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COMMONWEALTH TRANSPORTATION BOARD  
SIX-YEAR IMPROVEMENT PROGRAM  
WORKING DRAFT FINAL COMMENTS PUBLIC HEARING

ORAL COMMENTS

TUESDAY, MAY 29, 2007

7:00 P.M. - 10:00 P.M.

HAMPTON ROADS PLANNING DISTRICT BUILDING  
723 WOODLAKE DRIVE  
CHESAPEAKE, VIRGINIA

REPORTING SERVICES PERFORMED BY: SHEILA L. LOWE

1 MR. HOMER: Thank you and good evening.  
2 My name is Pierce Homer. I'm the Secretary of  
3 Transportation for Governor Kaine, and I do have the  
4 pleasure, also, of chairing the Commonwealth Transportation  
5 Board. Tonight we have a special public comment session to  
6 advise us and to help us put together the final draft of our  
7 Six-Year Transportation Program.

8 This is an important step forward,  
9 particularly coming on the heels of the last two General  
10 Assembly sessions that have been devoted to transportation.  
11 We're beginning to see some of the pieces of this puzzle  
12 fall into place. There is additional funding for  
13 transportation on a statewide basis this year. This is the  
14 first time, and this is now the sixth Six-Year Program that  
15 I've had the pleasure of working to put together. The  
16 previous five have all been about cutting projects or  
17 delaying them, and we've gotten very good at that.

18 So we're going to have to relearn the  
19 exercise of adding projects due to the statewide funding,  
20 and, of course, I would be remiss if I did not acknowledge  
21 the need, as we talk about those various pieces, to  
22 integrate the regional solutions along with the state  
23 solutions, and we look forward, as a Commonwealth, with  
24 working with this region to solve. There are some issues  
25 that are truly state. There are some that are local, and

1 there are some that are regional in character, and we look  
2 forward to that balanced solution.

3 To my left is Dana Dickens, member of  
4 the Commonwealth Transportation Board from the City of  
5 Suffolk. To his right is Alan Witt. Mr. Witt is from the  
6 Newport News area. To my immediate right is Dave Ekern, who  
7 is in his first year as Commissioner of the Department of  
8 Transportation, and I hope all of you will take an  
9 opportunity to meet with the Commissioner. We're so pleased  
10 and lucky to have him here.

11 To his right is your District  
12 Administrator. When you have a problem, pick up a phone and  
13 call Dennis. He has that wonderful job in his life. Dennis  
14 is a great District Administrator for the Hampton Roads area  
15 and leader throughout the VDOT organization.

16 To his right is Chip Badger. Chip is  
17 the Deputy Director of the Department of Rail and Public  
18 Transportation. He's here tonight on behalf of, excuse me,  
19 of the Department of Rail and Public Transportation and  
20 their Director, Matt Tucker. Mr. Tucker could not be with  
21 us tonight.

22 I won't waste anymore time on overviews.  
23 I would like to acknowledge Delegate John Cosgrove is here,  
24 and Delegate Cosgrove, if you wanted to make some welcoming  
25 and introductory remarks, we'd love to hear from you. If

1 you're happy to sit in silence, we would welcome and respect  
2 that, too, but thank you so much for taking your time out of  
3 your schedule to be with us, and thank you for your hard  
4 work and cooperation this last legislative session. We're  
5 beginning the steps of implementing that, and it's really  
6 exciting to see.

7 DELEGATE COSGROVE: Thank you,  
8 Mr. Secretary. Watch me sit and be silent.

9 MR. HOMER: Okay. There's a lesson  
10 there. Brevity is the soul of wit for these public  
11 hearings. Do we have a sign-up sheet? The first speaker is  
12 Christine Alvarez to be followed by Mr. Steve Whiteway.

13 MS. ALVAREZ: Good evening. I'll try to  
14 be as brief as possible. On behalf of the Transportation  
15 District Commission of Hampton Roads, Hampton Roads Transit  
16 respectfully requests the Commonwealth's continued support  
17 for the Norfolk Light Rail Transit Project. Last year, the  
18 Norfolk Light Rail Transit Project was approved by the FTA  
19 for final design, the last phase before construction. HRT  
20 anticipates the signing of a full funding grant agreement  
21 with FTA for their share of the project costs, 55 percent or  
22 approximately \$130 million. Construction is scheduled to  
23 begin shortly thereafter and be operational in 2010.

