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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APPEARANCES:
Pierce R. Homer, Secretary, Presiding

BOARD MEMBERS:
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Alan Witt
Mary Lee Carter
Peter B. Schwartz
E. Dana Dickens, III
VDOT STAFF MEMBERS/Richmond District Administration

ALSO PRESENT:
Paul Milde, Stafford County
Rick Anzolut, City of Colonial Heights
Maxie Rozell, Caroline County Board of Supervisors

Annie Mickens, Mayor, City of Petersburg
Bob Setliff, Hanover County Board of Supervisors
Rosanne Bencoch, Rosedale Neighborhood Association

Liz Turner, President, Rosedale Neighborhood Association

Nancy Finch, Virginia for High Speed Rail Delegate Catherine Waddell
Kelly Hickok
Linda Gail Brodymeyer
Evelyn Heatwole
Kara White
Roy Brayant
Marleen Durfee, Responsible Growth Alliance
Adele MacLean, Partnership for Smarter Growth
Anne Sterling, League of Women Voters of Virginia

Monique, Virginia Transit Association
Frank Wood
<table>
<thead>
<tr>
<th>INDEX</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEAKER</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Paul Milde</td>
</tr>
<tr>
<td>3</td>
<td>Rick Anzolut</td>
</tr>
<tr>
<td>4</td>
<td>Maxie Rozell</td>
</tr>
<tr>
<td>5</td>
<td>Annie Mickens</td>
</tr>
<tr>
<td>6</td>
<td>Bob Setliff</td>
</tr>
<tr>
<td>7</td>
<td>Roseanne Bencoach</td>
</tr>
<tr>
<td>8</td>
<td>Liz Turner</td>
</tr>
<tr>
<td>9</td>
<td>Nancy Finch</td>
</tr>
<tr>
<td>10</td>
<td>Kelly Hickok</td>
</tr>
<tr>
<td>11</td>
<td>Linda Gale Broadymeyer</td>
</tr>
<tr>
<td>12</td>
<td>Evelyn Heatwole</td>
</tr>
<tr>
<td>13</td>
<td>Kara White</td>
</tr>
<tr>
<td>14</td>
<td>Roy Brayant</td>
</tr>
<tr>
<td>15</td>
<td>Marleen Durfee</td>
</tr>
<tr>
<td>16</td>
<td>Adele MacLean</td>
</tr>
<tr>
<td>17</td>
<td>Anne Sterling</td>
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<tr>
<td>18</td>
<td>Monique (no last name given)</td>
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<tr>
<td>19</td>
<td>Frank Wood</td>
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<td>24</td>
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<td>25</td>
<td></td>
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<td>EXHIBIT NUMBER</td>
<td>PAGE</td>
</tr>
<tr>
<td>----------------</td>
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<tr>
<td>Public Hearing Exhibit No. 1</td>
<td>13</td>
</tr>
<tr>
<td>Comments of Mr. Maxie Rozell, Chairman/Caroline County Board of Supervisors</td>
<td></td>
</tr>
<tr>
<td>Public Hearing Exhibit No. 2</td>
<td>18</td>
</tr>
<tr>
<td>Letter from Crater Planning District Commission</td>
<td></td>
</tr>
<tr>
<td>Public Hearing Exhibit No. 3</td>
<td>24</td>
</tr>
<tr>
<td>I-95/Lewistown Road Interchange</td>
<td></td>
</tr>
<tr>
<td>Public Hearing Exhibit No. 4</td>
<td>27</td>
</tr>
<tr>
<td>Noise Decibel Report/Rosedale Neighborhood/not available for this transcript</td>
<td></td>
</tr>
<tr>
<td>Public Hearing Exhibit No. 5</td>
<td>last exhibit</td>
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<tr>
<td>16 Sign-in Sheets</td>
<td></td>
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</tbody>
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(The public comment session commenced at
5:33 p.m.)

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

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

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

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

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

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

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

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

MR. HOMER: Thank you, Mr. Milde. The
next speaker is Mr. Rich Anzolut from the City
of Colonial Heights, to be followed by Maxie
Rozell from Caroline County. Welcome,
Mr. Anzolut.

