

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

FY2011-2016 Six-Year Improvement Program
Working Draft Public Hearing

June 3, 2010
6 p.m.

PANEL MEMBERS

- Sean T. Connaughton, Secretary of Transportation
- James L. Keen, CTB Member
- James A. Davis, CTB Member
- Dana Martin, CTB Member
- Mark J. Peake, CTB Member
- Jim D. Bowie, CTB Member
- Kevin Page, Chief of Rail
- Gregory Whirley, VDOT Commissioner
- Garrett W. Moore, District Administrator - Staunton
- Richard L. Caywood, District Administrator - Salem
- Ken Brittle, District Administrator - Bristol

CENTRAL VIRGINIA REPORTERS
PO BOX 12628
ROANOKE, VIRGINIA
(540) 380-5017

1	<u>SPEAKERS:</u>	<u>PAGE</u>
2	Senator Roscoe Reynolds	5
	Delegate Morgan Griffith	12
3	Delegate Anne Crockett Stark	16
4	Delegate Dave Nutter	19
	Beth Elliot for Representative Tom Perriello	22
5	Bruce Brown	22
6	Bob Dowd	25
	Joe Sheffey	28
7	Steve Mouras	30
8	John Dew	33
	Harry Bundy	35
9	Peter Huber	39
10	David Foster	43
	Dennis Folsom	48
11	Joe Meredith	51
12	Ward Stevens	53
	Vinod Chachra	54
13	Barbara Duerk	57
14	Jeanne Duddy	62
	Doug Juanarena	66
15	Jim Bishop	68
	Charles Tubman	73

17 * * * * *

18

19

20

21

22 This Public Hearing was held at New River

23 Community College, Dublin, Virginia, on the 3rd day of

24 June 2010.

1 MR. CONNAUGHTON: Good evening,
2 everyone. I'd like to welcome you to this
3 evening's final hearing on the state's
4 six-year transportation improvement plan.

5 I am Sean Connaughton. I'm the
6 Secretary of Transportation for the
7 Commonwealth as well as chairman of the
8 Commonwealth Transportation Board. I'm going
9 to ask everyone to please stand and say the
10 Pledge of Allegiance.

11
12 (The Pledge of Allegiance was recited.)
13

14 MR. CONNAUGHTON: Thank you very much.
15 We have quite a few people up here on the
16 dais, and that's because this hearing
17 actually covers several of our transportation
18 districts. I'm going to ask if each of the
19 individuals up here on the dais will
20 introduce themselves, starting with Greg
21 Whirley.

22 MR. WHIRLEY: I'm Greg Whirley, Acting
23 Commissioner for VDOT.

24 MR. PAGE: I'm Kevin Page, Chief of

1 Rail for the Department of Rail and Public
2 Transportation.

3 MR. BOWIE: I'm Jim Bowie, member of
4 the Commonwealth Transportation Board from
5 Bristol Construction District.

6 MR. PEAKE: I'm Mark Peake, and I'm a
7 member of the Commonwealth Transportation
8 Board from the Lynchburg District.

9 MR. MARTIN: I'm Dana Martin
10 representing and welcoming you to the Salem
11 District.

12 MR. KEEN: I'm James Keen, Rural
13 At-Large representing the CTB.

14 MR. CAYWOOD: Richard Caywood, District
15 Administrator for the Salem District.

16 MR. BRITTLE: Ken Brittle, Acting
17 Administrator in Bristol.

18 MR. MOORE: Garrett Moore, Staunton
19 District Administrator.

20 MR. CONNAUGHTON: Thank you all for
21 being here. This is our final hearing. We
22 have held hearings now in Hampton Roads,
23 Northern Virginia, and Central Virginia in
24 Richmond. I'm going to ask -- we will start

1 with our elected officials, and first is
2 Senator Roscoe Reynolds.

3 MR. REYNOLDS: Mr. Secretary, Members
4 of the Board, and VDOT, thank you very much
5 for this opportunity to make a presentation
6 to you tonight.

7 Let me start off by telling you how
8 much I appreciate the fine work done by the
9 employees. There's never an occasion that I
10 contact the department asking for help in
11 understanding matters or seeing things done
12 that I don't get a very, very positive
13 response. And I appreciate more than I can
14 say the response that we get from VDOT and
15 from the employees when we make inquiries.

16 I also want to thank you very much for
17 the Liberty Street expansion that's taking
18 place in Martinsville. That's a very
19 important project to Martinsville and Henry
20 County. I know that federal funds were
21 basically involved in that, but I want to
22 thank you very much for that.

23 I also want to thank you very much for
24 your willingness in the department to work

1 with Martinsville Speedway with regards to
2 getting folks in and out of the Speedway in a
3 timely fashion.

4 That's very important, I think, to the
5 Commonwealth and to the Martinsville-Henry
6 County area. At least twice a year national
7 attention focuses on Virginia and
8 Martinsville-Henry County as a result of the
9 events that take place at Martinsville
10 Speedway.

