 20. Because now you're coming to the pedestrian areas. Did you slow down? Okay. Those are two totally different data sets and two totally different circumstances that we have to analyze.

Shaun Jones: Okay.

Bridge Littleton: Right, so.

Danny Davis: So.

Bridge Littleton: So real quickly, is this the average of both?

Shaun Jones: This is the average right on each side.

Bridge Littleton: No, no, no. No eastbound only.

Shaun Jones: Okay.

Bridge Littleton: Or excuse me the east side of town. Is this the average of people heading eastbound and westbound?

Shaun Jones: This gives us the average of the speed. So it breaks down the number of speeders by different miles per hour. And it gives us a breakdown of the 85th percentile or.

Bridge Littleton: I got it. So it's both.

Shaun Jones: Yes. Average. Yes.

Bridge Littleton: Both lanes. Okay. And because this this is like going into the weeds if you're coming into town. Right, that sign is capturing the closing distance.

Shaun Jones: Yes.

Bridge Littleton: If you're leaving town it's capturing the departure distance that's growing.

Shaun Jones: Yes.

Bridge Littleton: So you should be able to segregate them apart, right?

Danny Davis: No, no, the data is the data is one data set. It doesn't give you distance. It's just giving you speed.

Bridge Littleton: No, I think if it's calculating speed with a reverse formula because you're closing or you're going away.

Danny Davis: We can talk to the manufacturer. I don't think we can get that data out. [multiple speakers]

Bridge Littleton: But you see what I'm saying? If someone's going away from the sign, it's calculating how fast you are because you're getting further. So, I mean, so where I'm going with this is the technology is calculating it. It's doing both okay. Right. It's a different it's a reverse formula.

Shaun Jones: I'll get an answer for that for you.

Danny Davis: Yeah. But I do believe, Mr. Mayor, that all we are, all that is kept in the speed sign is just that data point of what the speed is, not distance to it or distance from. [multiple speakers]

Bridge Littleton: I'm not worried about distance. I'm just worried about which data points are westbound versus which data points are east.

Danny Davis: Understood.

Bridge Littleton: Because it's a different safety question. Okay. So right.

Danny Davis: So well go ahead [inaudible].

Bridge Littleton: Yeah.

Bud Jacobs: But I'd like to take it out of the weeds and ask you about another metric, which is traffic enforcement. Are you guys writing more speeding citations? Have you got data about that?

Shaun Jones: Actually. I don't have data with me before tonight for that, but I can get that for you. The guys have been out enforcing the traffic when they can. But what I'm being told by the guys that they're not observing people hitting high rates of speed to enforce tickets. We do have officers that have been issued warnings as well. But I can get you some statistics on that for you.

Bud Jacobs: I don't know what you mean when you say officers will enforce speed limits when they can. Seems to me this is one of the highest priorities we have.

Shaun Jones: We're not going to stop a vehicle that's going 5 or 6 miles.

Bud Jacobs: Well, I understand that, but I live on the east side of town. And my anecdotal observations certainly do not coincide with the averages that that you've offered us this evening. And I would add, that been a pretty long while since I've seen one of our police cruisers sitting on the side of the road on the east side. Correct me if I'm wrong, but that's what I have observed. Okay. And as a member of this body, my paramount concern is not comfort or profit or anything else. It's safety of the people who live here and who visit here.

Bridge Littleton: So yeah. So, Shaun, if you're 85th percentile is eight miles over the limit, that means 15% of the time people are going 8 or 9 miles over the limit. That's a ticket.

Bud Jacobs: Or more.

Bridge Littleton: Well and more. Right. So, you know, if we have 100 car trips a day, that's which I know we have way more. That's 15 that are nine miles or more. How many tickets are we writing on those? I don't know, right? I know what the right number is, but it would be good to understand that.

Shaun Jones: Okay.

Bridge Littleton: And, Danny, to your point about the cameras, right? It's like I get it. It may not be capable of giving it to us, but it might be something we want to look into buying. Because eastbound versus westbound is very different.

Danny Davis: Correct. So that was going to be one of my questions for you, as you mentioned, the idea of a more holistic approach. I'm not saying I need an answer right now, but if you're wanting better data, we have kind of an easy option and a bigger option. The easy option is those signs are movable so we can move them towards the core downtown where it's already 20 miles an hour, and we can kind of catch people. Yeah, catch people further in town. So I mean, they're where they are for a reason, don't get me wrong. But if we want to analyze data and speeds, we can do that on both sides of town. If you're wanting a thorough, detailed, holistic speed study, we'd need to bring a firm in for that.