24 Maintaining the Commonwealth's share of  
25 the project's cost is critically important at this juncture

1 in order to leverage the federal dollars. While the  
2 Governor and the General Assembly have made significant  
3 progress in reversing the downward trend of transportation  
4 funding in the 2007 legislative session, there remains a  
5 long way to go to meet the Commonwealth's statutory goal of  
6 95 percent. We request the Commonwealth meet that goal and  
7 increase the capital match in order to ensure the  
8 construction of such important transportation projects.

9 Also this past session, the Governor and  
10 General Assembly approved \$10 million for the purchase of  
11 rail cars for Norfolk Light Rail and we greatly appreciate  
12 the approval of those funds. HRT also requests continued  
13 support for the Commonwealth for it's other major capital  
14 initiatives including the replacement of the Southside  
15 Operational and Maintenance Facilities, the Peninsula Rapid  
16 Transit Project, and its ongoing replacement of the aging  
17 bus fleet.

18 The current HRT Southside Operations and  
19 Maintenance Facility is over 100 years old, and is woefully  
20 inadequate to support the existing fleet and operations, let  
21 alone future expansion. HRT is working within PPTA  
22 legislation with the anticipation of entering into a  
23 public/private partnership to help build a new facility  
24 cheaper, faster, and better by the end of this year. The  
25 public moneys allocated will help HRT to bring this project

1 to a close.

2                   Substantial progress has been made in  
3 the alternatives analysis phase of the Peninsula Rapid  
4 Transit Project. We are progressing into the Draft  
5 Environmental Impact Stage Study, and evaluating several  
6 different technologies on a selected alignment in Newport  
7 News to identify the cost-effective public transportation  
8 solution to manage the growth and congestion and provide for  
9 economic development opportunities.

10                   FTA says that a bus has met its useful  
11 life span of 12 years, and HRT's average fleet age is over  
12 nine years old. Replacement of buses that have met or  
13 exceeded their useful life span is critical to keeping the  
14 costs and maintenance down. Keeping our buses on the road  
15 and out of the maintenance shop is critical to the citizens  
16 of Hampton Roads that take over 22 million trips per year,  
17 60 percent of whom take the bus to get to and from work.

18                   On behalf of the Transportation District  
19 Commission of Hampton Roads, I thank you for the opportunity  
20 to submit these public comments.

21                   MR. HOMER: Thank you, Ms. Alvarez.

22                   The next speaker is Steve Whiteway to be  
23 followed by Jay Scudder.

24                   Welcome, Mr. Whiteway.

25                   MR. WHITEWAY: Thank you, Mr. Secretary,

1 if I could hand these out? I'd appreciate it.

2 Good evening, Secretary Homer,  
3 Commissioner Ekern, members of the CTB and VDOT officials.  
4 My name is Steve Whiteway, County Administrator for Mathews  
5 County, and I appreciate you moving this along. This is a  
6 long way back to Mathews, so thank you for that.

7 Our board met last week. They reviewed  
8 the working draft, and they wanted me to thank you for the  
9 work you've done to fund our three highway priorities in  
10 Mathews County. Two of them we'll be able to move ahead  
11 with. They're simple turn lanes, but they mean a lot in a  
12 county where you've only got two-lane roads, and will  
13 enhance the safety of our travelling public. So we do  
14 appreciate that. We hope that you'll keep that in the plan.

15 We're concerned, however, that no funds  
16 have been allocated to address the serious drainage problem  
17 on the section of Route 14 known as Main Street. Secretary  
18 Homer, you were gracious enough to help get a scope of work  
19 done for that project. It was completed, and we're looking  
20 at approximately \$4 million. As we discussed before, the  
21 Main Street section, a three-block section of Route 14, is  
22 the economic center of our county. We have one of the  
23 smallest sales tax takes in the Commonwealth. It's a fairly  
24 small county, and 75 percent of that comes from Main Street,  
25 a three-block area.

