

COMMONWEALTH OF VIRGINIA
VIRGINIA DEPARTMENT OF TRANSPORTATION

COMMONWEALTH TRANSPORTATION BOARD

IN RE: PUBLIC HEARING
COMMONWEALTH TRANSPORTATION BOARD
FY 2008-2013 SIX YEAR IMPROVEMENT PLAN

HEARD BEFORE: PIERCE R. HOMER

1ST FLOOR
VDOT CENTRAL AUDITORIUM
1221 EAST BROAD STREET
RICHMOND, VIRGINIA

5:30 P.M.

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1 APPEARANCES:

2 Pierce R. Homer, Secretary, Presiding

3 BOARD MEMBERS:

4 Cord A. Sterling

5 Doug Koelemay

6 Jim Davis

7 Dana Martin

8 Gerald P. McCarthy

9 Jim Bowie

10 Julia A. Connally

11 John J. Davies, III

12 David S. Ekern

13 Matthew Tucker

14 Kenneth Spencer White

15 James Lee Keen

16 Alan Witt

17 Mary Lee Carter

18 Peter B. Schwartz

19 E. Dana Dickens, III

20 VDOT STAFF MEMBERS/Richmond District
21 Administration

21

22

23 ALSO PRESENT:

24 Paul Milde, Stafford County

25 Rick Anzolut, City of Colonial Heights

1 Maxie Rozell, Caroline County Board of
Supervisors

2

3 Annie Mickens, Mayor, City of Petersburg

4 Bob Setliff, Hanover County Board of Supervisors

5 Rosanne Bencoach, Rosedale Neighborhood
Association

6

7 Liz Turner, President, Rosedale Neighborhood
Association

8

9 Nancy Finch, Virginia for High Speed Rail

10 Delegate Catherine Waddell

11 Kelly Hickok

12 Linda Gail Broadmeyer

13 Evelyn Heatwole

14 Kara White

15 Roy Brayant

16 Marleen Durfee, Responsible Growth Alliance

17 Adele MacLean, Partnership for Smarter Growth

18 Anne Sterling, League of Women Voters of
Virginia

19

20 Monique, Virginia Transit Association

21 Frank Wood

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1 (The public comment session commenced at
2 5:33 p.m.)
3

4 MR. HOMER: Good afternoon, ladies and
5 gentlemen. My name is Pierce Homer. I'm the
6 Chairman of the Commonwealth Transportation
7 Board. We're here tonight to conduct the first
8 of our public comment sections on what's known
9 as the Six-Year Improvement Program.

10 These folks have just received
11 today a hard copy of the plan. So everyone is
12 seeing this draft for the first time. Everyone
13 is very anxious to receive public commentary.
14 We're presently asking for people to come in to
15 do a sign-up sheet.

16 And what we'll do, in order of
17 priority -- can I get a show of hands of those
18 who want to testify this evening? In the
19 interest of time, because we do not have a
20 sign-up sheet, I'm going to just start with --
21 oh, we have the sign-up sheets.

22 Oh, I apologize. We do have them.
23 My apology. The first speaker is going to be
24 Mr. Paul Milde from Stafford County, to be
25 followed by Mr. Rick Anzolut from the City of

1 Colonial Heights. Mr. Milde?

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MR. MILDE: Good evening,
Mr. Chairman, members of the Board. I come
before you to try to put a face to name of the
County of Stafford. I represent the citizens
of Stafford County. I'm also on GRTC. I'm the
Treasurer of the VRA Operations Board.

15 years ago, Virginia -- VDOT
obligated itself to an interchange -- a new
interchange at Courthouse Road and 95 Exit in
our fine county. And they took money to do
this 8900 Parkway Interchange.

And they finished that up and they
came to the conclusion that once that was
finished, they would have to start a new
interchange. Well, one of the things that
hasn't happened is Stafford County and others
is right on top of the MBTA.

And this problem is a current
problem. And therefore many people do, I'm
sure with traffic at this interchange not being
sufficient to handle all of the travelers that
come through our area on a daily basis.
Congestion and accidents are just the tip of

1 the problem for us. So I ask you guys to take
2 a second look or a third look at our
3 interchange and try to help us get this finally
4 moving along.

5 We just got the best hospital in
6 the area in Stafford County. It's just two
7 lanes going to the highway and it's not a
8 sufficient interchange there. And so I hope
9 that the Board with the infusion of money can
10 help us get this project properly funded and
11 moving along.

12 And also, the Stafford County
13 Board of Supervisors, on this 20th day of
14 February, to hereby impress it upon VTB and
15 VDOT the criticality of HWA obligations begin
16 the construction of a new interchange.

17 So once again, we respectfully ask
18 that you take a look at our interchange.
19 Delaying that decision is going to be more of a
20 problem for us while you speculate on the foot
21 print of this interchange. Thank you.

22
23 MR. HOMER: Thank you, Mr. Milde. The
24 next speaker is Mr. Rich Anzolut from the City
25 of Colonial Heights, to be followed by Maxie

1 Rozell from Caroline County. Welcome,
2 Mr. Anzolut.

3
4 MR. ANZOLUT: Thank you,
5 Mr. Secretary, members of the Board. I'm Rick
6 Anzolut, City Manager of Colonial Heights. My
7 apologies. My Mayor intended to here to
8 deliver this message.

9 But I think as some of you can
10 understand, he's a practicing trial attorney
11 and Circuit Court Judge. It can play havoc
12 with your schedule. So if you'll accept a
13 staff member on behalf of the City, I do thank
14 you.

15 I'm here to address you about the
16 southbound 95 to westbound Temple Avenue
17 interchange in the City of Colonial Heights.
18 On behalf of the City and its duty to host
19 Southside Virginia in business and other retail
20 activity.

21 The Board may think this
22 interstate access has a great deal to do with
23 the Fort Lee expansion and that process. I'm
24 here to tell you that that is not the case. It
25 has been a city and somewhat regional priority.

1 There's a time, in fact, it was a part of the
2 original interchange design from back in the
3 early '70's. Colonial Heights has changed
4 considerably since that time.

5 And as has traffic in most of the
6 Commonwealth, certainly Colonial Heights, has
7 its share. So we approach you while the
8 construction of the new northbound interchange
9 of westbound Temple is going on right now.

10 That was a regional priority. The
11 City of Colonial Heights with \$563,000.00 in
12 local dollars in that to make that happen to
13 reduce the congestion and accident frequency at
14 the intersection of Temple Avenue and I-95.

15 The project is first and foremost
16 for safety reasons. This southbound ramp to
17 westbound Temple will continue to reduce
18 traffic frequency at an intersection that has
19 -- still has -- nine accidents every month.

20 We have continued to invest
21 additional local dollars in the improvements of
22 the intersection. It has 28,000 vehicles in it
23 per day. And our accident frequency continues
24 to go up. That southbound ramp needs a major
25 improvement on that. The real problem is the

1 conflict with merging traffic, southbound and
2 northbound who have to get off in Colonial
3 Heights. And that increased. And the
4 northbound lanes have to yield to southbound
5 exiting in the same set of lanes.

6 And in fact, those northbound
7 lanes back up on Interstate 95 frequently,
8 especially at the end of the day. I feel
9 certain that's a condition the Board does not
10 like to see. And in the same consideration,
11 the Board does not like [inaudible].

12 So we serves as host for retail
13 and business activities through a great deal of
14 Southside Virginia. We serve as host to
15 localities between Interstate 95 and 85
16 corridors well into North Carolina.

17 Those folks use these
18 interchanges, and they get backed up making
19 them exposed to safety considerations. So the
20 entire point of planning in this Commission is
21 effected by it.

22 But I can tell you that
23 communities as far south and west as -- I can
24 tell you that Blackstone and even Farmville are
25 effected in their accessing of Colonial Heights

1 for their retail and business activities. One
2 of our traffic consultants that works for VDOT
3 works in at least four districts has done his
4 best in these two ramp considerations.

5 As I said, we're very grateful
6 about the one lane currently in place. The two
7 ramps rate very good for both safety and
8 traffic flow that VDOT contracts. It is the
9 kind of project the Board is looking for.

10 The Commonwealth already owns the
11 right of way. It's a quick turnaround project.
12 We know the Board. We know the Government. We
13 know the General Assembly wants to see quick
14 turnaround projects and make things happen.

15 We also believe there may be some
16 allocated funds remaining from our northbound
17 project. And some staffers may be thinking
18 that should be for preliminary engineering. We
19 believe that could be as much as \$1,000,000.00.

20 We don't know if it's federal
21 exactly. We don't know if it's Colonial
22 Heights money. But we ought to install this in
23 the two ramp project. And we hope the Board
24 can comply. So we believe southbound 95 and
25 westbound Temple is the kind of quick

1 turnaround project -- we own the right of way.
2 We have the money for the preliminary
3 engineering. The reports this evening, we have
4 \$550,000,000.00 for interstate improvement.

5 The City of Colonial Heights and
6 Southside Virginia is virtually one in the
7 same. How about 1% and add southbound 95 to
8 westbound Temple ramp to the six-year program.
9 Mr. Secretary and members of the Board, I
10 certainly thank you for your time.

11
12 MR. HOMER: Thank you, Mr. Anzolut.
13 Our next speaker is Maxie Rozell from the
14 Caroline County Board of Supervisors, to be
15 followed by Delegate Catherine Waddell.

16
17 MR. ROZELL: Mr. Secretary, members of
18 the Board. I'm going to keep my statement
19 brief. If I can hand you these things that are
20 going around, I'll try to do that. But good
21 evening again. My name is Max Rozell, Chairman
22 of the Caroline County Board of Supervisors.
23 And I appreciate the opportunity to be -- to
24 address you all this evening. I especially
25 want to thank Mary Lee Carter who came up and

1 visited our Board on May 8th to talk to the
2 Board and let us know what's going on in the
3 Commonwealth. And I appreciate what the
4 Commonwealth Transportation Board has done for
5 Caroline County with improvements to Route 30
6 and Phase II of the I-95 and 207 and 652 area
7 in the County.

8 The Board has been here for many
9 years for transportation requests. And this
10 year, we find ourselves with more development
11 than occurred in region across the 95 corridor.
12 We find ourselves looking to the Commonwealth
13 Transportation Board once again for assistance.

14 The major priorities -- and I just
15 want to highlight them for this Board. The
16 Board of Supervisors in Caroline would be full
17 funding for the design of I-95/207 interchange,
18 including a planned multi-modal transportation
19 facility.

20 Funding for the I-95/639
21 interchange that was approved in the Virginia
22 Transportation Act of 2000, which is at the 110
23 exit to Ladysmith. The construction of Route
24 30, a four-lane divided highway from the new
25 Virginia State Fair to King William County

1 line. And also funding for widening of Route 1
2 in the Ladysmith area which is our fastest
3 growing area in the County to a four-lane
4 divided highway from Lake Caroline to Gatewood
5 Road.

6 Just a quick reminder, in most
7 recent years Caroline County continues to
8 generate about \$52M annually in fuel excise
9 tax, which is federal and state.

10 And if you look at the years --
11 over the years, we've collected about \$500M or
12 half a billion since we've been doing some good
13 things since our Memorial Day decision to allow
14 the commercial trucks access to our
15 intersection.

16 So we've continue to help build
17 Virginia and transportation. And we want to
18 just ask you to give consideration for the
19 County to collect this type of revenue. And if
20 you would look at us carefully and try to help
21 us continue to see us blossom.