11 I'm going to be asking you, of course,
12 for any help that you can give in improving
13 Route 58 between Hillsville and Stuart.
14 Basically from I77 to the coast, the missing
15 link of the four-laning of Route 58 is
16 between the town of Hillsville and the town
17 of Stuart.

18 That's an area that's been hit
19 especially hard by the disappearance of
20 textile, furniture, and tobacco jobs, and it
21 continues.

22 As you are probably aware, about two
23 weeks ago we received devastating news in
24 Martinsville-Henry County that American of

1 Martinsville was shutting down and losing
2 better than 200 jobs followed very quickly by
3 Stanley Furniture's announcement that they
4 are going to send all their jobs offshore
5 with in excess of 500 jobs disappearing
6 before the end of the year.

7 There's no question that all across the
8 area that I'm talking about from Hillsville
9 to Martinsville and Danville the economy is
10 suffering greatly.

11 If we could get Route 58 complete, it
12 would improve the economic climate
13 dramatically in Carroll County, Patrick
14 County, Henry County, Martinsville,
15 Pittsylvania County, and Danville.

16 The competitive world that exists today
17 is that the quicker the manufacturer can get
18 the product to the buyer, the more successful
19 the business is going to be. And I have
20 heard manufacturers in Danville talk about
21 the fact that, because they have to travel up
22 29 and 81 to head west, that ends up pricing
23 them out of the market.

24 If that missing link between Hillsville

1 and Stuart existed, it would make them more
2 competitive and make them more successful in
3 business because it would increase the
4 rapidity with which they could get their
5 goods to market.

6 The other possible benefit of the
7 completion of the missing link between
8 Hillsville and Stuart will be that it will
9 take a tremendous amount of tractor trailer
10 traffic off of 81.

11 Studies in the past that have been made
12 indicate that a large percentage of the east
13 traffic, that is, coming from the western
14 part of Virginia headed towards the ports,
15 uses 81 and 74 instead of the straight shot
16 which would exist on Route 58 if that missing
17 link were complete.

18 May I ask you to look at your map and
19 look at Hillsville. I have talked with you
20 about it before, but I need to tell you about
21 this at least one more time and probably many
22 more times in the future.

23 But if you will look at Hillsville and
24 you look at the bypass around Hillsville that

1 is about to be completed, and thank you too
2 for that project, you will notice just to the
3 east of Hillsville on Route 221 Route 100 is
4 a connecting link between Route 221 and
5 Interstate 81.

6 Now, while it's not shown on the map,
7 there's actually an extended -- Route 100
8 road continues south across Route 221 and
9 actually connects then to Route 58 just about
10 where the broken line is on the Hillsville
11 bypass.

12 Now, what is going to happen, as soon
13 as the Hillsville bypass is completed, you
14 are going to see tractor trailer traffic
15 that's on 77 get on the 58 bypass and then
16 get on 100 and go to Route 81. If they do
17 that, they miss all those terrible hills
18 between Route 58 and Interstate 81.

19 If you haven't had the privilege of
20 driving that, it's up and down, up and down.
21 I can tell you every time I make a right-hand
22 turn from Route 58 to start up I81, you are
23 taking your life into your own hands because
24 that's at a V.

1 You start going straight uphill, and
2 I'm not putting the angle off much when I
3 hold my hand up like that. And that traffic
4 that is coming off that mountain and starting
5 up that mountain has got as much steam as
6 they can trying to get up that mountain.

7 If we can get Route 100 so that it can
8 handle that traffic, you would have the
9 effect of taking off a tremendous amount of
10 traffic where Route 100 connects onto Route
11 81 and also Route I77.

12 Let me just also mention how important
13 I73 is. I understand that that's moving
14 along slowly, but any help that you can give
15 us in making I73 become a reality is going to
16 make the economy in Southside Virginia much
17 better than it presently is.

18 I hope that when construction on I73
19 will start that it can start in the Henry
20 County area near the intersection of Route 58
21 and I73's projected project to move in the
22 direction of the North Carolina line.
23 Economic development authorities tell us that
24 the minute that construction starts, the

1 economic climate in Henry County will improve
2 dramatically.

3 I also want to thank -- today on the
4 way over here, I was driving up Route 8.
5 It's been several years ago that you all did
6 a lot of work on that mountain by daylighting
7 curves and widening the road. Thank you so
8 much for that. Every time I travel that road
9 I'm so much appreciative of the work that you
10 have done in there.

11 Let me tell you, the traffic load on
12 Route 8 between Floyd and Christiansburg is
13 increasing dramatically. It's because many
14 people in Floyd County are having to go to
15 work -- their work is taking place in
16 Montgomery County. In the mornings and at
17 night -- if you are traveling Route 8 at
18 night, there's a steady line of traffic, cars
19 back to back to back headed south on Route 8
20 coming from Montgomery County.

21 The similar situation exists in the
22 morning, and you had to make it even more
23 difficult by Auburn Schools and the school
24 complex that exists there on Route 8.

1 Thank you again for all that you do and
2 anything that you can do to help the
3 localities with regards to their needs.
4 Every locality that I represent is very
5 concerned about the decreases that have taken
6 place in funding for secondary routes.