Bridge Littleton: No no, no. I mean, I think.

Danny Davis: I just want to make sure I understand what you're asking for.

Bridge Littleton: No I think the challenge here, right, is we're using two sets of data which are not. And we want to make decisions about the whole town. And we're using two sets of data which are not giving us a clear picture. So I get you can move or we could buy one more. You can move them around, collect data for a couple of weeks here and there. Let's just get a sense of what it looks like. And that may say to us, hey, we figured it out. It's this. Or it may say, you know what we need to do a speed study. But what? What? This isn't helpful.

Shaun Jones: Okay.

Bridge Littleton: I mean, it's not that it's not helpful, Shaun. It's an unclear picture, so I don't know what the right way to think about it is. That's the hard part.

Shaun Jones: Okay, I'll take a look at it and see what solution to come up with.

Bridge Littleton: Yeah.

Cindy Pearson: Okay, so I understand that the signs is what was giving you this. So this is new to me. Yeah, I got you now. But is there a better way? Other than affirm what you just said? I mean, it looks like there's a more I'm going to use sophisticated way to get this data then, you know, having the sign. But if you'll think about it, when people are going through Aldie, you know, they see the sign, they're slowing it down because there's that \$200. I don't want that \$200. But there's still those that don't. And the only way you're going to get stopped is when the sheriff's departments down there with their little radar or whatever they use these days to slow people down. So it's that they really need the presence of you guys with your radar guns standing there in a couple of mornings here and there on either end of town. Is that the only way too that you can do? I'm going to say, radar now. I'm sorry, you'd think there was something more sophisticated?

Shaun Jones: It's call the LiDAR.

Cindy Pearson: LiDAR Yeah. Okay. But that's it.

Bridge Littleton: But you have to do it in the car.

Shaun Jones: No, LiDAR you actually can stand outside of your vehicle. And it's a little bit more. You can point the laser beam and it takes it the fractions off the light of the vehicle, the front headlight or the license plates. So you can just. [inaudible] Yeah, you can, you know what I'm saying? You can actually point out what vehicle you want as opposed to multiple vehicles coming in the radar at the time. So you can actually single out a vehicle. You can actually pinpoint which vehicle. It's longer range. Yes.

Cindy Pearson: Yeah. My thing is that if you would do that a couple of times more, I think you'd have your traffic slowing down a little bit more because they're going to be looking for where you all are.

Bridge Littleton: Those speed cameras we have, where do they use light? I'm assuming LiDAR.

Shaun Jones: I know they're solar powered. I'm not for sure.

Bridge Littleton: No, no. How they.

Shaun Jones: I'm not exactly sure. That's Lieutenant Putnam.

Bridge Littleton: Okay. Any other questions on this? I know we beat it to death, But this is hard stuff. Okay, Shaun. Thanks.

Shaun Jones: All right. And I can also see what other methods that we can possibly utilize to get the speed inside the middle of the town as well.

Bridge Littleton: Okay.

Shaun Jones: All right.

Bridge Littleton: Great. Oh, Pam. I'm sorry. Yeah.

Pam Curran: That's all right. I was just going to ask the Chief what our plan is regarding our officer that resigned.

Shaun Jones: Mr. Davis and I are going to get together and discuss some options. Bill? Oh, yeah. Our Officer bill? Yeah. No. No.

Pam Curran: Okay.

Shaun Jones: Oh, I was like.

Pam Curran: Oh, it's one more person that can help with traffic.

Bridge Littleton: Hey Pam. Recruiting. [laughter] Oh, no. Was that. Okay?

Shaun Jones: All right.

Bridge Littleton: God you scared the crap out of me. I was like, what happened? Yeah. All right. Disposition of personal property. Flagstones on South Madison.