22 I certainly appreciate that. And
23 the last thing for consideration, finally, is
24 as you know with the recently adopted
25 transportation bill. It requires Caroline

1 County to take position over transportation and
2 land use planning requirements without the
3 benefit of any additional direct transportation
4 funding.

5 So in areas that are broken like
6 ours, you know, we need the help now. So e
7 appreciate all that you've done. I think you
8 have a tough job ahead of you. And we thank
9 you for your service to the Commonwealth.
10 Thank you.

11
12 MR. HOMER: Thank you, Mr. Rozell.
13 Our next speaker is Delegate Catherine Waddell.
14 Ms. Waddell, welcome.

15
16 MS. WADDELL: Thank you. Good
17 afternoon and thank you Secretary Homer and
18 members of the Commonwealth Transportation
19 Board for giving me this opportunity.

20 And for allowing me to come today
21 to thank you for including the fully funded
22 Huguenot Bridge Replacement Project in your
23 six-year plan. We are so excited to have that
24 as part of the plan. And we want to let you
25 know how much we appreciate it and how much it

1 means to the citizens of the 68th District.
2 Many -- you know, that is part of the City of
3 Richmond, and part of Chesterfield County. And
4 many of those citizens use this bridge on a
5 daily basis.

6 The Huguenot Bridge was built
7 almost 60 years ago, and desperately needs to
8 be replaced. We feel that it is a safety
9 issue, as I'm sure that you all have already
10 seen from the inspections from being rated poor
11 to fair.

12 And you know, for a bridge that is
13 used daily by thousands of Virginians, we
14 certainly would rather have a safe bridge.
15 Many residents in the area will tell you that
16 frequently one lane or the other of the bridge
17 is closed.

18 And they will -- even have come to
19 me and they've said, I actually hold my breath
20 every time I cross the Huguenot Bridge. So you
21 can see how much we all appreciate your support
22 for this project.

23 Because I know that you and I both
24 believe that the citizens of the Commonwealth
25 deserve to have safe and reliable

1 transportation. And I want to thank you again
2 for your support for this project. And I just
3 know that I can count on you to keep this in a
4 plan.

5 And I'm looking forward to working
6 with you. Thank you very much. Thank you
7 again, Secretary Homer, for allowing me to come
8 today. And thank you all for your support.

9
10 MR. HOMER: Thank you, Delegate
11 Waddell. The next speaker will be Annie
12 Mickens, from the City of Petersburg, to be
13 followed by Bob Setliff from Hanover County.
14 Welcome Ms. Mickens.

15
16 MS. MICKENS: Good afternoon. Thank
17 you, Mr. Homer, and members of the
18 Transportation Board. I do want to express my
19 appreciation to you on behalf of the Tri-Cities
20 area, Metropolitan Planning Organization.

21 I want to thank you for the
22 invitation to participate in this in this
23 public information session for the Richmond
24 District. This session does provide ample
25 opportunity for elected officials and citizens

1 to provide input for the update of the Six-Year
2 Improvement Program. The membership of the
3 Tri-Cities area MPO continues to follow and
4 strongly supports the development of
5 improvements in US Route 460 corridor.

6 At its meeting of May 10th, 2007,
7 the MPO formally voted to include US Route 460
8 for construction in the Tri-Cities 2026
9 Transportation Plan.

10 We look forward to the
11 recommendations of the Independent Review Panel
12 and the Commonwealth Transportation Board as we
13 move into the next phase of the Route 460
14 Project.

15 We also express our appreciation
16 for the provision of consultant resources to
17 study anticipated traffic impact resulting from
18 the significant expansion of Fort Lee.

19 Projected traffic resulting from
20 the implementation of the US Base Realignment
21 and Closure Commission, the findings at Fort
22 Lee have been documented. A Fort Lee expansion
23 Traffic Study contains specific transportation
24 improvement recommendations were formally
25 accepted by the Tri-Cities Area MPO at its

1 January 11th, 2007 meeting. The report
2 recommended 19 improvement projects estimated
3 to cost approximately \$20M.

4 The Tri-Cities Area MPO has
5 already committed nearly \$5m in Regional
6 Surface Transportation Program funds for the
7 construction of three of these projects, while
8 at the same time deferring local community
9 projects.

10 Recent projections indicate that
11 in calendar year 2008, the Commonwealth of
12 Virginia will receive of \$60M in tax revenues
13 as a result of the expanded operations at Fort
14 Lee.

15 We trust that the Commonwealth
16 Transportation Board will be an able partner in
17 assisting with the finding to help implement
18 these most critical improvements.

19 Again, I thank you as the Chair of
20 the Tri-Cities Area MPO and Mayor of the City
21 of Petersburg for the opportunity to present
22 the Tri-Cities Area MPO priorities. Best
23 wishes to each one of you as you deliberate the
24 critical decisions that you have to make. And
25 I thank you for this opportunity.

1 MR. HOMER: Thank you so much, Mayor.
2 Our next speaker is Bob Setliff of Hanover
3 County, to be followed by Rosanne Bencoach.
4 Welcome, Mr. Setliff.

5
6 MR. SETLIFF: Thank you, Mr. Chairman.
7 It's good to see you and all the members of the
8 CTB here. I'm very excited to be here. I
9 didn't realize that we'd be talking to the full
10 CTB tonight, which is really good.

11 I have three issues on my -- on
12 the -- I'm the Chair of the Board for Hanover
13 County. Excuse me. I'll start over. I'm here
14 about three issues tonight. The first issue is
15 to thank you all for your tentative funding for
16 some important projects in Hanover County.

17 360 has been for a number of
18 years. It appears to be fully funded at this
19 point. The broadening of 33, the complete
20 length of 33 to four lanes. And the widening
21 of Poncey Tract Road.

22 As you all know, Poncey Tract is
23 sitting right on the edge of Hanover County, so
24 that is an important project. As far as this
25 one side right here on the Route 33, I think

1 many people ought know Marion Johnson. Over
2 the years he has spear-headed thousands of
3 signatures to get that project on the road.
4 And it's sort of ironic.

5 The news came out last Friday that
6 Mr. Johnson passed away that night. I hope he
7 got to see it before it happened what he had
8 been working for. The second item here that
9 I'd like to discuss -- that's the second one.

10 The third item is, I understand
11 that there is possibly some money that might be
12 available to do some things. And we have a
13 very important project in Hanover that we'd
14 like to get done.

15 And this is the Lewistown Road
16 Interchange. That interchange was built and it
17 seems like this must be interchange night.
18 I've heard four or five speakers already speak
19 about interchange. So I hope we can come up
20 with some thing good here.

21 That interchange was built about
22 35 to 40 years ago, right after 95 opened. It
23 was built by Speed and Briscoe, the truck stop
24 that was located -- it's one that located in
25 Ashland. They actually put up the money and

1 built the interchange. And that is -- it's
2 gotten to be very old. It's not in very good
3 shape. And we're doing a lot of economic
4 development around that intersection. And we
5 put up about \$6,000,000.00 so far to do some
6 ramp work on it.

7 We've put a traffic light in. And
8 we're done a little to Lewistown Road. We're
9 looking for \$2,000,000.00 to -- and this would
10 be the second increment, which would replace
11 the bridge.

12 The bridge -- a total replacement
13 of the bridge. We're going to do this in
14 sections, obviously. It will be \$70M to \$80M
15 overall. And we think that we can keep the
16 current ramps in and do the bridge.

17 That will give us the only way we
18 can try to get this done over a period of time
19 to make it a full cloverleaf intersection.

20 This interchange is located just
21 north of the Atlee/Elmont interchange, which is
22 new, and the Ashland interchange which is -- it
23 probably could use some help itself. And we're
24 building a connector road from Lewistown Road
25 interchange down to the Atlee Road interchange

1 to deal with the direct traffic. We've got
2 several good government projects going on that
3 will bring in the retail industry. And the
4 overall thing will be a great help to the
5 Commonwealth with the sales taxes that will be
6 received there.

7 They will be substantial and we do
8 have the big help which is Vaspro [sp], which
9 is due to open next fall. We would really very
10 much appreciate consideration in helping us get
11 that bridge in.

12 When we get the bridge back in, it
13 will be a big help. I've brought along
14 pictures of the existing bridge to show you.
15 The concrete is falling off on the highway.
16 And somebody might get hurt.

17 A couple of -- three times trucks
18 have hit it. I would certainly appreciate your
19 consideration of this project. We appreciate
20 any help that you can give us. And we'd like
21 Mr. McCarthy to come back out. He's been very
22 helpful to us. And we thank you very much.

23
24 MR. HOMER: Thank you, Mr. Setliff.
25 With Mr. McCarthy's dispensation, I would like

1 to get the address of Mr. Johnson, who's been
2 such a powerful advocate for the safety and
3 improvement. We can send a note to his family.
4 He showed up every year and advocated so
5 passionately and forcefully for those
6 improvements.

7
8 MR. SETLIFF: We'll get that sent out
9 to you. I really appreciate that. He was
10 quite a fellow. And it turned out that this
11 year. It's so ironic that it happened the same
12 day. Thank you, again.

13
14 MR. HOMER: Thank you, sir. The next
15 speaker is Rosanne Bencoach from the Rosedale
16 Neighborhood Association. Is Ms. Turner with
17 you?

18
19 MS. BENCOACH: Yes, Ms. Turner is
20 here. And since my neighborhood association
21 president is here now, I defer to her.

22
23 MR. HOMER: Okay. Thank you so much,
24 Ms. Bencoach. This is Liz Turner, president of
25 the Rosedale Neighborhood Association to be

1 followed by Nancy Finch.

2

3 MS. TURNER: May I approach?

4

5 MR. HOMER: Sure.

6

7 MS. TURNER: I am here to speak on
8 behalf of my civic association. Rosedale is
9 located to the north at Imperial Plaza, to the
10 south at Westwood Avenue, to the east, we are
11 bound by the west side of Hermitage Road, and
12 to the west by I-64.

13 And that's what brings me here to
14 you. We have houses that were built long
15 before 64 was an issue for them. And the sound
16 reports, the noise level coming from the
17 interstate, is on the increase.

18 Long before I became president or
19 even moved into the neighborhood eight years
20 ago, this has been an issue for the neighbors.
21 And it's just my time to carry the torch. We
22 finally got Bobby Scott to come out and take a
23 look at the area. He agreed that the noise
24 coming off of the interstate on that side of
25 the neighborhood was horrible. But he couldn't

1 really do anything from his office about it
2 until we got a decibel reading, which is why we
3 came to you. We tried to get it and couldn't,
4 and it took a few phone calls from Delegate
5 McClellan from the 71st District to get this
6 done.

7 It was prepared by Monica Francis
8 [sp], a noise abatement engineer, and that was
9 back in October. The results were that at the
10 time of this test, we were one point above what
11 is legally acceptable or acceptable -- an
12 acceptable level.

13 The problem is, is that, of
14 course, it's going to increase. And the real
15 problem that we have with this report was on
16 page three at the bottom.

17 It says 'until a project is
18 planned in which the exterior noise may be
19 vacated, it is advised that residents take
20 steps to alleviate interior noise problems.
21 Closing windows and doors have been shown to
22 reduce interior noise levels up to 20 decibels.