1                   We understand that we can't design a  
2 road system and drainage system to handle hurricanes and  
3 major storms. We know there will be flooding, but what  
4 we're seeing now is flooding with regularity due to just  
5 heavy rains. You know, we get these four-inch rainstorms,  
6 and it actually goes into our businesses. I walked along  
7 Main Street today, Route 14, and in a two-block area, there  
8 was one drop inlet on either side of the road. It just  
9 wasn't designed to handle the kind of water that we seem to  
10 be getting. Will this be a long-term change in climate?  
11 Your guess is as good as mine, but the fact is, we are  
12 hearing noises from our business community that they may not  
13 wish to stick around and make improvements on buildings that  
14 flood with regularity.

15                   So basically, we're saying help us at  
16 least get our foot in the door. If we can get any kind of  
17 funding on that preliminary engineering for this flooding,  
18 this drainage issue on Route 14, we'd be most appreciative.  
19 And thank you for this three minute rule. I think it's a  
20 great idea. Did I make it?

21                   MR. HOMER: Yes, sir.

22                   MR. WHITEWAY: Thank you.

23                   MR. HOMER: Thank you, Mr. Whiteway.

24                   The next speaker is Jay Scudder, to be  
25 followed by Barry Bishop.



1 Welcome, Mr. Scudder.

2 MR. SCUDDER: Thank you, and on behalf  
3 of Gloucester County and my planning department, I want to  
4 thank you all for the work that you do in allocating funds  
5 for transportation in Virginia. It's a big job. I want to  
6 start by thanking you for your support over the years. Our  
7 Main Street Project in Gloucester County has been a very  
8 successful enhancement project. We've had a lot of new and  
9 renovated businesses there, and it's greatly improved  
10 pedestrian traffic and safety in that area.

11 Also, I want to thank you for your  
12 funding of the intersection of Route 17 and 216 at Guinea  
13 Road. Hopefully, VDOT is going to start on that project  
14 relatively soon. That will vastly enhance that  
15 intersection.

16 I want to talk a little bit about  
17 Gloucester Main Street, Project 55039, Route 17 Bridge  
18 Replacement over Fox Mill Run. This old bridge on the  
19 Business 17 route, that area handles about 22,000 vehicle  
20 trips a day, which when you look at going through Main  
21 Street in Gloucester and some of the recent development  
22 that's happened in that immediate area with the partnership  
23 of the Gloucester Foundation and the new library, we have a  
24 lot of transportation issues there, and I think the  
25 improvements of that bridge and the approach of that bridge

1 would be critical to improving safety in that particular  
2 location. There have been a lot of accidents there.

3 Route 17 widening and installing a  
4 raised concrete median, this project has been on the books.  
5 It's a one-mile approach to the Coleman Bridge Route 17,  
6 which, as you know, is the artery, pretty much, for the  
7 Middle Peninsula through Gloucester County. And one of the  
8 things that is limited in Gloucester County, which makes  
9 that 17 corridor so important, not only from our standpoint,  
10 but from yours in moving traffic, is trying to improve the  
11 access.

12 Our community did a gateway plan to look  
13 at the area of Route 17 in the community to enhance it, not  
14 only from a visual perspective with landscaping, access  
15 management, and extra widening, but your funding that  
16 project, it's going to make a big difference in our  
17 community. It's going to make a big difference in our  
18 gateway plan as you come over the Coleman Bridge going  
19 north, and we really appreciate that.

20 Following up on the widening for the  
21 Route 17 approach from the Coleman Bridge, Gloucester County  
22 with one of our board members, John Adams, spearheaded a  
23 Route 17 Access Management Study that we worked very  
24 cooperatively with the Fredericksburg District of VDOT on,  
25 and that was to look at crossovers that were really creating

1 some safety issues, a lot of rear-end collisions. You  
2 can't -- traffic got backed up and you couldn't move, and  
3 that was a really neat partnership between VDOT and the  
4 county to make those improvements, and I see that you're  
5 moving along with the funding of that project to close some  
6 of those crossovers, enhance some of those crossovers.