7 I know that there are several bridge
8 replacements that are on the drawing board
9 from stimulus funds. Anything that can be
10 done to move those along to get those
11 projects complete and to provide the help to
12 the localities, that will be greatly
13 appreciated. And, again, thank you so much
14 for what you do.

15 MR. CONNAUGHTON: Thank you very much.
16 Delegate Morgan Griffith.

17 MR. GRIFFITH: Let me echo the
18 senator's comments in saying thank you very
19 much for being here. Thank you, Dana, for
20 welcoming us to the Salem District. It's
21 always good to have everybody in the
22 neighborhood.

23 Let me also say that -- it was going to
24 be my closing comments, but since they were

1 Roscoe's closing comments, I'll open with it.
2 And that is, I agree with him on I73. I
3 think it's extremely important for economic
4 development as well as traffic flow as we
5 work forward.

6 And, hopefully, the intermodal, which
7 you all were very helpful on, in
8 Elliston-Shawsville just outside of my
9 district -- as we build I73 to its ultimate
10 completion, I think it's extremely important
11 that it's coming right past that intermodal
12 site. I think it helps us on economic
13 development.

14 And even though my constituents in the
15 Eighth Legislative District, my current
16 district, would probably prefer that the
17 construction for I73 actually start just
18 outside of Roanoke, I think that Senator
19 Reynolds is correct that what we need to do
20 is build the way between Martinsville and
21 Roanoke -- North Carolina-Martinsville-
22 Roanoke needs to be the first part of it
23 that's built.

24 But I do think that Southside needs

1 that road probably more for economic
2 development than we do. We need a good path
3 from the Roanoke Valley to the Martinsville-
4 Henry County area. But if we start at that
5 end, it does help them immediately, and the
6 road will eventually get all the way up to
7 Roanoke and then follow all the way to West
8 Virginia.

9 I think it's extremely important. It's
10 one of our long-term goals, and I appreciate
11 all the work that you all have done on that
12 already. I hope that I will be in a position
13 in whatever capacity the voters may elect to
14 put me in in the future to help move that
15 project forward.

16 I would also like to say thank you and
17 ask that you continue the good work that you
18 all have done on 221 as that project moves
19 forward in Roanoke County.

20 11/460 west of Salem in Roanoke County
21 is also a project that we have been working
22 on for many, many years. I think we have
23 crossed the thirty-year mark now with various
24 legislators asking for that. It is about to

1 happen. We are excited about it. It's going
2 to be very important for traffic flow as we
3 continue to improve I81.

4 I have always said, and some of you all
5 have heard it, and I apologize for being a
6 broken record, but you have to fix 11/460
7 west of Salem before you can do a lot on 81
8 because that two-lane stretch there jams the
9 traffic up because people are trying to get
10 off of 81 because of construction or an
11 accident, and that area gets shut down in a
12 bumper-to-bumper traffic situation that lasts
13 for hours and goes for miles.

14 Once we have that fixed, I'm not going
15 to say it will be perfect, but it certainly
16 won't be a bottleneck and will make things a
17 lot easier in that corridor between
18 Christiansburg and Salem. So I greatly
19 appreciate all the work that you have done on
20 that.

21 And I guess I'll start and finish the
22 same. I do believe long term -- I understand
23 you need the funding so we can do it, but I
24 do believe long term that the biggest project

1 we have on the table is I73. We need to work
2 on all of it, but particularly that section
3 between Roanoke and the North Carolina border
4 and Martinsville.

5 It not only improves the traffic
6 situation, but I think really makes a big
7 difference for Southside. It's not in any of
8 the districts I'm running in currently or
9 representing currently, but I think it's just
10 important for Virginia. Thank you very much.

11 MR. CONNAUGHTON: Thank you very much.
12 Now we'll have Anne Crockett Stark.

13 MS. STARK: We're so appreciative of
14 you coming to our area. Sean, good to see
15 you.

16 MR. CONNAUGHTON: Good to see you.

17 MS. STARK: I represent the Bristol and
18 Salem Districts, and I would like to thank
19 you for all the work that -- I know how much
20 work goes on nonstop.

21 I will say that I want to thank you for
22 Wolf Creek. We had some flooding up there
23 two months ago, and you did a nice job. We
24 had some roads that literally went away,

1 looked like wilderness. We had water that
2 stood in our roads, and one woman opened her
3 mailbox to show mud this thick. So it got a
4 little high.

5 VDOT came in there, and I want to thank
6 VDOT for what they did over there for those
7 citizens. Giles is a small county. It's one
8 of the most beautiful counties in the state,
9 and I appreciate the work you have done.

10 Secondary roads are always a problem
11 throughout my five counties. They are rural
12 counties, and we have -- the roads that are
13 federally designated are in good shape, but
14 the roads that lead to those often are dirt,
15 and I continue to say we need help on those.

16 I would also like to say -- I would
17 like to continue by saying that we still feel
18 like in Pulaski County we need 99 widened to
19 four lanes. And down in the Dublin area
20 where the new Wal-Mart is, there is so much
21 business in that area, and there's a lot of
22 congestion in that area.