23 The use of special air
24 conditioning and heating allows for closed
25 window conditions year round. Residents can

1 install special noise-reducing windows when
2 choosing to upgrade their current system.'
3 This of course, means that children can't go
4 outside and play without fear of having their
5 hearing damaged.

6 Grown-ups can't go out there and
7 mow their grass without fear of hearing damage
8 between the noise from the highway and their
9 lawn mower. You can't sit outside and enjoy
10 your back yard, because of the noise levels
11 that is basically high and it's only going to
12 increase as time goes by.

13 It is basically saying that we
14 should all let our grass grow high, stay inside
15 the house if we don't want to hear the noise,
16 which is not fair. Many of these houses were
17 built in the '20's, '30's, '40's, limestones in
18 the '50's, and they don't come with central air
19 conditioning.

20 This is a huge expense to expect
21 from my residents just because VDOT says that,
22 you know, you should have the noise windows
23 instead of a better quality of life living near
24 the interstate. Rosanne has did some research
25 today. I didn't know about this meeting until

1 today. And she pointed out that -- and this
2 information's on page three of the information
3 that I gave you.

4 The noise report is performed in
5 conjunction with a full time, federal funded
6 roadway project, or Type I, federal Type I
7 project, includes project or new
8 [unintelligible] project that increase the
9 number of lanes was eventually altered
10 [inaudible].

11 What she is pointing out is that
12 the Staples Mills Project did, in fact,
13 increase the lanes there. And we do not yet
14 have the information to know if the funding
15 upgrades for Laburnum Avenue and Westwood
16 Avenue will result in changes to the highway
17 for our neighborhood.

18 So it seems that, if it's written
19 here in the report that was given to us, that
20 you can't put in -- basically, put in a sound
21 barrier until something is being done to that
22 road. And one of the criteria is extending the
23 number of lanes, or the number of ways you can
24 extend it. And during the public hearing for
25 the Staples Mill Project, myself, my husband,

1 Bill Cannelly [sp] and several other people
2 went to that hearing and got on record that our
3 sound barrier should be included with that
4 project. And it was not considered.

5 So yet again, we are here with the
6 point to be on record, hoping for the best,
7 that we could get a sound barrier. It would be
8 nice if it were good faith. I really don't
9 want to have to go to VDOT and keep pushing and
10 keep pushing and keep pushing.

11 I'd like to be able to tell my
12 neighbors that there is something that we can
13 work out. That there is something -- there is
14 light at the end of the tunnel. So that's
15 pretty much it. I want the sound barrier, I
16 want them to do it, and I want it right now.

17
18 MR. HOMER: Point well taken. Thank
19 you for those comments. The next speaker is
20 Nancy Finch with Virginians for High Speed
21 Rail, to be followed by Kelly Hickok.

22
23 MS. FINCH: Good afternoon. I'm with
24 Virginians for High Speed Rail. I'm a little
25 bit like the Secretary, except in knowledge or

1 experience when we're talking about money. But
2 I don't know exactly where to begin. In fact,
3 I think I probably have more questions than I
4 do answers because some questions have arisen
5 as a result of the fact that there is some
6 money from House Bill 2202.

7 As you may know, there is not much
8 in the way of funds for passenger rail. We
9 hope there will be more, but so far, we don't
10 see that is has been identified, particularly
11 from the six-year plan.

12 I do want to let you know about a
13 special event that happened today and we're
14 real excited about. There is good news for
15 passenger rail.

16 And that is that as of this
17 morning, Senator Jim Webb joined Senator John
18 Warner is signing on as the co-patron of the
19 Passenger Rail Investment and Improvement Act
20 of 2007.

21 And I'd like to tell you that is a
22 big step for our senators to take -- this is a
23 bi-partisan bill. It's been in the works for
24 years. And there has been little help in
25 getting out in a timely manner. It's a new

1 congress that would pass this legislation.
2 This would authorize \$4.35 billion in
3 operations for Amtrak through 2011. This could
4 mean a great deal for Virginia. So I hope that
5 when this legislation comes along, you all can
6 support it and help with its progress.

7 The first thing I did for
8 Virginians for High Speed Rail in 2001 was
9 write a news release honoring Governor Gilmore
10 for the Transportation Act of 2000. In fact,
11 included \$65M for starting the project.

12 This is 2007, and we're still
13 talking about that legislation. In fact, \$20M
14 of funds is essential funding that goes to the
15 standing memo about his standing long dead
16 project.

17 We're curious to know if these
18 funds that came through the Rail Enhancement
19 Fund, what will be the failure to spend that?
20 I mean, surely the answer is we just don't
21 understand the difference here.

22 What we need is matching funds
23 that would enter the budget for it. We asked
24 the same question for the \$45M for Interstate
25 81, where are the matching funds. And what is

1 the benefit -- the public benefit -- for that
2 money. Of the bonds that came through from
3 House Bill 3202, I hope it benefits one of the
4 stages of high speed rail. The funds should
5 have public benefit. Again, they are limited
6 funds. We would hope there would be more funds
7 attached to it.

8 The Director spoke earlier about
9 the study, and said that changes made by a
10 society is a sign that the employees from this
11 high speed passenger rail station had to do
12 with the fact that there were several studies,
13 and various actions that can only help.

14 I've been working with what now is
15 several governors. There are the agendas of
16 three different administrations. And this
17 makes it difficult for folks. There is one
18 study, though, that's the basis of, of course,
19 you all know.

20 And that's the Governor's
21 Commission on Rail Enhancement in the 21st
22 Century. Rail enhancement is getting attention
23 nationwide. We hear that in the Rail Advisory
24 Report. The last study that I'm aware of was
25 right here. Senator [inaudible] had requested

1 a study for the study of the third track. It
2 was a very negative study. It really didn't
3 help much. So I would like to say the support
4 of High Speed Rail, it has not been any easier
5 to work with the changes year to year.

6 And I hope that we -- we look
7 forward to supporting the new budget, and hope
8 that it's going to be beneficial. And we also
9 look forward to taking a look at the future of
10 high speed rail. Thank you very much.

11
12 MR. HOMER: The next speaker is Kelly
13 Hickok. Ms. Hickok, do you want to come around
14 to the side here? We can hear you just fine.

15
16 MS. HICKOK: Good evening, my name is
17 Kelly Hickok, and I'm an advocate for Workers
18 for Independent Living. Our agency's mission
19 is to assist the disabled so that independent
20 living is a possibility.

21 Of course, that availability of
22 public transportation is harder for independent
23 living mainly because there is a struggle to
24 find affordable, accessible housing. And when
25 they do, they are faced with the reality that

1 they don't have access to those facilities.
2 The need for public transportation system that
3 isn't available to where they must live. With
4 the current financial plan, we are concerned
5 about the funding for public transportation.

6 As an agency that's committed to
7 encouraging options for independent living, we
8 support the growth and development of public
9 transportation office.

10 Not only because it keeps people
11 connected in their communities, but also
12 because it makes good sense for a healthy
13 environment. However, unless better views are
14 funded [inaudible].

15 There are stacks of studies to
16 support the idea that individuals, especially
17 the elderly and disabled, want options. We ask
18 that you make public transportation readily
19 available to the citizens of the Commonwealth.

20 We will be forcing those who are
21 transportation dependent to be restricted to
22 certain areas or more seriously, to not even
23 have the choice of where to live and work.
24 Thank you for your time.

25

1 MR. HOMER: Thank you so much,
2 Ms. Hickok. Our next speaker is Linda Gail
3 Broadymeyer, to be followed by Evelyn Heatwole.
4 If you wait right there, someone will help you.
5 The microphone is right in front of you. Thank
6 you for coming here tonight to be with us.
7

8 MS. BROADYMEYER: Thank you very much.
9 This is a wonderful opportunity for me to speak
10 to you. When we held our American Counsel of
11 the Blind state convention here in Richmond in
12 October.

13 As president and chair, I
14 requested the Governor or someone from his
15 office would come and speak to us to inform us
16 of where we, the disabled community, fit into
17 the transportation plan of Governor Kaine.

18 And no one was available, so thank
19 you very much for this opportunity. The
20 disabled are often overlooked. And it took us
21 45 minutes to locate and get into this
22 supposedly accessible building to be able to
23 speak this evening. It was quite a challenge
24 for us. It would've very helpful if there's a
25 meeting notification, it would've also included

1 that information so that the disabled community
2 could come into the building once we arrive at
3 the building, so that we could speak. Also,
4 when we speak of the disabled and elderly,
5 please understand.

6 Everyone who is disabled is not
7 elderly. And everyone who is elderly is not
8 disabled. But we all would like to enjoy the
9 same opportunity, choices, and accessibility to
10 choice of social life, employment, and where we
11 live throughout the Commonwealth.

12 The ADA, the American Disability
13 Act -- which is a federal law, is a wonderful
14 thing. We love it. However, it's also being
15 used as a barrier to prevent additional
16 services and availability of transportation to
17 the disabled and elderly community.

18 It only has to exist, according to
19 ADA, three-quarter mile beyond a fixed route.
20 Well, that's wonderful if you happen to live,
21 work and socialize there. But it's unfortunate
22 if you live in the suburbs, if you live in the
23 rural area, if you live somewhere where there
24 is not fixed route. When you think of public
25 transportation, please think of us. We would

1 like to go out to a bar at a different end of
2 town and have a drink just like you would.

3 We would like to have the
4 opportunity to apply for positions, obtain the
5 position, and be able to keep the position
6 because we're not so overwhelmed financially by
7 the expense of transportation trying to
8 maintain that job and our families.

9 We are voters. We are tax payers.
10 And we're not going anywhere. We intend to
11 come and see you at every opportunity, to seek
12 your support for these items. There's another
13 issue I would like bring to your attention.

14 I'm listening to everything about
15 the highways and byways and all that's
16 wonderful. And I serve as the Chairperson of
17 the Elderly and Disabled Advisory Committee to
18 the MPO Board here.

19 But as a disabled person within
20 the community who lives within the City limits
21 in the downtown area, I would like to be able
22 to enjoy the pleasure of walking of through the
23 City and be able to cross the street safely.

24 I have friends who are in chairs.
25 They would like to have curb cuts so that they

1 do not have to ride their scooters or their
2 wheelchairs within the street in order to be
3 able to enjoy the City as everyone else does.
4 The trees that are planted on the sidewalks.

5 Aren't they beautiful? But the
6 roots of them are very dangerous to the blind
7 population, anyone who uses a cane or a walker.
8 Please consider all this in the transportation
9 acts.

10 When we think of intersections,
11 you may think that the blind and vision-
12 impaired community would never even consider
13 trying to cross one of those. But we do it
14 everyday.

15 We learn how to do that at the
16 facility by the State of Virginia for the Blind
17 and Vision-Impaired. They teach us those
18 skills. The only thing is we need accessible
19 traffic lights.

20 We need traffic signals that talk
21 to us, that vibrate for the hearing-impaired,
22 and also allow us time to cross these major
23 intersections that all these improvements are
24 going to occur on all these new intersections.
25 I'm asking that for every new intersection that

1 you consider -- in fact -- promise that you
2 will put in accessible traffic signals so that
3 we're not limited as to where we can even walk
4 to. It's very dangerous for us.

5 There is not a month that goes by
6 that a blind or vision-impaired person is not
7 killed at an intersection attempting to cross
8 with the light. Of course, the old thought
9 was, well, they shouldn't have been out there
10 anyway.