Danny Davis: Thank you, Mr. Mayor. We were approached by a resident of nearby area interested in the large stones in front of Middleburg Books and Raymers Candies there at 17 and 19 South Madison Street. If you've walked down there anytime recently, they're nice large stones, but they are nonstandard for sidewalk material. They create all kinds of challenges in terms of potential tripping. The gravel washes out when it rains, and there's ongoing maintenance challenges with that as well. This was an area we were already looking at in some of our initial designs and potential improvements on South Madison Street. And this person came to us and said he would be interested in acquiring or procuring those flagstones. So what I did is I put an advertisement in the paper indicating we had received an unsolicited bid and that we would be open to accepting any other bids for those stones. We have not received any other bids that I'm aware of. And so we have this one potential idea or option in front of you. There's no requirement for us to do anything with this. The proposal is that he would remove those stones at his cost, and he would have a firm replace the sidewalk with any material that we would choose. In this case, we would replace it with bricks. So it would match as much of South Madison Street as we could. And all of that would be at his own cost. It would not be at any cost to the town. Whatever happens in the long term with this section of South Madison Street remains to be seen. And this is not intended to fix the steps issue at the bottom of where it hits Federal Street. And frankly, there's a grade issue between the roadway and also the buildings. So trying to lower the sidewalk at this point also creates challenges for people getting their patrons in their buildings. So the intent for now would be to keep the grade as is and then have it replaced with brick. So there are a few options before you. One is, if you decided to, you could say tonight. Yeah. We're interested. Let's go ahead and do it. If you would like to wait and put it on a future agenda for further discussion, then you could do that as well. But I did not include a draft motion here. But that does not preclude you from taking action if Council is interested. But again, there's no pressure on you to do anything.

Bridge Littleton: Any questions? Cindy.

Cindy Pearson: If we were to say it. Is there a time that you're going to give them to do it that's not our busiest time of year?

Danny Davis: We would. Absolutely. In fact, if we wanted to and they were ready to, we could potentially do this during August. But the other option is we wait until, you know, winter time.

Bridge Littleton: Peter.

Peter Leonard-Morgan: Just to be clear, the offer is not to buy them, it's just to have them removed. And the replacement brick at that gentleman's.

Danny Davis: That's correct.

Peter Leonard-Morgan: Thank you.

Danny Davis: That's correct. There'd be no, dollars coming to us, but it would eliminate some.

Bridge Littleton: It's a new sidewalk at their cost.

Darlene Kirk: Yeah.

Bridge Littleton: Any questions or any other concerns?

J. Kevin Daly: Yeah. Well, here's the question. You've sent out a notice. Nobody else has come forward for these antique rocks. To me, it's I'm sorry, it's a no brainer. They're going to take these hazardous rocks because they kind of. I've tripped on them walking with Schubert and replaced them with brick. I say go for it. Yeah, I move that we accept the gentleman's proposal for him to remove the antique stones and replace them with a sidewalk compatible to the sidewalk system we currently enjoy on Madison Street.

Peter Leonard-Morgan: Second.

Danny Davis: That was a great motion.

Bridge Littleton: Friendly amendment at his cost. Yeah. Kevin, is that accepted? Accepted. Okay. Any other discussion? Rhonda, does this got to be roll call? Oh, you knew she'd take that opportunity?

Rhonda North: Yeah. Vice Mayor Bernard.

Chris Bernard: Aye.

Rhonda North: Council Member Curran.

Pam Curran: Aye.

Rhonda North: Council Member Daly.

J. Kevin Daly: Aye.

Rhonda North: Council Member Jacobs.

Bud Jacobs: Aye.

Rhonda North: Council Member Kirk.

Darlene Kirk: Aye.

Rhonda North: Council Member Leonard-Morgan.

Peter Leonard-Morgan: Aye.

Rhonda North: Council Member Pearson.

Cindy Pearson: Aye.

Bridge Littleton: All right. Last item here. TANV Update in 30 seconds or less.

Danny Davis: We are discussing with the other towns of Northern Virginia the idea of retaining a lobbyist to represent us in Richmond on items of mutual interest. This would likely be taking effect not for the 2026 session, but for the 2027 session. But we want to begin the framework now so that we can get things in place. So I agreed for some reason to draft the at least framework of the MOU.

Bridge Littleton: Voluntold.

Danny Davis: So we have a good group of Mayors and managers in there, and there are certain things that impact us more than the broad membership of VML or even Townsend, southern or southwest Virginia. So there are certain things that might be of interest to us that are specific to the towns here in Northern Virginia. And with a little bit of cost, we can partner together and I think represent those items well. So we'll continue moving forward with that. Of course, there's no action until Council has a full review of what that looks like. And then all the other jurisdictions have to do the same. But I think at least for now, there's positive momentum.

Bridge Littleton: Danny, if I'm wrong, there's TANV has 12 members.

Danny Davis: Sure.

Bridge Littleton: It's like so. Anyway, everybody chips in a little bit.

Danny Davis: Maybe a little bit.

Bridge Littleton: Right?

Danny Davis: But yeah.