23 And I think at some point that we need
24 to look not at the road, but at some of the

1 -- where you go in and out, some of the
2 entrance and exits and maybe looking at the
3 whole configuration and seeing if there is
4 some safety factors there that need to be
5 looked at. I'm sure that Mr. Parker and
6 Mr. Huber in Pulaski County can be more
7 detailed with that.

8 I would also like to say that the
9 potholes that have been repaired, some of
10 them are like riding a bicycle on an
11 accordion. I think it would be less wasteful
12 if they were done well the first time and not
13 have to go back and repeat some of them.

14 Especially on 77 over in my Bristol
15 District between -- it's really rough coming
16 out of Bluefield after the tunnel and again
17 coming down that last mountain. As you come
18 back into Bland, coming north to south is a
19 really rough area. And also, again, between
20 Rural Retreat and Marion and to Abingdon,
21 there are some rough potholes. Been fixed
22 but not well. I have to say that.

23 I did have a constituent come to me
24 yesterday, and I went and looked at this

1 problem. Going up Old Baltimore Road coming
2 from Route 11 where you can cross the bridge
3 and get -- where it intersects with Route 11
4 and Kirby Road and Old Baltimore Road, there
5 is a curve as you go up.

6 And we have trees like -- obviously,
7 trees and squirrels -- growing out over it,
8 and it makes it a safety hazard there.
9 That's a secondary problem, but I think that
10 really needs looked at and, you know, just
11 the trees cut back there.

12 And I could go on and on, but I think I
13 won't, you know. I do appreciate being here,
14 and I think most of the local government
15 people will have more detail for you. But
16 thank you for letting me speak and be with
17 you tonight. Thank you.

18 MR. CONNAUGHTON: Thank you. Good
19 seeing you. Delegate David Nutter.

20 MR. NUTTER: Thank you, Mr. Secretary.
21 Thank you all for coming down here to the New
22 River Valley. I have just a couple of items.

23 First of all, I want to thank you for
24 being here today, but also a year ago you all

1 helped close a gap with some funding on the
2 widening of Route 114 in the Town of
3 Christiansburg. It was a small gap we had in
4 the way of funding, but it helped in closing
5 that project that was completed certainly on
6 time and may have been slightly under budget,
7 so I deeply appreciate that.

8 Route 114 pretty much bisects
9 Montgomery County between the Blacksburg and
10 Christiansburg side. It's a high-growth
11 corridor, a lot of development in that area.
12 It intersects with the New River Valley Mall
13 area and then comes over to a bridge that
14 I'll mention here shortly that cuts across to
15 Pulaski County.

16 I want to thank you. You all have kept
17 the replacement bridge -- which, for those
18 who don't know, was damaged I would say
19 probably eleven, twelve years ago by a truck.
20 So it's been closed, and we have been
21 rerouting the traffic through that area
22 across another bridge, but it's still not
23 perfect.

24 It's also right out in front of the

1 Radford Army Arsenal Plant, which is one of
2 the major propellant plants for the United
3 States Army. That is still on the six-year
4 plan, I understand. I want to thank you for
5 keeping that there as a number one priority
6 for our regional counties as well.

7 Also, the climbing lanes on 81, again
8 another top priority for us. So, again, I
9 hope that will continue to stay in the
10 six-year plan.

11 Again, I'll just finally close with
12 what Delegate Crockett Stark said again. The
13 secondary road funds in Pulaski County are
14 down to about 90 percent. It used to be --
15 again, I know that's an issue all through the
16 Commonwealth, tough challenges, but I
17 certainly remind you that in some of these
18 rural areas, that's very important for us as
19 well.

20 I know you have a difficult task in
21 front of you, so we thank you for being here.

22 MR. CONNAUGHTON: Thank you very much.
23 Are there any other members of the General
24 Assembly here? Okay. Next is Beth Elliot,

1 who is a representative for Congressman Tom
2 Perriello.

3 MS. ELLIOTT: I don't have anything to
4 say.

5 MR. CONNAUGHTON: Thank you. We have
6 Bruce Brown, mayor elect of the City of
7 Radford.

8 MR. BROWN: Ladies and gentlemen,
9 thanks for your service to the Commonwealth
10 and the opportunity to come out and speak to
11 you tonight.

12 I served on the city council of Radford
13 for two terms and was elected mayor. I
14 assume office July 1. So I want to talk to
15 you from two perspectives. One, as an
16 elected official and bring you thanks from
17 the citizens of Radford and the Radford
18 University community for helping fund public
19 transportation through the Department of
20 Rails and Public Transportation.

21 We're real excited about the potential
22 to link that regionally. We do a lot of
23 regional stuff around here from landfill to
24 jails because you can't do it by yourself

1 today. So I appreciate that and thank you
2 for that consideration.

3 I would echo Delegate Nutter. I lived
4 in Montgomery County on 114 before I moved to
5 Radford in 1993. And the bridge, provided
6 that's still in the picture, it definitely
7 needs, not only from just transportation, but
8 from the homeland security, a real need that
9 that product get to the marketplace.