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

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

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

The Board may think this
interstate access has a great deal to do with
the Fort Lee expansion and that process. I'm
here to tell you that that is not the case. It
has been a city and somewhat regional priority.
There's a time, in fact, it was a part of the
original interchange design from back in the
early '70's. Colonial Heights has changed
considerably since that time.

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

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

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

We have continued to invest
additional local dollars in the improvements of
the intersection. It has 28,000 vehicles in it
per day. And our accident frequency continues
to go up. That southbound ramp needs a major
improvement on that. The real problem is the
conflict with merging traffic, southbound and
northbound who have to get off in Colonial
Heights. And that increased. And the
northbound lanes have to yield to southbound
exiting in the same set of lanes.

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

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

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

But I can tell you that
communities as far south and west as -- I can
tell you that Blackstone and even Farmville are
effected in their accessing of Colonial Heights
for their retail and business activities. One of our traffic consultants that works for VDOT works in at least four districts has done his best in these two ramp considerations.

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

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

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

We don't know if it's federal exactly. We don't know if it's Colonial Heights money. But we ought to install this in the two ramp project. And we hope the Board can comply. So we believe southbound 95 and westbound Temple is the kind of quick
turnaround project -- we own the right of way. We have the money for the preliminary engineering. The reports this evening, we have $550,000,000.00 for interstate improvement.

The City of Colonial Heights and Southside Virginia is virtually one in the same. How about 1% and add southbound 95 to westbound Temple ramp to the six-year program.

Mr. Secretary and members of the Board, I certainly thank you for your time.

MR. HOMER: Thank you, Mr. Anzolut.

Our next speaker is Maxie Rozell from the Caroline County Board of Supervisors, to be followed by Delegate Catherine Waddell.

MR. ROZELL: Mr. Secretary, members of the Board. I'm going to keep my statement brief. If I can hand you these things that are going around, I'll try to do that. But good evening again. My name is Max Rozell, Chairman of the Caroline County Board of Supervisors. And I appreciate the opportunity to be -- to address you all this evening. I especially want to thank Mary Lee Carter who came up and
visited our Board on May 8th to talk to the Board and let us know what's going on in the Commonwealth. And I appreciate what the Commonwealth Transportation Board has done for Caroline County with improvements to Route 30 and Phase II of the I-95 and 207 and 652 area in the County.

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

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

Funding for the I-95/639 interchange that was approved in the Virginia Transportation Act of 2000, which is at the 110 exit to Ladysmith. The construction of Route 30, a four-lane divided highway from the new Virginia State Fair to King William County.
line. And also funding for widening of Route 1 in the Ladysmith area which is our fastest growing area in the County to a four-lane divided highway from Lake Caroline to Gatewood Road.

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

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

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

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

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

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

Thank you.

MR. HOMER: Thank you, Mr. Rozell.

Our next speaker is Delegate Catherine Waddell.

Ms. Waddell, welcome.

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

And for allowing me to come today to thank you for including the fully funded Huguenot Bridge Replacement Project in your six-year plan. We are so excited to have that as part of the plan. And we want to let you know how much we appreciate it and how much it
means to the citizens of the 68th District. Many -- you know, that is part of the City of Richmond, and part of Chesterfield County. And many of those citizens use this bridge on a daily basis.

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

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

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

Because I know that you and I both believe that the citizens of the Commonwealth deserve to have safe and reliable
transportation. And I want to thank you again for your support for this project. And I just know that I can count on you to keep this in a plan.

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

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

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

I want to thank you for the invitation to participate in this in this public information session for the Richmond District. This session does provide 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 US Route 460 corridor.

    At its meeting of May 10th, 2007, the MPO formally voted to include US 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 impact resulting from the significant expansion of Fort Lee.

    Projected traffic resulting from the implementation of the US Base Realignment and Closure Commission, the findings at Fort Lee have been documented. A Fort Lee expansion Traffic Study contains specific transportation improvement recommendations were formally accepted by the Tri-Cities Area MPO at its
January 11th, 2007 meeting. The report recommended 19 improvement projects estimated to cost approximately $20M.