Bridge Littleton: It'll create a big pot for those two or 3 or 4 items every year, like when the zoning happens and stuff that we can all go in and actually have a real, you know, forceful impact.

Danny Davis: So but we have the. Yeah. Loudoun Fairfax County and Prince William County. So it includes Herndon, Vienna, Dumfries, if they show up, Occoquan, if they choose to show up and Haymarket.

Bridge Littleton: And the Seven Towns of Loudoun.

Danny Davis: And then Seven Towns and then the Seven Towns of Loudoun. And so it is a very good group.

Bridge Littleton: Yeah. Okay. Only other information item was and this is just to put it on everybody's radar screen. There have and it's Mr. Pittman raised this earlier about speeds, but it's also around residential parking in the town. You know, parking has always been a challenge. We've got certain areas that, you know, it's kind of easy to flow, but other areas which are tighter. And there's no answer or solution right now. But they're there. We want to have a conversation as we, you know, go into the next month or two of do we need to have a larger look at the residential parking in the different neighborhoods? Right. I mean, when the town was laid out, most houses had one, maybe two cars. Now a lot of homes have, you know, 3 or 4 cars. And it started to create constraints, starting to create accessibility issues. There's a lot of tools in the toolbox around, you know, how we do parking, how we do timing, you know, zones or whatever. Again, don't know, solutions. Certainly there are issues that folks have raised. And I mean, in my area where I am on the East End, there's challenges. I know there's some challenges in Ridgeview as well. So just laying it out for everybody that it's something we'll want to start looking at as we get, you know, later in the summer and early fall. And we want to do it right. You know, it's going to be one of those things where if we take an end to end look, it's about the next, not about the next ten days, about the next, you know, 50 years. So just highlighting for folks.

Bud Jacobs: But just a quick comment. Steeplechase owns its road. The town does not own it. As far as I'm aware. We don't have any parking issues in Steeplechase. And as far as I'm aware, I could be wrong about this. I'm not sure the town could enforce parking restrictions in Steeplechase. So.

Bridge Littleton: So there are things you can do. Again, not going to a solution, but in private areas there are things that deal with the fire marshal. Right. So, you know, one of the one of the challenges I have and where I live is there are extra cars and if they create vehicular blocking for a fire truck or an ambulance, it becomes a public safety thing. And there are stuff. So but, you know, it's like what does that mean. How does that work? You know, what do we have to think about?

Bud Jacobs: Well, we came up against this several years ago during Christmas in Middleburg and in fact we mistakenly allowed parking on both sides of the streets, which in fact did close them off to emergency vehicles. And we've taken care of that by only allowing during special events, for example, parking on the side of the street where there's a sidewalk. So for us at least, it's not an issue. So just heads up. Put that on your hard drive.

Bridge Littleton: And you're lucky you have an HOA.

Bud Jacobs: And we have an HOA. Yeah. [off mic]

Bridge Littleton: Well. I mean, where I live, there's not an HOA. It's just all public easement access. So there's no real over this. That's the, you know, and that's in some of the places in town it's different. So okay. Anyway, again, just to give everyone a heads up. Any other information items. Peter.

Peter Leonard-Morgan: Just apropos what you meant slightly different, but I noticed that we've got the four EV parking spots, and I saw a car that wasn't an EV just parked in there. Do we have any way of enforcing that?

Danny Davis: We do. We amended our code recently to allow us to enforce that, along with other parking items, so we can just make sure that's part of the rotation for the police.

Bridge Littleton: Peter what it does is it forces them to buy an EV. [laughter]

Danny Davis: We also just.

Chris Bernard: Replace it with. [off mic]

Bridge Littleton: Exactly.

Danny Davis: Just so you're aware we are working on enhancing the signage both to the lot so that people on Washington know there's EV parking down at that lot. As well as the signage in the lot itself, you know, typically you'll see, like the bright green boxes on those spaces that really clarifies that it is EV charging only. So, we actually need to restripe that entire parking lot. And I know that's we have someone preparing to do some work in the next month or two. On the parking issue. Mr. Mayor and Council, I did ask the chief and lieutenant to put a little extra effort into that. And we've noticed a habit of certain drivers who like to park, leaving two of their wheels on the asphalt. I know the Vice Mayor has brought this up a number of times near his house, and so we're going to put a little extra effort in reminding people that's not permitted. And if it continues, then issuing tickets. We also are enforcing the fire lanes, especially where there are construction vehicles that park in the fire lanes. And we're reaching out both to the firms doing the construction, as well as talking to the onsite foremen and superintendents. So, trying to tackle these things along with all the other activities. But first and foremost, we want to make sure the travel lanes are not impeded. And so, we have a lot of authority in our code to enforce that.