10 I drive to Wytheville every day, and I
11 think the bridge across the New River at Exit
12 105, you are aware of some of the limits. I
13 think that has to be a key priority, and I
14 hope that that will get on the windshield and
15 stay there.

16 The other thing I would ask is you
17 helped us in the past with transportation
18 enhancement moneys. We were able to
19 construct a bikeway-walkway that has
20 contributed dramatically to the community.

21 I hope that stays in the picture
22 because, if we learn nothing from what's
23 happening in the Gulf of Mexico, we need to
24 find other alternatives to transportation

1 that aren't necessarily fossil-fuel based.
2 So I know that's in the landscape picture,
3 and I think that's important.

4 I work with a company down in
5 Wytheville called Evatran that's making
6 electric cars. They have got a vision to try
7 and create docking stations and get some
8 other modes for folks to maybe break the
9 bonds that we have with that type of source
10 of fuel.

11 So I think, as a policy-making body and
12 a funding body, you have the solemn
13 responsibility to paint a vision of where
14 you'd like to see transportation go today and
15 in the future. And you do a good job of
16 that, and we applaud that.

17 We would love to see Amtrak come on
18 down to Roanoke and stop at Radford, Pulaski,
19 Bristol, and Abingdon. We give some money
20 each year to help that happen, and I think
21 that's critical.

22 I have traveled to New York a couple
23 times, and I enjoy getting on the train in
24 Lynchburg and getting to Penn Central at 2:30

1 in the afternoon and not have to fight 81.

2 If you haven't read the Roanoke Times
3 article -- I imagine you did -- that was in
4 the paper this weekend, it was very
5 instructive about some of the, I guess, urban
6 legends that go along with that road with the
7 reality of how scary it is. So that's of
8 real interest to me as a citizen and also as
9 an elected official. Thank you.

10 MR. CONNAUGHTON: Thank you very much,
11 and congratulations. Mr. Bob Dowd
12 representing the Danville Metropolitan
13 Planning Organization.

14 MR. DOWD: Thank you. I represent the
15 West Piedmont Planning District Commission
16 and the Danville MPO, so I wear several hats.

17 I'd just like to note that I am
18 providing a letter that identifies a number
19 of projects across my geographic areas of
20 responsibility that the localities would like
21 to see undertaken in the future. We have put
22 these before you recognizing the situation
23 regarding the funding, but nonetheless
24 wanting to keep you abreast of the area needs

1 for planning purposes.

2 However, tonight I wanted to thank you
3 for the assistance that you have provided to
4 the area recently. The Robertson Bridge
5 project in Danville is being provided funds
6 through you, and our project will be done
7 soon. We really appreciate it.

8 I'm also aware that work will be
9 undertaken on Interstate 73 corridor work and
10 that this will mean a whole lot, as Roscoe
11 said earlier, to our region in the future.

12 Support has been received on the status
13 of the Martinsville-Henry County Transit
14 System, including an earmark. That's a great
15 help, and it's going great as far as our
16 system today. Trail work is proceeding using
17 our funds in the Martinsville-Henry County
18 area and also Danville.

19 Route 29 is, for practical purposes, at
20 this time our interstate, and we support the
21 planning effort that you have undertaken over
22 the last several years on this route.

23 We, of course, want to see solutions
24 implemented that will ensure that the route

1 remains in an uncongested and free-flowing
2 condition as much as practical for traffic
3 using a car from the Virginia-Carolina line
4 up to Gainesville, Virginia, and the Northern
5 Virginia area.

6 I also note that VDOT is continuing to
7 make improvements along US Route 220, which
8 is so important as a trade and commuter
9 route. This is very helpful to us as a
10 region.

11 The work that has continued over the
12 years and the upcoming work on US58 is
13 central to traffic movements east and west in
14 our area and is also critical to economic
15 development in our region.

16 We also are appreciative of the work on
17 extending rail passenger service connections
18 between Southwest and South Central Virginia
19 and the Northern Virginia-D.C. area. We do
20 ask for help in making these services
21 corridor stops and so forth accessible to
22 regional citizens, so we'll need adequate
23 parking lot spaces in the near future at
24 these various stops. Also, shuttle services

1 might be looked at in the future.

2 Obviously, we want to see the Crescent
3 service between Danville -- this is Amtrak
4 service between Danville and points north and
5 south of us continued into the future.

6 We'd also like to express our
7 appreciation for the assistance you have
8 given to us on the past and present projects.
9 These are across Franklin, Henry, Patrick,
10 and Pittsylvania County. Everything you are
11 doing is a great help to us. I can't mention
12 everything, but we really appreciate it.
13 Thank you.

14 MR. CONNAUGHTON: Thank you very much.
15 Mr. Joe Sheffey.

16 MR. SHEFFEY: Good evening. The New
17 River Valley Planning District Commission
18 would like to thank you for your time and
19 dedicated efforts towards transportation
20 improvements in the region.

21 We would like to thank you for
22 addressing the district bridge structures,
23 particularly continued investment towards the
24 Route 114 bridge connecting Pulaski and

1 Montgomery Counties, the recommendation of
2 the Route 61 bridge at Narrows utilizing ARRA
3 funding, and preliminary engineering for the
4 219 bridge in Rich Creek. We hope that you
5 will keep these allocated funds in place and
6 on schedule.