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

Recent projections indicate that in calendar year 2008, the Commonwealth of Virginia will receive of $60M 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 finding to help implement these most critical improvements.

Again, I thank you as the Chair of the Tri-Cities Area MPO and Mayor of the City of Petersburg for the opportunity to present the Tri-Cities Area MPO priorities. Best wishes to each one of you as you deliberate the critical decisions that you have to make. And I thank you for this opportunity.
MR. HOMER: Thank you so much, Mayor. Our next speaker is Bob Setliff of Hanover County, to be followed by Rosanne Bencoach. Welcome, Mr. Setliff.

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

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

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

As you all know, Poncey Tract is sitting right on the edge of Hanover County, so that is an important project. As far as this one side right here on the Route 33, I think...
many people ought know Marion Johnson. Over
the years he has spear-headed thousands of
signatures to get that project on the road.
And it's sort of ironic.

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

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

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

That interchange was built about
35 to 40 years ago, right after 95 opened. It
was built by Speed and Briscoe, the truck stop
that was located -- it's one that located in
Ashland. They actually put up the money and
built the interchange. And that is -- it's
gotten to be very old. It's not in very good
shape. And we're doing a lot of economic
development around that intersection. And we
put up about $6,000,000.00 so far to do some
ramp work on it.

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

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

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

This interchange is located just
north of the Atlee/Elmont interchange, which is
new, and the Ashland interchange which is -- it
probably could use some help itself. And we're
building a connector road from Lewistown Road
interchange down to the Atlee Road interchange.
to deal with the direct traffic. We've got several good government projects going on that will bring in the retail industry. And the overall thing will be a great help to the Commonwealth with the sales taxes that will be received there.

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

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

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

MR. HOMER: Thank you, Mr. Setliff. With Mr. McCarthy's dispensation, I would like
to get the address of Mr. Johnson, who's been such a powerful advocate for the safety and improvement. We can send a note to his family. He showed up every year and advocated so passionately and forcefully for those improvements.

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

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

MS. BENCOCACH: Yes, Ms. Turner is here. And since my neighborhood association president is here now, I defer to her.

MR. HOMER: Okay. Thank you so much, Ms. Bencoach. This is Liz Turner, president of the Rosedale Neighborhood Association to be
followed by Nancy Finch.

MS. TURNER: May I approach?

MR. HOMER: Sure.

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

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

Long before I became president or even moved into the neighborhood eight years ago, this has been an issue for the neighbors. And it's just my time to carry the torch. We finally got Bobby Scott to come out and take a look at the area. He agreed that the noise coming off of the interstate on that side of the neighborhood was horrible. But he couldn't
really do anything from his office about it until we got a decibel reading, which is why we came to you. We tried to get it and couldn't, and it took a few phone calls from Delegate McClellan from the 71st District to get this done.

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

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

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

The use of special air conditioning and heating allows for closed window conditions year round. Residents can
install special noise-reducing windows when choosing to upgrade their current system.' This of course, means that children can't go outside and play without fear of having their hearing damaged.

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

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

This is a huge expense to expect from my residents just because VDOT says that, you know, you should have the noise windows instead of a better quality of life living near the interstate. Rosanne has did some research today. I didn't know about this meeting until
today. And she pointed out that -- and this information's on page three of the information that I gave you.

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

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

So it seems that, if it's written here in the report that was given to us, that you can't put in -- basically, put in a sound barrier until something is being done to that road. And one of the criteria is extending the number of lanes, or the number of ways you can extend it. And during the public hearing for the Staples Mill Project, myself, my husband,
Bill Canelly [sp] and several other people went to that hearing and got on record that our sound barrier should be included with that project. And it was not considered.

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

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

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

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

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

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

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

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

And I'd like to tell you that is a big step for our senators to take -- this is a bi-partisan bill. It's been in the works for years. And there has been little help in getting out in a timely manner. It's a new
congress that would pass this legislation. This would authorize $4.35 billion in operations for Amtrak through 2011. This could mean a great deal for Virginia. So I hope that when this legislation comes along, you all can support it and help with its progress.