11 But I know that you all are too
12 advanced and educated and knowledgeable,
13 experienced people. And I urge that you think
14 that way. I'm sure you want all the community,
15 all the citizens within the Commonwealth to
16 enjoy everything that you have to opportunity
17 and choice to enjoy. Thank you.

18
19 MR. HOMER: Thank you,
20 Ms. Brodymeyer. The next speaker is Evelyn
21 Heatwole, to be followed by Kara White.
22 Welcome, Ms. Heatwole.

23
24 MS. HEATWOLE: Good evening. I thank
25 you for the opportunity to address the Board

1 and the Secretary. My name is Evelyn Heatwole,
2 and I am the Visual Impairment Coordinator at
3 the VA Hospital in Richmond, Virginia. My
4 primary responsibility is in the rehabilitation
5 of our blind and visually impaired veterans as
6 well as that of our active duty operations,
7 Iraqi Freedom, actively serving in the current
8 conflict that we're in.

9 Along with Linda Broadymeyer and
10 Kelly Hickok, I too am here asking and hoping
11 that in your six-year plan, that you address
12 this singular need -- transportation needs,
13 accessibility needs -- take those needs into
14 consideration.

15 Because we need this. We are part
16 of the residents of the Commonwealth of
17 Virginia. We are tax payers. We have the same
18 interests and needs that everyone here has.
19 Currently, we are working with the City of
20 Richmond to try to expand certain things for
21 our elderly and disabled population.

22 And we're hoping more attention is
23 given as we make our needs and our concerns
24 known to the important folks. I hope that in
25 planning out your transportation needs for the

1 next six years, that when you're working with
2 the folks throughout the Commonwealth and all
3 of different counties, that consideration is
4 given to the provision of different types of
5 transportation for the elderly and disabled,
6 depending on where they are, what types of
7 services can be made available to them.

8 The disabled are not only --
9 they're not only afforded with the same
10 opportunities for employment as everyone else
11 -- for the non-disabled population. Primarily
12 used to, not like a couple of hours in training
13 and skills, but like an active part in
14 transportation.

15 So if I may be as bold as to say,
16 please, please, please consider the needs of
17 all of your constituents, every voice in the
18 Commonwealth counts. I'm here advocating the
19 needs of the elderly and disabled. Thank you
20 very much. And we will probably be seeing you
21 folks again and again and again. Thank you
22 very much.

23
24 MR. HOMER: Thank you, Ms. Heatwole.

25 The next speaker is Kara White to be followed

1 by Roy Brayant from the City of Richmond.

2 Welcome, Ms. White.

3

4 MS. WHITE: Thank you. Good evening.

5 My name is Kara White. I'm a resident of the

6 City of Richmond, Southside Community. We're

7 here, and particularly over the past month, I

8 have an actual estimate for Richmond's transit

9 system to be improved as a failure.

10 I and other self-advocates have

11 been before City Hall four times this past few

12 weeks to request funding to extend the

13 operation out of the City into Henrico. But we

14 do not intend to stop there.

15 We want to see affordable

16 transportation available to all persons with

17 disabilities and the elderly in the City of

18 Richmond and in all the counties throughout

19 Virginia.

20 As you well know, Richmond is the

21 capital of Virginia, as well as the

22 Commonwealth at large, is much bigger and

23 growing than the current limits of our transit

24 system. What has always existed and continues

25 to increase, is the population of persons with

1 disabilities and the elderly who depend on
2 public transportation to carry out their daily
3 living activities. We have been undeterred and
4 gone without for far too long.

5 Because of these limitations, we
6 have not been able to live the kind of life we
7 want to live, we are capable of living, we have
8 the right to live. And that is one of
9 independence, choice, opportunities and
10 quality.

11 These limitations can easily be
12 taken for granted by persons who are capable of
13 driving. But not for those who can not. We
14 know what we are missing out on. We miss out
15 on the opportunity to be included, not with our
16 own community, but beyond our door step.

17 We appreciate that Governor Kaine
18 has taken an interest to show regard to our
19 quality of life by increasing the monies needed
20 for transportation. And we hope that this will
21 be a continuation of his efforts now and into
22 the future.

23 We also hope to see buses and vans
24 moving quickly. None of us are getting any
25 younger or smarter, but we have to survive. We

1 are waiting nonetheless. I would like to read
2 you a poem that I read before City Counsel.
3 Difference. The difference between you and me
4 -- I'm sorry. I'm the difference you see in
5 me. I want, I need, I dream.

6 Just like you do. There's nothing
7 special about my needs. Everyone needs someone
8 for something. No one constitutes everything
9 on their own. It is a chance I must take to
10 achieve what you have that's unlikely not who I
11 am.

12 The difference between you and me
13 is how I see is how you think of me. It is not
14 what you're wondering. I thank you for your
15 time, your intellect and your patience. I also
16 want to say that a co-worker of mine who also
17 wanted to speak tonight but couldn't be here.

18
19 MR. HOMER: Thank you, Ms. White.
20 Maybe somebody could take those and distribute
21 it to the Commonwealth Transportation Board.
22 Thank you so much for taking time out of your
23 schedule to be with us.

24
25 MS. WHITE: Thank you.

1 MR. HOMER: Our next speaker is Roy
2 Brayant from the City. Welcome, Mr. Brayant.

3
4 MR. BRAYANT: Thank you,
5 Mr. Secretary, and to the Board. I'm here
6 tonight just to say thank you for having
7 somewhere where we could come. I'm here
8 tonight to say that the idea of racism is
9 rampant in this transportation issue.

10 I just received a survey to fill
11 out in reference to the Civil Right Act of '64.
12 But I hope that you all would share it with the
13 people that come before the minorities and the
14 poor, who would -- because of the gas hike now
15 and because of the places like Chesterfield
16 busing at the scene.

17 Those bus routes need to be
18 expanded so that you can get to work and come
19 back. I had a situation where I walked five
20 miles from out of Chesterfield just to get to a
21 bus. Five miles.

22 No sidewalks, nothing but grass.
23 I thought I was on one of those safaris.
24 Ducking and dodging cars. Midlothian is a high
25 rate now of people getting hit out there on the

1 road -- on the highway. You talk about mass
2 transit. I think now the people would want to
3 ride the bus, mass transit, to cut down on air
4 pollution. You got to take this into
5 consideration for some of the poor out here.

6 The average Joe that goes to work
7 everyday. And he decides that he wants to get
8 on the bus and get back home. But somebody
9 said, well, I don't want these people coming
10 all the way out here. And we're not going to
11 expand no money so that they can get to work.

12 If you look at -- behind me, you
13 can tell I had a reason to be sitting out here
14 today because at 5:00 o'clock or 5:30, most of
15 us are on our jobs trying to finish up so that
16 we can stop at the grocery store and take some
17 food back home to our families.

18 But you all got a meeting here
19 today at 5:00 o'clock. And all the other
20 meetings supposed to be at 7:00 o'clock.
21 Violent racism is running rampant.

22 And you all are the ones who are
23 our hope to go forward like we do. And make
24 sure that nothing like that occur. I say it
25 again. I thank you for the parking. But the

1 time is not right if you're going to get a true
2 audience, if that's what you want to do. Thank
3 you. I thank you for listening to the people.
4 They need some transportation that you can put
5 out there now. Thank you.

6
7 MR. HOMER: Thank you, Mr. Brayant.
8 The next speaker Marleen Durfee with
9 Responsible Growth Alliance, to be followed by
10 Adele MacLean. Welcome, Ms. Durfee.

11
12 MS. DURFEE: Thank you. I want to
13 take this time to thank you for having this
14 public hearing. And also, to thank you and
15 applaud you for the effort by VDOT and the
16 Transportation Safety Board and the legislators
17 in the General Assembly and the Kaine
18 administration to work toward the answer of the
19 ever-changing language of transportation.

20 I know that sometimes it might
21 seem like it's a struggle to get to this point.
22 And a lot of people think, boy, we got that
23 bill. We got to this point. But what's more
24 important is that we were able to get down and
25 bring something to the Commonwealth which

1 allows our cities to do or have been doing for
2 a number of years. What I would encourage,
3 obviously, is that we continue the effort.
4 And that this is just the beginning of a long
5 road of understanding the lengthy language of
6 transportation, and also looking at
7 transportation in the Commonwealth.

8 And how important of a priority it
9 is to the Commonwealth and its localities.
10 What's just as obvious, we'd like to locate
11 where we have healthy environments. And
12 transportation is required in the quality of
13 life.

14 And so I would hope that you will
15 continue those efforts in educating many
16 legislators indicating, you know, local views
17 and how important it is that we try to think
18 the same about transportation.

19 But besides linking those two,
20 what's also very important is also linking land
21 use with the environment. And tying in
22 transportation with the environment.

23 And I think that some of those
24 efforts, that we can work upon that and move in
25 that direction as well. And I want to applaud

1 also, for some of the initiatives that I hear
2 that, you know, indicate school and pedestrian
3 walkways. Perhaps you have heard recently
4 about Chesterfield being on the move.

5 Chesterfield has surpassed in the
6 area as the largest county in the area. And
7 how important it will be too, to provide
8 alternative transportation forces for such a
9 growing county.

10 And if you work in the county, you
11 understand the importance of that as well. So
12 I just want to say thank you very much. And
13 I'll do whatever I can to help. Thank you.
14 Bye-bye.

15
16 MR. HOMER: Thank you, Ms. Durfee.
17 The next speaker is Adele MacLean with the
18 Partnership for Smarter Growth, to be followed
19 by Anne Sterling with the League of Women
20 Voters.

21
22 MS. MACLEAN: Thank you,
23 Mr. Secretary, members of the Board. I'm Adele
24 MacLean. I'm the coordinator for a small
25 non-profit organization that works in the

1 Richmond Region called Partnership for Smarter
2 Growth. I also serve as an alternate member of
3 the MPO Citizens Chapter Advisory Committee,
4 and alternate member of the same group,
5 Advisory Committee for the new transit study.

6 I'm here really to speak -- really
7 to echo what you've heard already from a number
8 of people about the critical importance of
9 transit and other alternative modes of
10 transportation.

11 I urge you to keep those in mind
12 as we grow. Our Richmond region is one of the
13 three fastest-growing areas -- metropolitan
14 areas -- in the state. We are growing and it
15 gives us -- time gives us also opportunities.

16 The opportunities are that we're
17 going to need new growth. And we have the
18 opportunity to think about how to create those,
19 to make them work for everyone. There's a
20 concept called the Complete Street, which I
21 urge Virginia to take to heart.

22 And that -- the idea there is that
23 as we build a road, we make it so that in the
24 future, it can be retro-fitted to accommodate
25 transit, to accommodate bicycles. To have

1 cyclists, even if we can't do those
2 immediately. At least, let that ground work be
3 laid so that that can happen later. Sidewalks,
4 bike lanes, transit are all so key to the
5 quality of life of an area.

6 With this, a number of people
7 might look at the way they've been doing
8 transportation. They can't -- maybe they can't
9 afford cars or can't drive cars. Maybe some of
10 us, as we age, will face the same difficulties
11 because of physical ailments.

12 So this is an issue that effects
13 everyone. It effects however a communities are
14 livable and walk-able or not. It is critical
15 for economic reasons as well.