7 In support of the region's MPO, the
8 commission would like to support the
9 construction of an interchange along US Route
10 460. The interchange would remove the last
11 remaining traffic signal along 460 through
12 the MPO area and would also improve access
13 for Southgate Drive and ease the expansion of
14 the Corporate Research Center.

15 Finally, similar to many locations
16 throughout Virginia, our local transportation
17 system suffers from a variety of safety and
18 capacity deficiencies. These roadways with
19 statewide and regional significance in this
20 region include I81, US Route 460, 11, and
21 221, Virginia primaries 114, 100, and 80.
22 These corridors play a major role in the
23 region's ability to move people and freight.

24 The planning commission truly

1 appreciates the opportunity to provide
2 comment to you this evening, and we hope to
3 continue to communicate these needs to the
4 Virginia Department of Transportation and the
5 Commonwealth Transportation Board.

6 MR. CONNAUGHTON: Thank you very much.
7 Mr. Steve Mouras.

8 MR. MOURAS: Thank you, Secretary
9 Connaughton and Members of the CTB,
10 particularly Mr. Dana Martin. My name is
11 Steve Mouras. I'm the director of
12 transportation with Virginia Tech. I'm also
13 the representative for the university on the
14 local MPO. That's the Blacksburg-
15 Christiansburg-Montgomery County area MPO.

16 I'd like to talk to you briefly about
17 one project, and it's a project that's near
18 and dear to the university's heart. It's
19 also a project that the localities support as
20 well. You just heard the PDC talk about it,
21 and that is a grade-separated interchange
22 along Route 460 Bypass in the vicinity of
23 Southgate Drive.

24 Southgate Drive is one of the primary

1 entrances to the university and also the town
2 of Blacksburg and is the major connection
3 point to the university's Corporate Research
4 Center. This is the last at-grade
5 interchange that we have in that location.

6 We think a grade-separated interchange
7 would be helpful for several reasons. One,
8 we believe that it will enhance the safety
9 and efficiency of the intersection. And,
10 number two, we think it will be a stimulus to
11 the economy in the area providing better
12 connectivity to that side of campus, to the
13 Corporate Research Center, and also to the
14 town of Blacksburg.

15 We at the university support this, and
16 we have talked to the CTB about it in
17 previous years since that time. We have
18 funded a study through the MPO in order to
19 create some momentum on this project. We put
20 to date over \$9000 into the study for the
21 development of an interchange modification
22 report.

23 In addition to that, at last year's CTB
24 meeting, we pledged to the CTB that we would

1 offer the right-of-way at no cost, which is a
2 substantial savings to this project, since
3 the interchange would be totally on Virginia
4 Tech property. That's our level of
5 commitment and our level of interest in this
6 project and trying to move it forward.

7 One of the things that we just learned
8 about is that there is additional funding
9 through DOT through the TIGER Program, the
10 TIGER II Program, if you will, the second
11 phase of it. And we would like to lift up
12 this project as potentially an opportunity
13 for TIGER II funding since it has the ability
14 to use the nonfederal match of the
15 right-of-way that we're seeking that we
16 committed to providing to you at no cost.

17 We think this project creates a unique
18 opportunity to dovetail with the criteria and
19 the priorities that the TIGER project really
20 offers. So we would lift that up as
21 something for your consideration as well.

22 So, in summary, we are requesting your
23 consideration for inclusion of this project,
24 grade-separated interchange of Route 460

1 Bypass, onto the six-year improvement
2 program. We would also like to lift up the
3 idea that this might be an ideal project for
4 the TIGER II program.

5 So thank you again for your time and
6 all that you have done for the Commonwealth.

7 MR. CONNAUGHTON: Thank you very much.
8 John Dew.

9 MR. DEW: Good evening. I appreciate
10 the opportunity to speak before you. I'm
11 here on behalf of the council and the manager
12 of the Town of Abingdon and for my son, Ian,
13 who is in the audience here.

14 And I'd like to say for our town, in
15 the past year we have lost the listing of the
16 I81 Exit 17 interchange improvements on the
17 six-year plan, and we just recently had the
18 town residency shut down. We're not sure
19 what we did to make you angry, but we're
20 sorry and we want you back.

21 Three of the five major corridors that
22 come into our town go through interstate
23 interchanges, and all three interchanges are
24 of the older design. And with that, just

1 like many of the interchanges, they have some
2 traffic capacity issues and some safety
3 issues.

4 With the issue about the Exit 17
5 listing, I know it's not likely that we will
6 have total reconstruction, but I would like
7 to ask if there is a way to reshift the focus
8 from total interchange rebuild to some sort
9 of smaller improvements that could be made to
10 the ramps or where the ramps intersect our
11 primary roads into town or if there are any
12 other changes, turn lanes, that we could make
13 at the interchanges, something less expensive
14 that might be more realistic looking forward
15 in the short-term future until funding may
16 become available to do the total rebuild.