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

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

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

What we need is matching funds that would enter the budget for it. We asked the same question for the $45M for Interstate 81, where are the matching funds. And what is
the benefit -- the public benefit -- for that money. Of the bonds that came through from House Bill 3202, I hope it benefits one of the stages of high speed rail. The funds should have public benefit. Again, they are limited funds. We would hope there would be more funds attached to it.

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

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

And that's the Governor's Commission on Rail Enhancement in the 21st Century. Rail enhancement is getting attention nationwide. We hear that in the Rail Advisory Report. The last study that I'm aware of was right here. Senator [inaudible] had requested
a study for the study of the third track. It was a very negative study. It really didn't help much. So I would like to say the support of High Speed Rail, it has not been any easier to work with the changes year to year.

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

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

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

Of course, that availability of public transportation is harder for independent living mainly because there is a struggle to find affordable, accessible housing. And when they do, they are faced with the reality that
they don't have access to those facilities.
The need for public transportation system that isn't available to where they must live. With the current financial plan, we are concerned about the funding for public transportation.

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

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

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

We will be forcing those who are transportation dependent to be restricted to certain areas or more seriously, to not even have the choice of where to live and work.
Thank you for your time.
MR. HOMER: Thank you so much,
Ms. Hickok. Our next speaker is Linda Gail
Broadymeyer, to be followed by Evelyn Heatwole.
If you wait right there, someone will help you.
The microphone is right in front of you. Thank
you for coming here tonight to be with us.

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

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

And no one was available, so thank
you very much for this opportunity. The
disabled are often overlooked. And it took us
45 minutes to locate and get into this
supposedly accessible building to be able to
speak this evening. It was quite a challenge
for us. It would've very helpful if there's a
meeting notification, it would've also included
that information so that the disabled community could come into the building once we arrive at the building, so that we could speak. Also, when we speak of the disabled and elderly, please understand.

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

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

It only has to exist, according to ADA, three-quarter mile beyond a fixed route. Well, that's wonderful if you happen to live, work and socialize there. But it's unfortunate if you live in the suburbs, if you live in the rural area, if you live somewhere where there is not fixed route. When you think of public transportation, please think of us. We would
like to go out to a bar at a different end of town and have a drink just like you would.

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

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

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

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

I have friends who are in chairs. They would like to have curb cuts so that they
do not have to ride their scooters or their wheelchairs within the street in order to be able to enjoy the City as everyone else does. The trees that are planted on the sidewalks.
Aren't they beautiful? But the roots of them are very dangerous to the blind population, anyone who uses a cane or a walker. Please consider all this in the transportation acts.

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

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

We need traffic signals that talk to us, that vibrate for the hearing-impaired, and also allow us time to cross these major intersections that all these improvements are going to occur on all these new intersections. I'm asking that for every new intersection that
you consider -- in fact -- promise that you will put in accessible traffic signals so that we're not limited as to where we can even walk to. It's very dangerous for us.

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

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

MR. HOMER: Thank you, Ms. Broadymeyer. The next speaker is Evelyn Heatwole, to be followed by Kara White. Welcome, Ms. Heatwole.

MS. HEATWOLE: Good evening. I thank you for the opportunity to address the Board
and the Secretary. My name is Evelyn Heatwole, and I am the Visual Impairment Coordinator at the VA Hospital in Richmond, Virginia. My primary responsibility is in the rehabilitation of our blind and visually impaired veterans as well as that of our active duty operations, Iraqi Freedom, actively serving in the current conflict that we're in.

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

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

And we're hoping more attention is given as we make our needs and our concerns known to the important folks. I hope that in planning out your transportation needs for the
next six years, that when you're working with
the folks throughout the Commonwealth and all
of different counties, that consideration is
given to the provision of different types of
transportation for the elderly and disabled,
depending on where they are, what types of
services can be made available to them.

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

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

MR. HOMER: Thank you, Ms. Heatwole.
The next speaker is Kara White to be followed
by Roy Brayant from the City of Richmond.
Welcome, Ms. White.