7 We also look at those crossovers very  
8 carefully when we have a redevelopment or planning project  
9 that we can use as leverage to try to have developers work  
10 on those crossovers as well. So we're having a lot of  
11 success. We can always ask for more money, but I think  
12 things are moving along great, and I think we appreciate  
13 your funding. Thank you.

14 MR. HOMER: Thank you, Mr. Scudder.

15 The next speaker is Barry Bishop, to be  
16 followed by Eric Martin.

17 Welcome, Mr. Bishop.

18 MR. BISHOP: Thank you, Secretary Homer,  
19 Commissioner Ekern, members of the CTB. I'm Barry Bishop.  
20 I'm here tonight representing the Greater Norfolk  
21 Corporation, and by way of the briefest of introductions,  
22 the Greater Norfolk Corporation is composed of approximately  
23 130 senior and business leaders whose mission is, primary  
24 mission is to enhance the competitiveness of Norfolk and the  
25 Hampton Roads region. And it's with that focus on

1 competitiveness in mind that I request your support of two  
2 high priority projects that are critical in the  
3 competitiveness of the Port of Hampton Roads, the Greenbrier  
4 Grade Separation and the I-564 Intermodal Connector.

5 As you know, the goal of the Greenbrier  
6 Grade Separation Project is to depress Hampton Boulevard  
7 beneath the railroad tracks allowing trains and vehicles to  
8 flow unimpeded. 100 percent of the design work is complete.  
9 Utilities have been relocated. The right of way have been  
10 acquired. The total project cost is 71 million, with  
11 engineering and design right of way calculated at 7.87  
12 million and 25.8 million respectively. The remaining 38  
13 million in funding needed to complete construction is short  
14 by approximately \$14 million. The lack of funding has  
15 hindered efforts to issue the project bids, as we understand  
16 it. So accordingly, we respectfully request your support  
17 prioritizing funding for this important project so that it  
18 can be completed and constructed or constructed in Fiscal  
19 Year '08.

20 The I-564 Intermodal Connector Project  
21 will significantly improve traffic flow into Norfolk  
22 International Terminals and the Norfolk Naval Station. The  
23 connector is an independent element of the third crossing  
24 that links the future Norfolk tunnel segment to I-564  
25 through an extremely constrained transportation corridor.

1 The project is 70 percent designed with all agreements  
2 necessary for project development in place with the Navy and  
3 the railroads. The total cost, as you know, for the project  
4 is approximately 134 million including funds for the  
5 Intermodal Connector and the Chambers Field Interchange  
6 estimated at 114 million and 20 million respectively.  
7 Currently, the total allocation for the project is 53  
8 million leaving a shortfall of 81 million. The 39.4 million  
9 earmarked in safety for Segment 1 of the third crossing  
10 could provide substantial assistance in closing the current  
11 funding gap, and to this end, we respectfully request that  
12 the CTB prioritize funding that it controls towards this  
13 project, and as an added step, we have likewise requested  
14 that the NVO prioritize funding that it controls for the  
15 project as well.

16 It goes without saying that the Port of  
17 Virginia is one of the two international gateways fueling  
18 the growth of the Commonwealth's economy. The economic  
19 benefits, which the port generates and imparts, is imparted  
20 across the Commonwealth, and given the rising tide of  
21 imports, the economic benefits to the Commonwealth will  
22 continue to grow far into the future provided we invest  
23 today in the transportation infrastructure necessary to  
24 rapidly move goods to and from the port. And I would add,  
25 very briefly, it's not just the movement of goods that's

1 important. It's also the movement of people, and more  
2 specifically, providing alternatives to our congested  
3 highways in the form of enhanced rail and transit in  
4 addition to improvements to our highway infrastructure.