17 The other issue we have is that Main
18 Street that runs through town, which is also
19 Route 11 and Route 58, is showing signs of
20 aging. And I'd like to ask if there are any
21 suggestions on how to approach repair or
22 repave beyond the scope of what we are
23 capable of doing with our town maintenance
24 allocations. So any suggestions I would

1 certainly enjoy hearing. Thank you.

2 MR. CONNAUGHTON: Thank you for your
3 statement. Mr. Harry Bundy.

4 MR. BUNDY: Thank you for the
5 opportunity to speak. Since the meeting in
6 Roanoke, there was a headline in the Roanoke
7 Times that said, Want to catch the train?
8 Ride the bus.

9 Well, if you live in Winston-Salem and
10 you want to catch the train to Washington,
11 what do you do? You go to Old Salem, get on
12 the bus, and go to Greensboro, 45 minutes.
13 If you are in Norfolk and you want to go to
14 Washington, what do you do? You go to the
15 bus station, take the bus to the train at
16 Newport News. If you live in San Francisco
17 and you want to go to Chicago, what do you
18 do? You go to the Ferry Building, you catch
19 the bus to Emeryville, and you ride the train
20 to Chicago.

21 Somehow Roanoke has had a hard time
22 accepting this fact. As far as Roanoke,
23 Abingdon, Bristol goes, I'll poison your
24 mind. Maybe if there were a long distance

1 train, there would be sufficient traffic to
2 warrant a train. The mayor of Bristol at the
3 meeting in Roanoke in May said there is
4 insufficient ridership to originate and
5 terminate the train in Bristol.

6 But suppose we made it Memphis?
7 Knoxville doesn't have passenger service. If
8 you are in Chattanooga and you want to ride
9 the train, you have to go to Gainesville,
10 Georgia. So consider making a long-term,
11 long-distance train.

12 My second item here is Item 11.3.1.5,
13 additional improvements with federal funding,
14 19 projects to be undertaken between
15 Washington, D.C., and Main Street Station in
16 Richmond. From the Potomac River to Main
17 Street Station is 113 miles.

18 If my calculator added up these
19 projects right, these 19 projects, it comes
20 to \$1,754,900,000. And I'm not sure of this
21 figure because I couldn't take my shoes off
22 in the library, but I think it comes out to
23 be fifteen and a half million dollars a mile.

24 Let's discuss this in two sections.

1 First of all, from Fredericksburg to Staples
2 Mill Station, 54.6 miles. In this
3 improvement, they want to add a third rail
4 from Parnell to Elmont, from (inaudible) to
5 Hamilton, and from Guinea to Milford. From
6 Guinea to Milford is going to require a
7 bridge over Polecat Creek and one over the
8 Mattaponi River, and they ain't cheap.

9 Now, here is Timetable Number 97 in
10 effect July 1944. 22 southbound trains every
11 day, 22 northbound passenger trains every
12 day. This excludes the freight. Virginians
13 just knew how to do it better, and I have to
14 wonder if this isn't overkill spending 207.7
15 miles in that 54.6 miles.

16 Now let's talk about the second part,
17 and that's the part between Fredericksburg
18 and Washington. Here the complexion of the
19 traffic changes because of Virginia Railway
20 Express, and there's a need for Virginia
21 Railway Express.

22 In March 2003 there was a storm that
23 knocked out the signal system in Milford,
24 snowstorm. CSX suspended traffic. They

1 claimed it was the storm of the century.
2 It's a shame they couldn't have been in
3 Buffalo in 1977 because the N&W had trustees
4 from Attica Prison clearing snow, they had
5 contractors from hither and yon clearing
6 snow, and they had me clearing snow.

7 There was so much snow that we didn't
8 know what to do with it, and then somebody
9 got an idea. We'll load it in empty hopper
10 cars going back to Virginia, and it will
11 melt. Well, guess what happened? It got to
12 St. Paul, and it hadn't melted. But the
13 railroad kept operating.

14 Now, the Virginia Railway Express
15 offers commuters a way to get to DC. They go
16 in in the morning, most of them, and return
17 in the afternoon after work. This past year,
18 starting about December the 18th, every
19 weekend we had snow. And I would check by
20 using the telephone what trains were running.
21 Well --

22 MR. CONNAUGHTON: Mr. Bundy, you are
23 way over the three-minute limit, but we're
24 enjoying this very much. Can you just

1 conclude?

2 MR. BUNDY: I'm sorry, I didn't know it
3 was three minutes.

4 MR. CONNAUGHTON: That's fine.

5 MR. BUNDY: Well, if we are going to
6 make these improvements, somebody needs to
7 tell CSX what Mussolini said. Do you know
8 what Mussolini said? He said, The trains
9 will run on time. Thank you.