16 To make a region work, it has to
17 be something that attracts people who want to
18 work here and live here, and competing with
19 other regions around the world who are thinking
20 about these very things.

21 How to make their communities
22 livable and attract the talent that we're
23 trying to attract. So this is an economic
24 issue in a number of different levels. I don't
25 want to keep you longer. But I will leave you

1 with one idea that I heard recently that I
2 think has a lot of merit. I heard someone say
3 that his idea was that granted, not every new
4 road project can easily accommodate bike lanes
5 or bike accommodations. But what we could do
6 is consider a new bus, similar to the level of
7 communications.

8 So that if there's a project that
9 can't easily accommodate bicycles, the funds
10 could be put into this mitigation fund so that
11 those funds could be used to develop bicycle
12 accommodations on another street.

13 And I think that's an idea well
14 worth considering because we have a number of
15 people who would like to commute to work by
16 bike, who would like to get off the highway.

17 Who would like to quite polluting
18 the air that we're breathing in and causing
19 run-off into the water that we all depend on.
20 And who can't do that very safely. They can't
21 let their children out on the roads.

22 But with those kinds of extra
23 accommodations from high vehicles. Thank you
24 very much.

25

1 MR. HOMER: Thank you, Ms. MacLean.
2 The next speaker is Anne Sterling. Welcome,
3 Ms. Sterling, from the League of Women Voters.
4

5 MS. STERLING: Thank you,
6 Mr. Secretary, members of the Board. The
7 League of Women Voters has been looking at
8 transportation for a long time in Virginia. We
9 have 13 local leagues around the Commonwealth,
10 and they talk to each other.

11 We have face meetings from time to
12 time. And at this moment, we are especially
13 concerned that Virginia will, at the long term,
14 to try to establish seamless interchange
15 between one mode of transportation and another.

16 It is terribly important that we
17 look at the whole experience of a number of
18 kinds on Virginians. People who live in rural
19 areas, in the suburbs and in the cities. I've
20 had a very enlightening experience this past
21 fall.

22 I'm a member of a regional
23 organization, not the League of Women Voters,
24 also looking at transportation. This is
25 certainly the issue of the year. This regional

1 organization said, well, let's do something
2 unusual. Let's get a group of people in our
3 organization -- there are well over a thousand
4 members.

5 Let's get a group of volunteers
6 and ask them to -- to pledge that they will
7 take public transport to work every day for a
8 week. And then, talk about it afterward.
9 We'll help them get started.

10 We'll give them bus fare, we'll
11 give them help if they should need it ahead of
12 time. And they'll go over seven days using
13 only public transport to get to work for that
14 week.

15 And it was very interesting to see
16 what happened. Well of course, we'll have to
17 be -- the committee always has to be part of
18 this kind of project. And so they looked
19 around the table and they said, well, John, you
20 can do that.

21 Or Charlie, you could do that,
22 right? And one by one, every member of that
23 committee end up and said, I actually couldn't.
24 I'm under a lot of pressure at work right now.
25 And another said, you know, I have a sick child

1 at home with me. This would just not be a good
2 thing for me this fall. One by one they all
3 said, well, we really couldn't do it. Not that
4 we may, maybe for one. But you'd have to give
5 them a lot of warning.

6 It's sobering to look around the
7 table and realize at once how addicted we are
8 to our automobiles. I think we all have an
9 unabashed love for that invention that's been
10 around for 100 and a little years.

11 We know we can't continue to have
12 that love affair persist to the extent that it
13 does now. We know that the future has to
14 include more mass transport. And so, what I
15 would ask you today, what the League would ask
16 you to do is to ask each of you, yourself.

17 And I won't ask you for a show of
18 hands. But how many of you arrived here this
19 evening by the automobile. But ask yourself
20 what would it take for me to get out of my car
21 and take public transport to work, for shopping
22 or whatever I needed to do.

23 I began thinking about this
24 problem, and I said, well, if I could walk to
25 the corner or the nearest collector road, and a

1 little electric shuttle would come along and
2 take me to a transport point where I could get
3 on the bus -- I even wouldn't mind getting on a
4 train if I knew it would be on time.

5 I love to ride on trains. But I
6 couldn't wait for long periods. And I'd have
7 to know it would come. Some of you who are
8 truly good at using your imaginative powers,
9 and simply ask yourself, what would it take to
10 get me to give up my car.

11 And do what we know we have to do
12 in the future. What would it take for, let's
13 say, my mother -- who lives in town. And what
14 would it take my cousin out in the country.
15 Ask your friends.

16 Sit down, and I just hope that you
17 will have a pie-in-the-sky group dedicated to
18 looking at the future. I know if you crunched
19 numbers and you're thinking that -- by the way,
20 I'm very impressed with a number of projects I
21 see here.

22 I know you think very concretely
23 about what's going to be done in the next six
24 months. And what's going to be happening -- on
25 the agenda for you three years from today. And

1 that I congratulate you for that. We're very
2 lucky that this is happening. But it's very
3 important to do that pie-in-the-sky committee.

4 And to keep asking citizens and to
5 keep asking yourselves about all the new
6 possibilities in technology that could allow us
7 to get a group of ten people sitting around the
8 table to be willing to do that experiment of
9 taking public transport to work for a whole
10 week.

11 And maybe then after that, in the
12 future for a whole year. Or of course, a life
13 time. Thank you all for what you do. And the
14 League of Women Voters, I promise, will be much
15 more specific when we see you in future. Thank
16 you.

17
18 MR. HOMER: Thank you, Ms. Sterling.
19 That's the conclusion of the sign-up speakers.
20 Is there anybody else in the audience who would
21 like to address the Board on the six-year
22 program? Going once. Welcome to Monique from
23 the Virginia Transit Association.

24
25 MS. MONIQUE: My name is Monique from

1 the Virginia Transit Association. And I just
2 want to say to you -- there were some very
3 powerful statements at this hearing about the
4 critical importance of public transportation
5 and the need for more transit.

6 And I think as you go around the
7 state, you'll hear from many more citizens
8 about how vital this service is. And it's true
9 that we really do have an underdeveloped
10 transit network in Virginia.

11 And there is, I think, a
12 tremendous opportunity to -- and the time is
13 now -- to begin to move forward and develop
14 that. So that it really does meet people's
15 mobility needs.

16 I want to comment on the six-year
17 plan. The funding in common, but specifically,
18 last fall our transit system got together and
19 were very, very worried about their ability
20 just to maintain the existing level of service
21 that they had.

22 They were faced with funding from
23 the state. And it didn't look like there would
24 be additional state funding. They had to go
25 back to their localities year after year to ask

1 them to step up to the plate and increasing
2 their funding by 25%. And over two or three
3 years, that get's to be pretty unsustainable.
4 And yet, they were also faced with record
5 ridership levels and increased demands for
6 service throughout their regions.

7 So they were very, very worried
8 about just maintaining their existing service.
9 I'm really pleased to say that because of the
10 leadership of Governor Kaine and, of course,
11 the General Assembly, we are in a very
12 different situation now this year than we were
13 last fall.

14 Over this next year, we begin
15 looking at FY '08. Our transit system, because
16 of the funding recommendations that you're
17 going to be considering, will have the
18 opportunity to maintain their service.

19 And also, be able to fund some
20 critical capital for rail cars, for VRA and
21 Hampton Roads. And will allow for the
22 replacement of buffers around the city.

23 So we're very, very excited about
24 the prospects for FY '09, when the funding
25 effects from this year will begin to really

1 kick in and provide operating funds, \$45M
2 additional in operating funds, for transit
3 systems around the State. Our transit system
4 has a real place.

5 And you all know how critical
6 those long range funds are to allowing them to
7 improve service, improve the frequency of their
8 service, expand service to all the systems --
9 all the areas -- or at least, giving some of
10 the areas in the network and the region that
11 are asking for expanded service.

12 So these operating funds are very
13 important. And in addition, there will be -- I
14 know -- a minimum of 20% of the bond fund will
15 go to transit capital. And which really
16 combining those operating and capital funds,
17 will allow for some of the expansions in some
18 of those places.

19 You've heard the cry for it today.
20 So we are very, very appreciative of the effort
21 that Governor Kaine, of this Commonwealth
22 Transportation Board, which I will happily try,
23 and will try, to create a more balanced and
24 working system. And I think you have the
25 opportunity, both in your allocation of

1 resources as well as the policies that you set
2 to really create a much more adequate system.
3 Thank you.

4

5 MR. HOMER: Thank you, Monique. Last
6 speaker, yes, sir. I thank you for your
7 assistance in the hearing tonight.

8

9 MR. WOOD: My name is Frank Wood. I
10 live in western Henrico County. The point that
11 I would like to make is the importance of
12 traffic signals being set properly so the
13 traffic moves.

14 Are you all concerned about this?
15 I know that they monitor them. There are a
16 number of them right off of Broad Street out
17 there, where Parham and Broad meet, they're
18 terrible lane system.

19 And just -- just a couple more
20 seconds on the left turn would make the traffic
21 much better. I went to the Henrico Police, for
22 instance, about five years ago.

23 No, the end of -- what was the
24 name of -- anyway, where it ends, there was a
25 problem with -- in the morning -- particularly

1 mornings and evenings in rush hour when the
2 traffic is just jamming up because they
3 couldn't make a left turn. People would just
4 get started, and about four cars would move and
5 then, the light would turn red.

6 And that -- I mentioned this to a
7 police officer. This is Tuesday night. On
8 Thursday night, that was fixed. It's been
9 perfect for the last five years. Been not a
10 problem.

11 I just wondered how the citizenry
12 can get to -- we can get to the proper people
13 to make comments and try to get them out there
14 to check the traffic signals. There's one
15 coming off of 95 that's awful at Belvidere.

16 When you come up there, you sit
17 there. The traffic -- there's no cars going by
18 at all. You sit there trying to make a left
19 turn. I just wondered how we could -- the
20 citizenry could have more impact on this, on
21 lighting systems.

22 I'd like to hear, also, if there's
23 any comments from you all as to what we said,
24 any reaction to what we're --
25

1 MR. HOMER: We're just receiving
2 comment from the public. Thank you for your
3 comments here. Are there any other -- anybody
4 else in the audience want to speak to the
5 Board? If not, we're going to close the Public
6 Comment Session.

7 I want to thank everyone for
8 coming out this evening. Folks will be around
9 if, perhaps, you wanted to speak to one of us
10 one-on-one. Thank you so much. We'll see the
11 Board tomorrow morning for the business
12 meeting.

13
14 (The public hearing concluded at 6:46 p.m.)
15
16
17
18
19
20
21
22
23
24
25

1 CERTIFICATE OF COURT REPORTER

2

3 I, Debroah D. Carter, hereby certify that I
4 was the Court Reporter at the public comment session
5 for the COMMONWEALTH TRANSPORTATION BOARD regarding
6 the FY 2008-2013 SIX-YEAR IMPROVEMENT PROGRAM, heard
7 in the City of Richmond, Virginia, on May 16th, 2007,
8 at the time of the public comment session.

9 I further certify that the foregoing
10 transcript is a true and accurate record of the
11 testimony and other incidents of the public comment
12 session herein.