5           And with that in mind, I read with  
6 interest a recent newspaper report regarding the state's  
7 decision to cut it's railroad and transit planning staff  
8 with the goal being to be more proactive and less reactive.  
9 I believe the quote attributed to the Director was something  
10 to the effect that we'd do a study and it would sit on a  
11 shelf. I'm not here tonight to offer opinion or pass  
12 judgment on that decision, but rather, I speak for not only  
13 the Greater Norfolk Corporation, but our counterpart  
14 organizations, Virginia Beach Vision, Portsmouth  
15 Partnership, Chesapeake Alliance, and Suffolk Tomorrow, in  
16 addition to the Hampton Roads Chamber of Commerce when I say  
17 that the Richmond/Hampton Roads Passenger Rail Study Project  
18 has languished for far too long. The study project was  
19 begun in early 2004, alternatives development meetings were  
20 held in November 2004, scoping and citizen information  
21 meetings in March of 2004, the Tier 1 Draft Environmental  
22 Impact Statement, which has been available for public review  
23 and comment in early 2006. Suffice to say that we believe  
24 it's time to get the Richmond/Hampton Roads Passenger Rail  
25 Project back on track. Thank you.

1 MR. HOMER: Thank you, Mr. Bishop.

2 The next speaker is Eric Martin, to be  
3 followed by Lloyd Hubbard.

4 Welcome, Mr. Martin.

5 MR. MARTIN: Good evening, Mr. Witt,  
6 Mr. Dickens, Secretary Homer, Commissioner Ekern, ladies and  
7 gentlemen. I'm Eric Martin, City Engineer for the City of  
8 Chesapeake. We're very hopeful that our new Six-Year Plan  
9 and the new infusion of state money will allow us to move  
10 forward on one of our important projects, which is the  
11 Gilmerton Bridge Replacement on South Military Highway.

12 The Gilmerton Bridge is a  
13 weight-restricted bridge built in 1938, a drawbridge like  
14 many the City of Chesapeake operates, but again, it's an  
15 important emergency relief route for I-64, and it actually  
16 is impacting our emergency response for our fire response to  
17 emergencies. We're hopeful that with the new state funding  
18 and some additional urban allocations, we can meet the \$40  
19 million funding gap that's currently shown in the draft and  
20 move the project to a rapid start so we can get it done as  
21 soon as possible.

22 Again, I also want to applaud the  
23 Commonwealth Transportation Board and VDOT for recognizing  
24 that bridges are an important element in our transportation  
25 network. With over 90 bridges in Chesapeake, we're keenly

1 aware of the difficulties in funding bridges at the expense  
2 of other roadways, but we're very happy to see VDOT start to  
3 address deficient bridges in program and out years, at  
4 least, of the Six-Year Plan, and start making some inroads  
5 on replacing some of those small bridges, the  
6 weight-restricted bridges we have across the state.

7 Certainly, bridges are important in  
8 Chesapeake. We have the Gilmerton, the Steel Bridge on  
9 Route 17, the High-Rise Bridge on the interstate in our  
10 city, all of which are important and critical elements of  
11 our transportation network, and need to be addressed and  
12 moved forward in the Six-Year Plan.

13 I would also say, I certainly want to  
14 thank the members of the Commonwealth Transportation Board  
15 for their continued support of our bridge -- our drawbridge  
16 operations and maintenance. Being the only city in the  
17 Commonwealth that operates drawbridges, and you only get the  
18 same amount per lane mile, normally, as a lane mile per  
19 road, it doesn't nearly cover your expenses, but thanks to  
20 some continued funding from the board, we're able to meet  
21 that gap and maintain and operate the drawbridges that we  
22 have in Chesapeake.

23 And then finally, I would ask the board  
24 to look closely at fully funding the Commonwealth Rail  
25 Relocation in Portsmouth and Chesapeake. That's the



1 relocation of the railway from the Western Freeway to the --  
2 to the Western Freeway and I-664 Corridor. That, again,  
3 will provide a much better access through the Cities of  
4 Portsmouth and Chesapeake for the Maersk terminal, and  
5 provide a much safer and -- through elimination of many  
6 crossings in residential neighborhoods in Portsmouth and  
7 Chesapeake. So there still may be a little bit of funding  
8 gap. We want to make sure that gets closed, and that  
9 project moves forward as soon as possible.

10 Again, I want to thank you all for all  
11 the hard work you do on behalf of all of our citizens, both  
12 in Chesapeake and across Hampton Roads.