Darlene Kirk: There's a lot of people, as you well know, because I call you all the time doing that in Ridgeview too just parking right out in the road.

Danny Davis: Yeah.

Darlene Kirk: They don't care. And.

Danny Davis: Yeah. And Lieutenant went through this morning he spoke to the people doing the construction that Martin and Locust that get the.

Darlene Kirk: Yeah, they were better yesterday.

Danny Davis: Good. Yeah. So, we want to just keep an eye on that. And that's just, again, going to be part of our eyes. If yes.

Chris Bernard: Remind me of the roads over the neighborhood itself is that like Bud's neighborhood or this private or? [multiple speakers].

Danny Davis: They're public? So, the.

Chris Bernard: The fire lane had about nine cars in a row parked in it this morning.

Danny Davis: Yeah. And Lieutenant went down there right around 9:00. Yeah. We'll see. So. But yes, definitely working in that because there's no as we know, there's no parking on the streets in that entire neighborhood. So, they have to find a lot or somewhere else to park their cars. So.

Bridge Littleton: Okay.

Darlene Kirk: I was going to say one other thing that worked really nicely is if they blocked the VDOT area of the side of the road, VDOT has been very good about going and removing all the rocks that people put out there to block people from parking. They took them all.

Bridge Littleton: Yeah.

Danny Davis: That's good. Yeah. Mr. Mayor, can I have two quick things? Just for the public's awareness? I think Council, of course, knows, but Sue Foote has tendered her resignation, which is, hard for us to lose her after being with us for about 14 months. But she's going to be Director of Operations at the Community Center, which is really fantastic for them as well as, I think for us in partnership with the Community Center. So excited about what that means for us working well with them into the future. We wish her the best. We're very sad to lose her. And I think Will is probably the most sad of all. [laughter] Based on the excitement we had for her being here. And then the second is we just put out a news flash and alert today that just awareness and reminder again for our residents to be aware of scams. We will never ask people to provide money or gift cards or demand anything like that.

Bridge Littleton: Speak for yourself. [laughter]

Danny Davis: Yes. So, we encourage all, all citizens to hang up the phone if they get a call purporting to be the Middleburg Police Department demanding money. Hang it up and call us directly, and we'll be happy to talk with you. But we want to help our residents protect their hard earned money.

Bridge Littleton: All right. You got it. All right. Go.

Chris Bernard: We don't have another meeting before then, so just a reminder to everyone about National Night Out. It's the fifth Tuesday night. So, everyone be there. It should be a fun time. And with that.

Bridge Littleton: Closed session.

Chris Bernard: I move that Council go into closed session as authorized under section 2.23711 of the Code of Virginia for consultation with legal counsel pertaining to actual litigation involving one Cooper Building Services, LLC versus the Town of Middleburg and two Salamander Farms, LLC versus the Town of Middleburg. Both is allowed under subsection A7, and three for consultation with legal counsel employed by the public body regarding special legal advice relating to the drafting of a Town Code amendment pertaining to special event permits as allowed under subsection A8. I further move the Council thereafter reconvened in open session for action as appropriate.

Peter Leonard-Morgan: Second.

Bridge Littleton: Any discussion? All in favor, say aye.

All of Council: Aye.

Bud Jacobs: Bud.

Bridge Littleton: Opposed? Abstention? Passes. All right, we're closed session. Here we go. I asked the Council to certify that in the closed session. Just concluded, to the best of each member's knowledge, nothing was discussed except the matter or matters. One specifically identified in the motion to convene in closed session, and two lawfully permitted to be discussed in a closed session under the provisions of the Virginia Freedom of Information Act, as cite in the motion. I would like to remind those present for the closed session that any discussion that occurred within it should be treated as confidential.

Peter Leonard-Morgan: Yes.

Bud Jacobs: Yes.

Darlene Kirk: Yes.

Bridge Littleton: Yes.

Chris Bernard: Yes.

Cindy Pearson: Yes.

J. Kevin Daly: Yes.

Pam Curran: Yes.

Bridge Littleton: Any other items? Meeting adjourned.

Peter Leonard-Morgan: No.

Bridge Littleton: See everybody in August. Late August.

J. Kevin Daly: Late August.