13 Given under my hand this 26th day of May,
14 2007.

15

16

17

Debroah D. Carter, CCR
Virginia Certified
Court Reporter

18

19

20 My certification expires June 30, 2007.

21

22

23

24

25

Caroline County, Virginia

Board of Supervisors

Wayne A. Acors
Madison District

Robert W. Farmer
Bowling Green District

J. M. "Maxie" Rozell, Jr.
Peeble Church District

Malvin B. Taylor, Sr.
Port Royal District

Lloyd W. Thomas
Mattaponi District

Gregory C. Ashcraft
County Administrator

COMMENTS OF MR. MAXIE ROZELL. CHAIRMAN – CAROLINE COUNTY BOARD OF SUPERVISORS

Good Evening, my name is Maxie Rozell, and I am Chairman of the Board of Supervisors of Caroline County. I appreciate the opportunity to address you this evening. I want to thank Ms. Mary Lee Carter for attending the May 8, 2007 Caroline County Board of Supervisors meeting. I also wish to thank Ms. Carter as well as the other members of the Commonwealth Transportation Board for your support for the Route 30 improvements and the Phase II improvements of I-95/Route 207/Route 652.

The Board has attended many public hearings over the years with many of the same transportation requests year after year. As development occurs, we find ourselves looking to the again looking

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to the Commonwealth for assistance. The major priorities of the Board of Supervisors are as follows:

- Full funding for the ultimate design of the I-95/Route 207 interchange, including access for the planned inter-modal transportation (passenger station) facility,
- Funding for the I-95/Route 639 interchange approved in the Virginia Transportation Act of 2000,
- The construction of Route 30 to a four lane divided highway from the Virginia State Fair to the King William County line, and
- Funding for widening Route 1 to a four lane divided highway from Lake Caroline to Gatewood Road (Route 604).

I-95/Route 207 Interchange

The CTB has previously approved funding for phase II of the interchange improvements, which includes the relocation of State

Route 652. As you are aware, there are very few interchanges in the Commonwealth like the I-95/Route 207 interchange in Caroline County. In the most recent fiscal year, this interchange generated approximately \$52 million in excise fuel taxes, as well as significant sales tax revenues to the Commonwealth.

The County is also working with state agencies and land owners in the area to bring a rail station to the Carmel Church area, that would assist in removing commuters from I-95 to Northern Virginia. We are requesting that the CTB continue moving forward with the full interchange project by providing full funding for the Rt. 652/I-95/207 interchange project beyond phase II, and that the project be designed and constructed to accommodate the needs for both residents and businesses in the area, in a safe manner.

I-95/Route 639 Interchange

We request that the Commonwealth Transportation Board fully fund the I-95/Route 639 interchange improvements in Ladysmith. These improvements were identified in the Virginia Transportation Act of 2000 but subsequently eliminated by the Commonwealth Transportation Board due to funding constraints. We request that

funding be restored to projects such as this, prior to approving any new projects not previously designated in the Transportation Act of 2000.

U.S. Route 1 Improvements between Lake Caroline and Route 604

Ladysmith is quickly developing as the next major interchange on the I-95 corridor. Recognizing the need for cooperative planning, Caroline County is currently partnering with VDOT in a pilot transportation planning effort for the Caroline County Comprehensive Plan. A significant component of this planning effort is the development of a detailed transportation plan for the Ladysmith area of the County, which links transportation improvements to the land use decisions of the County.

U. S. Route 1 is quickly becoming a major commercial area and the need to improve this section of road to a six lane divided highway has been identified in the plan. Residential development from older subdivisions platted prior to proffer legislation are creating a strain on the transportation facilities. Proffers alone cannot address the improvements needed to this road. We respectfully request

assistance in the engineering and construction of this section of road to a four lane divided section.

Route 30 Improvements

State Route 30 between Doswell and King William County experiences a significant amount of truck traffic, with trucks traveling to and from the West Point paper mill and various wood yards. The speed at which trucks travel on this road, combined with the number of intersections and topography causes numerous accidents. The additional traffic generated by the State Fair will exacerbate this already dangerous situation. We respectfully request that the CTB begin preliminary engineering and design to reconstruct Route 30 to a four lane divided section from the end of the four lane section at the Virginia State Fair to the King William County line, with an emphasis on the section of road to the intersection of Route 2/301.

Finally, as you may be aware, the recently adopted transportation bill requires Caroline County to undertake additional transportation and land use planning requirements without the benefit of any additional transportation funding. In our planning efforts, the County has

already incorporated smart growth principles into its land use planning for its designated development areas. We strongly promote mixed use development to reduce trip generation, higher residential densities versus lower density sprawl, and alternate modes of transportation, including pedestrian, bicycle and transit.

The County continues to evaluate the benefits of joining the Potomac-Rappahannock Transportation Commission and Virginia Railway Express, which will not only provide commuters with another alternative to roads, but will provide revenues that will allow the County to assist further in funding transportation improvements in partnership with the Commonwealth.

The County too, is utilizing the proffer authority delegated by the general assembly to negotiate cash proffers and improvements to the transportation system. We strongly encourage the Commonwealth Transportation Board to support cooperative planning initiatives with additional transportation funding to implement those planning efforts versus the traditional funding methods of the past.

Again, I appreciate the opportunity to address you this evening and want to again thank you for everything you have done for Caroline

County. We look forward to working with you on projects that benefit both Caroline County and the Commonwealth of Virginia.

CRATER PLANNING DISTRICT COMMISSION

Monument Professional Building • 1964 Wakefield Street • Post Office Box 1808 • Petersburg, Virginia 23805
PHONE: (804) 861-1666 • FAX: 804-732-8972 • E-MAIL: craterpd@cpd.state.va.us • WEBSITE: www.craterpdc.state.va.us
Dennis K. Morris, Executive Director

May 14, 2007

Hon. Pierce Homer
Secretary of Transportation
1111 E. Broad Street
Richmond, Virginia 23219

Re: FY 2008-2013 Six Year Improvement Program

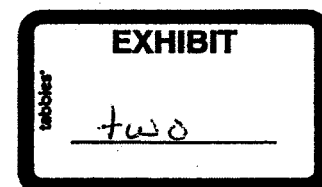
Dear Secretary Homer:

On behalf of the Tri-Cities Area Metropolitan Planning Organization (MPO), I want to thank you for the invitation to participate in this public information session for the Richmond District. This session provides ample opportunity for elected officials and citizens to provide input for the update of the Six-Year Improvement Program.

The membership of the Tri-Cities Area MPO continues to follow and strongly supports the development of improvements in the U. S. Route 460 Corridor. At its meeting of May 10, 2007, the MPO formally voted to include U. S. Route 460 for construction in the Tri-Cities 2026 Transportation Plan. We look forward to the recommendations of the Independent Review Panel and the Commonwealth Transportation Board as we move into the next phase of the Route 460 project.

We also express our appreciation for the provision of consultant resources to study anticipated traffic impacts resulting from the significant expansion of Fort Lee. Projected traffic resulting from the implementation of the U. S. Base Realignment and Closure Commission (BRAC) findings at Fort Lee has been documented. A Fort Lee Expansion Traffic Study containing specific transportation improvement recommendations was formally accepted by the Tri-Cities Area MPO at its January 11, 2007 meeting.

The report recommended nineteen improvement projects estimated to cost approximately \$20 million. The Tri-Cities Area MPO has already committed nearly \$5 million in Regional Surface Transportation Program (RSTP) funds for the construction of three of these projects, while at the same time deferring local community projects.



Hon. Pierce Homer
May 14, 2007
Page Two

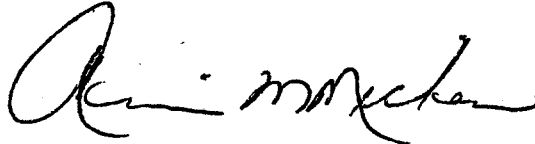
Recent projections indicate that in CY 2008 the Commonwealth of Virginia will receive over \$60 million in tax revenues as a result of the expanded operations at Fort Lee.

We trust that the Commonwealth Transportation Board will be an able partner in assisting with the funding to help implement these most critical improvements.

Again, thank you for the opportunity to present the Tri-Cities Area MPO's priorities.

Best wishes.

Sincerely,

A handwritten signature in cursive script, appearing to read "Annie M. Mickens".

Annie M. Mickens,
Chair, Tri-Cities Area MPO
and
Mayor, City of Petersburg

Cc: Mr. Gerald P. McCarthy
Commonwealth Transportation Board-Richmond District

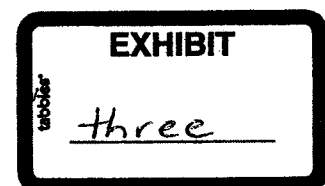


I-95/LEWISTOWN ROAD INTERCHANGE

HANOVER COUNTY, VIRGINIA



May 2007



Executive Summary:

The I-95/Lewistown Road interchange is a critical transportation facility serving a major economic development zone (EDZ) in the county. Development initiatives within the EDZ, coupled with increasing traffic in the corridor, are anticipated to generate significant traffic volume through the already stressed interchange. Approximately 3.5 million square feet of industrial/commercial/retail development is occupied or being planned for this area. The purpose of this document is to outline the County's strategy to ensure the long-term viability of the I-95/Lewistown Road interchange.

The Hanover County Board of Supervisors has identified the I-95/Lewistown Road interchange as its top transportation priority. In addition, the Metropolitan Planning Organization (MPO) for the Richmond Region has also listed the interchange among the region's top transportation priorities.

Several studies and initiatives have been completed or are underway pursuant to addressing operational and safety issues in the interchange area:

- The Virginia Department of Transportation (VDOT) is currently designing a set of improvements to the interchange ramps and connecting road network to be constructed in 2007. This project is fully funded with federal Regional Surface Transportation Program (RSTP) funds.
- Through the County zoning process, approximately 10 acres has been reserved in the northwest quadrant for future interchange improvements.
- The Virginia Department of Transportation *I-95 Corridor Study* examined the I-95 corridor through Hanover County and recommended a full cloverleaf interchange to replace the existing interchange at Lewistown Road.

The preferred concept for the I-95/Lewistown Road interchange is a full cloverleaf design to replace the existing rural "diamond" interchange. The County understands that replacement of the existing interchange with a full cloverleaf is a major undertaking, costing in excess of \$55 million. A more achievable approach is to implement the preferred interchange concept as a series of interim projects that are more manageable in terms of cost and scope and can be started much sooner than a complete interchange replacement project. The County's near-term strategy is to accomplish the following projects in phases:

- Perform preliminary engineering and environmental analysis
- Replace the existing bridge with a 6-lane structure to add capacity and fix deficiencies
- Advance right-of-way reservation/acquisition

In accordance with Federal requirements, preliminary engineering and environmental analysis must be performed before any portion of the ultimate interchange can be constructed. The County seeks funding to undertake the preliminary engineering and environmental analysis at an estimated cost of \$2.0 million. The County intends to use \$100,000 in federal funds received in FY05 toward this work leaving a balance of \$1.9 million.