MS. WHITE: Thank you. Good evening. My name is Kara White. I'm a resident of the City of Richmond, Southside Community. We're here, and particularly over the past month, I have an actual estimate for Richmond's transit system to be improved as a failure.

I and other self-advocates have been before City Hall four times this past few weeks to request funding to extend the operation out of the City into Henrico. But we do not intend to stop there.

We want to see affordable transportation available to all persons with disabilities and the elderly in the City of Richmond and in all the counties throughout Virginia.

As you well know, Richmond is the capital of Virginia, as well as the Commonwealth at large, is much bigger and growing than the current limits of our transit system. What has always existed and continues to increase, is the population of persons with
disabilities and the elderly who depend on public transportation to carry out their daily living activities. We have been undeterred and gone without for far too long.

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

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

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

We also hope to see buses and vans moving quickly. None of us are getting any younger or smarter, but we have to survive. We
are waiting nonetheless. I would like to read you a poem that I read before City Counsel.

Difference. The difference between you and me -- I'm sorry. I'm the difference you see in me. I want, I need, I dream.

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

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

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

MS. WHITE: Thank you.
MR. HOMER: Our next speaker is Roy Brayant from the City. Welcome, Mr. Brayant.

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

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

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

No sidewalks, nothing but grass. I thought I was on one of those safaris. Ducking and dodging cars. Midlothian is a high rate now of people getting hit out there on the
road -- on the highway. You talk about mass transit. I think now the people would want to ride the bus, mass transit, to cut down on air pollution. You got to take this into consideration for some of the poor out here.

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

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

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

And you all are the ones who are our hope to go forward like we do. And make sure that nothing like that occur. I say it again. I thank you for the parking. But the
time is not right if you're going to get a true audience, if that's what you want to do. Thank you. I thank you for listening to the people. They need some transportation that you can put out there now. Thank you.

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

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

I know that sometimes it might seem like it's a struggle to get to this point. And a lot of people think, boy, we got that bill. We got to this point. But what's more important is that we were able to get down and bring something to the Commonwealth which
allows our cities to do or have been doing for a number of years. What I would encourage, obviously, is that we continue the effort. And that this is just the beginning of a long road of understanding the lengthy language of transportation, and also looking at transportation in the Commonwealth.

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

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

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

And I think that some of those efforts, that we can work upon that and move in that direction as well. And I want to applaud
also, for some of the initiatives that I hear that, you know, indicate school and pedestrian walkways. Perhaps you have heard recently about Chesterfield being on the move.

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

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

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

MS. MACLEAN: Thank you, Mr. Secretary, members of the Board. I'm Adele MacLean. I'm the coordinator for a small non-profit organization that works in the
Richmond Region called Partnership for Smarter Growth. I also serve as an alternate member of the MPO Citizens Chapter Advisory Committee, and alternate member of the same group, Advisory Committee for the new transit study.

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

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

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

And that -- the idea there is that as we build a road, we make it so that in the future, it can be retro-fitted to accommodate transit, to accommodate bicycles. To have
cyclists, even if we can't do those immediately. At least, let that ground work be laid so that that can happen later. Sidewalks, bike lanes, transit are all so key to the quality of life of an area.

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

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

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

How to make their communities livable and attract the talent that we're trying to attract. So this is an economic issue in a number of different levels. I don't want to keep you longer. But I will leave you
with one idea that I heard recently that I think has a lot of merit. I heard someone say that his idea was that granted, not every new road project can easily accommodate bike lanes or bike accommodations. But what we could do is consider a new bus, similar to the level of communications.

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

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

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

But with those kinds of extra accommodations from high vehicles. Thank you very much.
MR. HOMER: Thank you, Ms. MacLean. The next speaker is Anne Sterling. Welcome, Ms. Sterling, from the League of Women Voters.

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

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

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

I'm a member of a regional organization, not the League of Women Voters, also looking at transportation. This is certainly the issue of the year. This regional
organization said, well, let's do something unusual. Let's get a group of people in our organization -- there are well over a thousand members.