13 MR. HOMER: Thank you, Mr. Martin.

14 I just would like to acknowledge, again,  
15 the General Assembly and their action on the budget, the  
16 Route 164 Rail Relocation Project is fully funded. It  
17 doesn't show up in the Six-Year Program because there's a  
18 grant that has to happen, but that project is moving  
19 expeditiously, and will go in construction the early part of  
20 next year.

21 The next speaker is Lloyd Hubbard from  
22 the Town of White Stone.

23 Welcome, Mr. Hubbard.

24 MR. HUBBARD: Thank you, sir, and  
25 welcome. I thank you all for allowing me to speak. I'm

1 here, again, asking for enhancement or for a grant to look  
2 for a traffic study on our little town. We're sitting just  
3 on the north side of the Rappahannock River Bridge with a  
4 commercial development to our north. We're really concerned  
5 about the safety of our citizens, and again, I'd appreciate  
6 anything you can do, and I'll make mine short and sweet.  
7 Thank you.

8 MR. HOMER: Thank you, Mr. Hubbard.

9 The next speaker is Jeremy Barnes.

10 Welcome, Mr. Barnes.

11 MR. BARNES: Thanks for the opportunity.

12 My name is Jeremy Barnes, citizen of Virginia Beach, and  
13 really, I'm not going to speak to any specific project. I  
14 just actually found out about this meeting today on the  
15 radio, but I just wanted to see if we could make awareness  
16 of citizens to be aware of their driving habits and more  
17 courteous driving and to increase the traffic flow. Like,  
18 sometimes when you're driving on the road, you'll see  
19 clusters of cars together which then impedes the traffic  
20 flow. So if we can somehow make our citizens aware to be  
21 aware of their surroundings and not just be focused on  
22 what's in front of them, what's around them and help the  
23 traffic flow and to -- I don't know, which would hopefully  
24 help traffic and just like that.

25 In addition to that, I think any project

1 that would help to reduce the number of cars on the road,  
2 like the Light Transit -- Light Rail Transit Project, and, I  
3 guess, more buses on the roads, anything you do can help  
4 reduce the number of cars and help the environment, stuff  
5 like that. So basically, my -- what I'm trying to say, I  
6 guess, is reduce the number of cars by providing other  
7 services that, I guess, we're trying to implement, but also  
8 make our citizens be aware of their surroundings when  
9 they're driving so it can increase the traffic flow.

10 Sorry, it's kind of an off-the-cuff kind  
11 of thing. I wasn't really prepared, but thank you for the  
12 opportunity and I appreciate it.

13 MR. HOMER: Thank you, Mr. Barnes, and  
14 thank you for taking the time out of your schedule to come  
15 visit.

16 Are there any other signed up speakers?  
17 Anybody else want to speak?

18 VDOT EMPLOYEE: That was the final  
19 signed up speaker.

20 MR. HOMER: Wow, this is a record. Any  
21 members of the board have any comments? Well, I'm just  
22 going to say thank you for everyone for coming out. Every  
23 request is important and will be thought of very judiciously.

24 I did want to, again, underscore the  
25 nature of the decision these gentlemen have to wrestle with.

1 You know, there are local issues; there are regional; there  
2 are statewide, and one of the things that we have done in  
3 recognition of that is there's about \$500 million statewide  
4 that are not fully allocated in the Draft Six-Year Program.  
5 So one of the hard choices facing the Commonwealth  
6 Transportation Board is where, how, and when to use that  
7 additional funding, and it's a problem we've never had, at  
8 least in the last six years. So this is a positive step  
9 forward.

10 Thank you, again, for sharing your time  
11 and your thoughts with us. The meeting is adjourned.

12  
13 (Whereupon, the hearing concluded at  
14 7:30 p.m.)

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## C E R T I F I C A T E

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4 COMMONWEALTH OF VIRGINIA

5 CITY OF CHESAPEAKE, to wit:  
6  
7

8 I, Sheila L. Lowe, do hereby certify  
9 that the foregoing pages are a true and correct transcript  
10 of my Stenotype notes of the public hearing held at the time  
11 and place in the caption mentioned.

12 This 8th day of June, 2007.  
13  
14

15 \_\_\_\_\_  
16 Sheila L. Lowe  
17 Notary Public  
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25 My term in office expires January 31, 2010.

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