Current & Proposed Project Initiatives	*Estimated Cost (1,000's)	*Current Funding (1,000's)	Funding Source	*Add'l Funding Needed (1,000's)	Timeframe
Interim Interchange Improvements	\$6,100	\$6,100	RSTP	\$0	Construction in 2009
Preliminary Engineering and Environmental Analysis for Ultimate Interchange	\$2,000	\$100	Not Identified	\$1,900	2 years
6-lane Replacement Bridge (Preliminary Engineering, Right-of-Way, Construction)	\$8,000	\$0	Not Identified	\$8,000	2-3 years

Background:

The I-95/Lewistown Road interchange is a rural diamond interchange. Constructed in c.1962, the interchange is functionally obsolete. The area surrounding the interchange is experiencing rapid growth in industrial and commercial development east and west of I-95. A truck stop is located in the northeast quadrant of the interchange. West of I-95, Northlake and Lewistown Commerce Center are planned economic centers that will provide 3.5 million square feet of industrial, commercial and retail development at build-out (see figures 1 & 2). This development is served by Lakeridge Parkway, which will ultimately provide a connection to U.S. Route 1 and the recently completed I-95/Atlee-Elmont interchange to the south. However, the majority of the traffic generated by this development, of which a large percentage will be comprised of heavy trucks, will utilize the I-95/Lewistown Road interchange for primary access to the interstate. The Hanover County Board of Supervisors has identified the I-95/ Lewistown Road interchange as its top transportation priority.

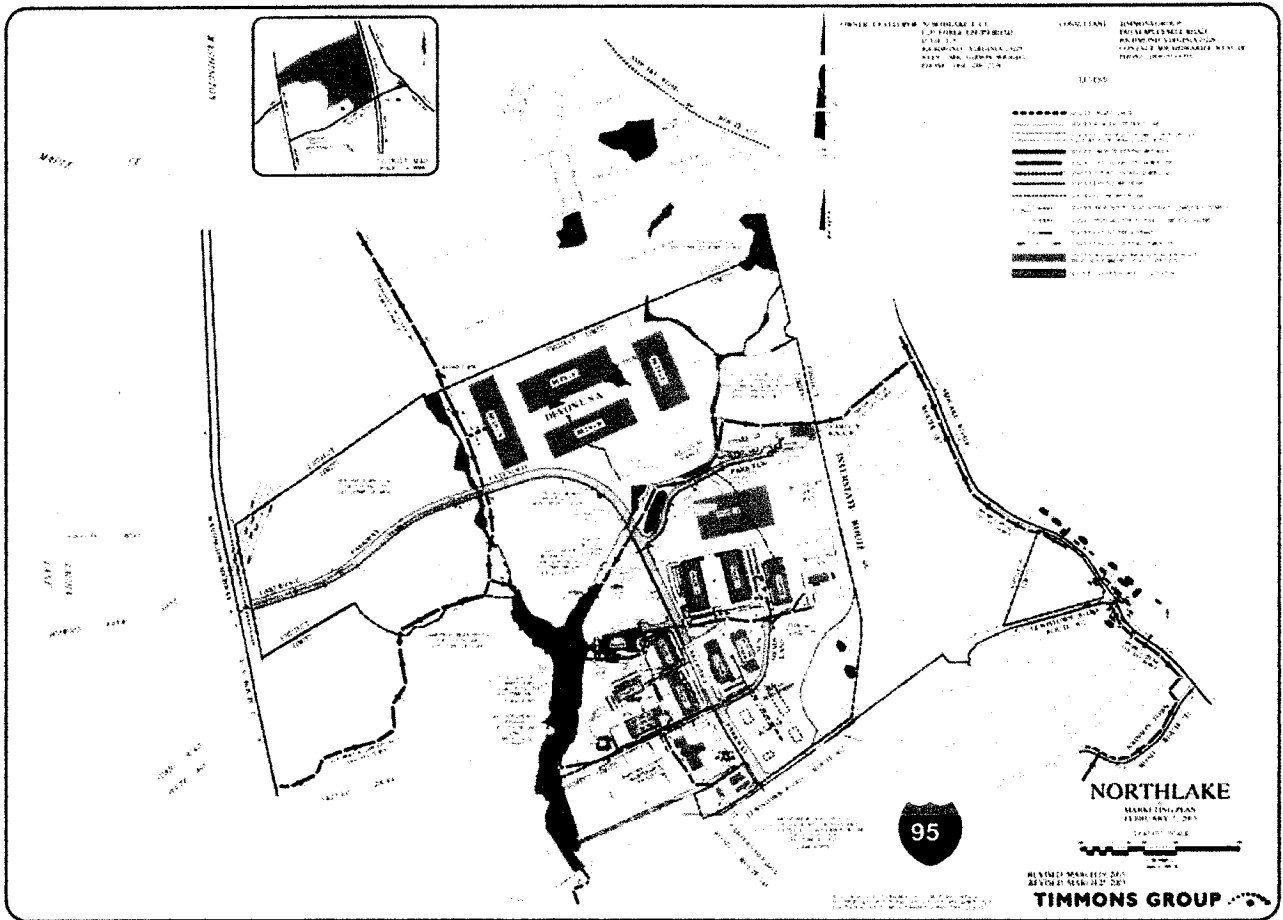


Figure 1 – Northlake Concept Plan

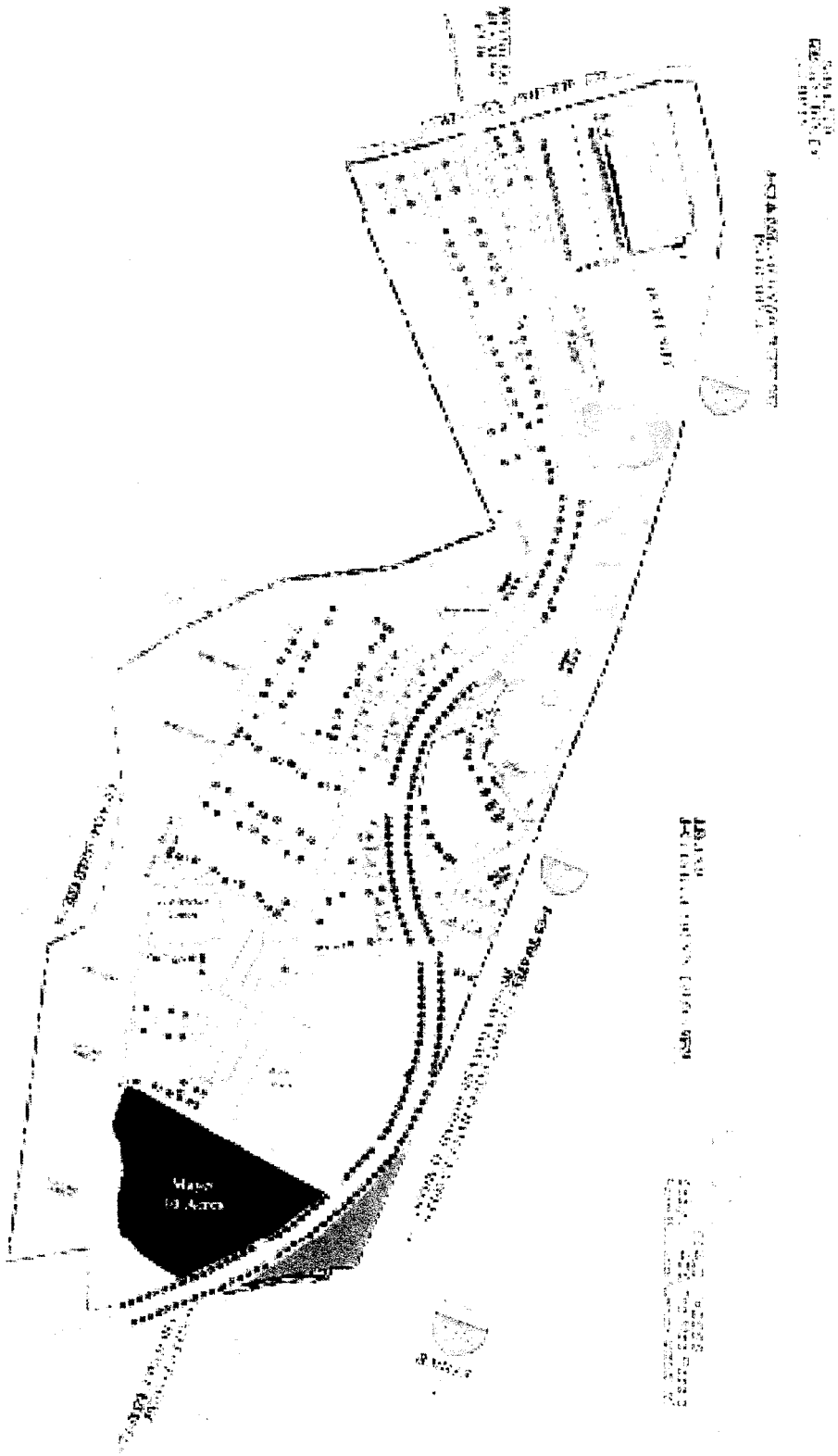


Figure 2 – Lewistown Commerce Center

Studies and Projects:

I-95 Corridor Study – In July 2003, the Virginia Department of Transportation (VDOT) completed the I-95 Corridor Study which provided a set of recommendations for transportation improvements in the corridor, focusing primarily on the interchanges located in Hanover County and the Town of Ashland. In order to adequately address all safety and operational issues, the study recommends a full cloverleaf interchange to replace the existing interchange at Lewistown Road (see figure 3). The planning-level cost estimate for this work is \$55.6 million (2003 dollars). The Hanover County Board of Supervisors supports the study recommendations.

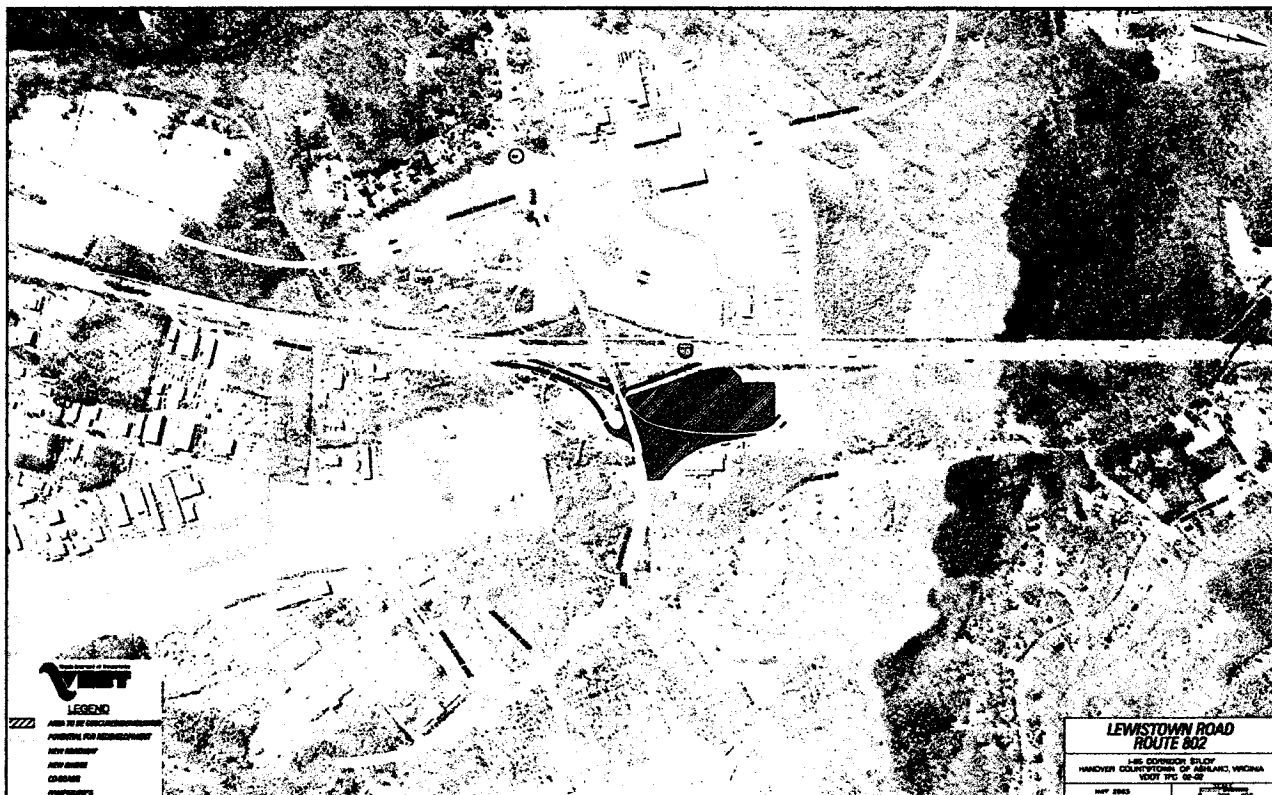


Figure 3 – Conceptual Plan for the I-95/Lewistown Road Interchange and Connecting Road Network