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

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

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

Or Charlie, you could do that, right? And one by one, every member of that committee end up and said, I actually couldn't. I'm under a lot of pressure at work right now. And another said, you know, I have a sick child
at home with me. This would just not be a good thing for me this fall. One by one they all said, well, we really couldn't do it. Not that we may, maybe for one. But you'd have to give them a lot of warning.

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

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

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

I began thinking about this problem, and I said, well, if I could walk to the corner or the nearest collector road, and a
little electric shuttle would come along and take me to a transport point where I could get on the bus -- I even wouldn't mind getting on a train if I knew it would be on time.

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

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

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

I know you think very concretely about what's going to be done in the next six months. And what's going to be happening -- on the agenda for you three years from today. And
that I congratulate you for that. We're very
lucky that this is happening. But it's very
important to do that pie-in-the-sky committee.

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

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

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

MS. MONIQUE: My name is Monique from
the Virginia Transit Association. And I just want to say to you -- there were some very powerful statements at this hearing about the critical importance of public transportation and the need for more transit.

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

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

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

They were faced with funding from the state. And it didn't look like there would be additional state funding. They had to go back to their localities year after year to ask
them to step up to the plate and increasing their funding by 25%. And over two or three years, that get's to be pretty unsustainable. And yet, they were also faced with record ridership levels and increased demands for service throughout their regions.

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

Over this next year, we begin looking at FY '08. Our transit system, because of the funding recommendations that you're going to be considering, will have the opportunity to maintain their service. And also, be able to fund some critical capital for rail cars, for VRA and Hampton Roads. And will allow for the replacement of buffers around the city.

So we're very, very excited about the prospects for FY '09, when the funding effects from this year will begin to really
kick in and provide operating funds, $45M additional in operating funds, for transit systems around the State. Our transit system has a real place.

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

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

You've heard the cry for it today. So we are very, very appreciative of the effort that Governor Kaine, of this Commonwealth Transportation Board, which I will happily try, and will try, to create a more balanced and working system. And I think you have the opportunity, both in your allocation of
resources as well as the policies that you set
to really create a much more adequate system.
Thank you.

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

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

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

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

No, the end of -- what was the
name of -- anyway, where it ends, there was a
problem with -- in the morning -- particularly
mornings and evenings in rush hour when the traffic is just jamming up because they couldn't make a left turn. People would just get started, and about four cars would move and then, the light would turn red.

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

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

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

I'd like to hear, also, if there's any comments from you all as to what we said, any reaction to what we're --
MR. HOMER: We're just receiving comment from the public. Thank you for your comments here. Are there any other -- anybody else in the audience want to speak to the Board? If not, we're going to close the Public Comment Session.

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

(The public hearing concluded at 6:46 p.m.)
CERTIFICATE OF COURT REPORTER

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

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

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

Debroah D. Carter, CCR
Virginia Certified
Court Reporter

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
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.
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.
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,

[Signature]

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

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

<table>
<thead>
<tr>
<th>Current &amp; Proposed Project Initiatives</th>
<th>*Estimated Cost (1,000's)</th>
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<th>Funding Source</th>
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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
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 $55.8 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.

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ADDRESS (OPTIONAL)

NAME

(End to time restrictions each speaker will be limited to 3 minutes)

FY2008-2013 STIP PUBLIC HEARING REGISTRATION
With a Virginia Department of Transportation representative here tonight, I hope you have any questions concerning this practice. Please talk both verbal and written information provided as part of this public hearing will be available for you to wish to speak.

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Name

Rick Anderson

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Caroline County Board of Supervisors

Maxie Rose, Jr.

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If you have any questions concerning this practice, please public review at www.VirginiaDOT.org. Both verbal and written information provided as part of this public hearing will be available for check here if you wish to speak.

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Talk with a Virginia Department of Transportation Representative Here Tonight.

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FY2008-2013 SYIP PUBLIC HEARING REGISTRATION

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

NAME
Adele MacLean

PARTNERSHIP FOR SMARTER GROWTH

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FV2008-2013 SYIP PUBLIC HEARING REGISTRATION

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