Value Engineering Study & Interim Interchange Improvements – In April 2004, VDOT facilitated a Value Engineering study, which included the Federal Highway Administration (FHWA) and Hanover County to determine improvements to the I-95/Lewistown Road interchange that could be implemented in the short-term. The following interim improvements were determined:

- Modify the I-95 SB off-ramp to allow free-flow right turns onto westbound Lewistown Road
- Modify the I-95 SB on-ramp to accept free-flow right turns from eastbound Lewistown Road
- Modify/lengthen I-95 NB off-ramp deceleration lane to provide storage for left-turn movements onto westbound Lewistown Road
- Widen Lewistown Road between SB off-ramp and N. Lakeridge Parkway
- Signalize the intersection of Lewistown Road and N. Lakeridge Parkway

Through the MPO, the County has programmed \$6.1 million in federal Regional Surface Transportation Program (RSTP) funds for this work. The project is being administered by VDOT and is scheduled for construction in 2008 (see figure 4).

Lewistown Road Bridge Over I-95:

The existing bridge carrying Lewistown Road over the interstate provides two lanes. Additional lanes are needed in order to impart any significant improvement to the function of the interchange. The I-95 Corridor Study recommends a six-lane structure (4 through lanes and 2 on/off lanes) as part of the preferred interchange concept.

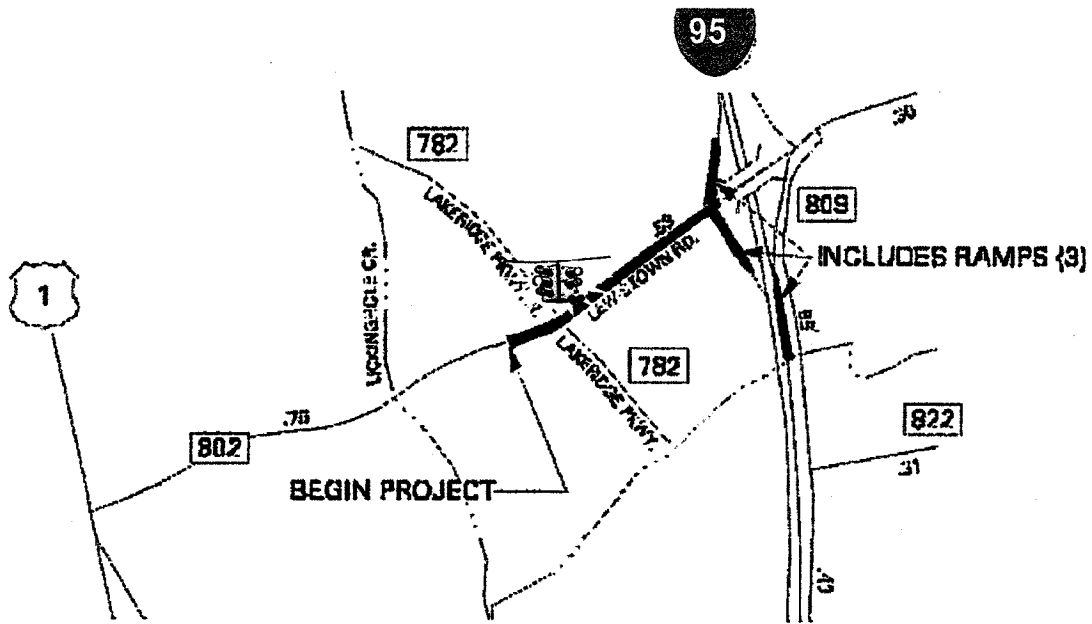


Figure 4 – I-95/Lewistown Road Interchange Interim Improvements

Existing Bridge Conditions:

- Constructed in c.1962
- Bridge and ramps are geometrically deficient; bridge is 2-lanes (24' curb to curb)
- Deck, superstructure and substructure are in deteriorating condition (see figures 5 & 6)
- Sufficiency rating = 55.5 out of 100
- Vertical clearance = 14'7" (16'6" is desirable); bridge has been struck on several occasions
- Accident rate in the interchange area is higher than the statewide average



Figure 4 – Pothole forming in bridge deck exposing rebar

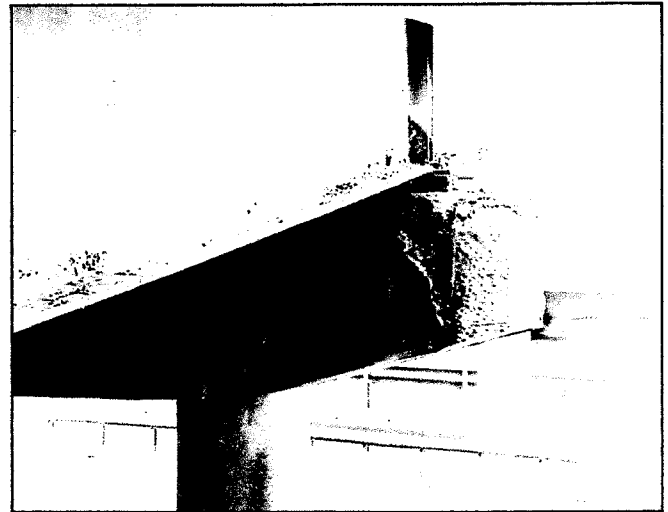


Figure 5 – Concrete spall on end of support pier

Recommendation:

The County recognizes that construction of a replacement interchange is a major undertaking, costing in excess of \$55 million. Given the present financial realities, a more practical and achievable approach is to replace the interchange in phases as a series of interim projects as funding is made available. VDOT is currently designing a set of improvements to the interchange ramps and connecting road network to be constructed in 2009. Future project phases include:

- Perform preliminary engineering and environmental analysis
- Replace the existing bridge with a 6-lane structure to add capacity and fix deficiencies
- Advance right-of-way reservation/acquisition
- Construct partial cloverleaf interchange of 1, 2, and/or 3 loops as part of the ultimate interchange
- Construct collector/distributor lanes as part of the ultimate interchange

Federal regulations require that preliminary engineering and environmental analysis be completed before any portion of the ultimate interchange can be constructed. The County seeks funding to undertake the preliminary engineering and environmental analysis at an estimated cost of \$2.0 million. \$100,000 in federal Section 117 Surface Transportation Project funds has been appropriated under the category of general planning study for use by Hanover County (see attached spreadsheet). The County intends to apply this funding toward this work leaving a remaining unfunded balance of \$1.9 million. The products of this effort would include:

- A federally approved (FHWA) interchange design approach
- Right-of-way requirements for the ultimate interchange
- Strategy for completing the final design engineering and construction for each recommended phase of the ultimate interchange
- Cost estimate for each phase of the design and construction

An additional \$8 million required for the construction of a replacement bridge that could be retrofitted to match the grades and alignment of the ultimate interchange.

These improvements would represent a significant improvement over existing conditions, compliment other roadway improvements in the interchange corridor, address significant safety and maintenance concerns and support the expansion of planned economic development.

Funding for these interim measures is summarized in the table below.

Current & Proposed Project Initiatives	*Estimated Cost (1,000's)	*Current Funding (1,000's)	Funding Source	*Add'l Funding Needed (1,000's)	Timeframe
Interim Interchange Improvements	\$6,100	\$6,100	RSTP	\$0	Construction in 2008
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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME Paul Miller

ADDRESS (OPTIONAL) Stafford Co

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME Rick Anzolt

ADDRESS (OPTIONAL) City of Colonial Heights

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FY2008-2013 SYTP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

Maxie Rozell

Caroline County Board of Supervisors

ADDRESS (OPTIONAL)

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(Due to time restraints each speaker will be limited to 3 minutes)

NAME Annice Melson Mayor City of Portsmouth Chair Tri-~~Co~~

City Area APO

ADDRESS (OPTIONAL) _____

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

Bob STELLE

of ADVOTE Co. BOS

ADDRESS (OPTIONAL)

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(6)

FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME ROSALVE BENDRACH 422 TURNER, PRESIDENT

ROSE DALE NEIGHBORHOOD ASSN

ADDRESS (OPTIONAL) _____

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

Davey Elyse

VA. High Speed Rail

ADDRESS (OPTIONAL)

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8

FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

Deborah A. d d ELL

ADDRESS (OPTIONAL)

CHECK HERE IF YOU WISH TO SPEAK

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

Kelly Hickel

ADDRESS (OPTIONAL)

CHECK HERE IF YOU WISH TO SPEAK

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(9)

FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

ROY BAYBANT (CITIZEN)
CITY OF RICHMOND

ADDRESS (OPTIONAL)

CHECK HERE IF YOU WISH TO SPEAK

BOTH VERBAL AND WRITTEN INFORMATION PROVIDED AS PART OF THIS PUBLIC HEARING WILL BE AVAILABLE FOR PUBLIC REVIEW AT www.VirginiaDOT.org. IF YOU HAVE ANY QUESTIONS CONCERNING THIS PRACTICE, PLEASE TALK WITH A VIRGINIA DEPARTMENT OF TRANSPORTATION REPRESENTATIVE HERE TONIGHT.

FY2008-2013 SYTP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME LINDA GAIL B RADZYMEYER

ADDRESS (OPTIONAL) _____

CHECK HERE IF YOU WISH TO SPEAK

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(10)

FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

MARLEEN DURFEE

RESPONSIBLE GROWTH ALLIANCE

ADDRESS (OPTIONAL)

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FY2008-2013 SYTP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME Evelyn HEATWOLE

ADDRESS (OPTIONAL) _____

CHECK HERE IF YOU WISH TO SPEAK

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FY2008-2013 SYTP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

ADELE MACLEAU

PARTNERSHIP FOR SMARTER GROWTH

ADDRESS (OPTIONAL)

CHECK HERE IF YOU WISH TO SPEAK

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME KARA WHITS

ADDRESS (OPTIONAL) _____

CHECK HERE IF YOU WISH TO SPEAK

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(12)

FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

(Due to time restraints each speaker will be limited to 3 minutes)

NAME

AVE STELLING

LEAGUE OF WOMEN VOTERS OF VA

ADDRESS (OPTIONAL)

CHECK HERE IF YOU WISH TO SPEAK

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