10 MR. CONNAUGHTON: Thank you. That's
11 great. Is that really a 1944 timetable?

12 MR. BUNDY: Yes, sir.

13 MR. CONNAUGHTON: Thanks. Can I keep
14 these?

15 MR. BUNDY: (Inaudible.)

16 MR. CONNAUGHTON: That's excellent.
17 Thank you very much. I learned a lot.
18 Mr. Peter Huber.

19 MR. HUBER: Thank you very much for
20 being here in Pulaski County. Welcome to the
21 county. I'm Pete Huber, county
22 administrator, and I would like to first
23 thank you for your help with the Route 114
24 bridge. That's a primary road that's been in

1 need for some time. The other bridge that's
2 at issue is Interstate 81.

3 I guess the focus of my comments would
4 be that if you have a priority, it would
5 probably be good to put it on bridges. It
6 doesn't much matter what kind of roads you
7 have if you don't have a way to get across
8 the various obstructions, railroads, rivers,
9 those kinds of things.

10 Since we don't have a chance to talk
11 with you very often, I'd like to also address
12 some issues that are related to the secondary
13 road system as I notice in the back of the
14 handout that you do have secondary road
15 allocations in there.

16 For Pulaski County, you are at 90
17 percent of what it used to be, and that's of
18 serious concern. For us, secondary roads is
19 where the rubber meets the road for the
20 localities.

21 Most people don't understand that local
22 roads are not local issues, so they have a
23 hard time understanding. Still the public
24 doesn't fully understand that the local roads

1 are a state issue.

2 And locally we have a bridge that was
3 closed last week. There are a hundred people
4 that live up in this holler called Pond Lick
5 Holler. The hundred folks there now have to
6 haul their trash out by a pickup truck
7 instead of a trash truck. If they have a
8 fire, it's going to be a problem because it's
9 going to be a ghost truck that responds
10 instead of a fire truck.

11 We understand we are not under any
12 circumstances allowed to cross the bridge
13 with more than seven tons on limit. An
14 ambulance can get up there, but a school bus
15 can't. So those kind of issues are really
16 day-to-day type issues. This is going to be
17 the case, my understanding is, at least one,
18 maybe two, years.

19 In the other areas, we probably have
20 another five or six bridges in the same kind
21 of situation. So that's a major concern in
22 the outlying areas of the state, I'm sure in
23 other places as well, and allocation of funds
24 for that purpose and maybe also some changes

1 in the regulation about quicker response.

2 In talking with David Clark, I
3 understand the process. They do the bridge
4 inspection, and whatever the numbers turn
5 out, they have to respond immediately to what
6 that happens to be. It may take a year or
7 two before -- maybe some preplanning can be
8 done or some other way that we can go ahead
9 and be doing the environmental work and other
10 things waiting on the bridges.

11 Also related to secondary roads -- and
12 again I apologize for being off topic. I try
13 not to be. The potential -- looks to me like
14 there is a potential savings for using chip
15 and seal where you have got dirt roads that
16 are on hilly terrain.

17 A flat dirt road probably lasts longer
18 and will serve well. But when you start
19 having steep grades, I suspect you are
20 probably having to pay more in routine
21 grading than what chip and seal might be able
22 to save in the long run.

23 Finally, I would encourage you to take
24 a look at the differences in funding and

1 regulations between roads that are managed
2 and operated by municipalities and those that
3 are run by VDOT. I think the per -- there
4 was tremendous difference in per lane
5 allocation. This is before the secondary
6 roads got cut back. I'm afraid to look at
7 what it is now.

8 And then also in the guidelines, things
9 like local ability to set speed limits and
10 those kind of things. It's kind of an
11 ongoing aggravation for several citizens in
12 Pulaski County.

13 So with that, I'll close. I appreciate
14 you being here again and apologize for being
15 slightly off topic. I hope you will consider
16 the concerns related to the secondary system
17 as well. Thank you.

18 MR. CONNAUGHTON: Thank you. David
19 Foster.

20 MR. FOSTER: Secretary Connaughton and
21 members of the CTB, I want to thank you for
22 coming here today. You too, Kevin. Thank
23 you for coming here today in Southwest
24 Virginia and allowing us to speak about the

1 six-year plan.

2 First of all, I want to commend all the
3 transportation powers that be in Virginia for
4 allowing rail to become an increasing part of
5 this exercise. Back in 2003 when Rail
6 Solution was first founded, we were on the
7 flaky fringe of rail advocacy. We were the
8 only people out there beating the drum for
9 rail.

10 Now this isn't quite such a lonely
11 task, but we continue to work at it. We are
12 at least getting to the point now, it seems
13 to me, where we recognize that a multimodal
14 approach is best, that we don't want to look
15 upon ever more lanes of highway to address
16 every problem of congestion and growth. And
17 that's a good thing.

18 Of course, we have a long way to go,
19 and Rail Solution will be there urging
20 Virginia to do more for rail. Our advocacy,
21 unlike most, is mostly focused on freight
22 rail, which is the part of rail that gets the
23 less amount of attention.

24 The public is enamored with passenger

1 rail, and there's nothing wrong with that,
2 but there's a lot of people speaking for
3 passenger rail as a result. We speak for
4 freight rail.

5 Our membership from the beginning has
6 been concentrated in the I81 corridor. In
7 the I81 corridor, freight is a problem. We
8 hear all the time about the volume of
9 trucking on I81.

10 So it's good to know that there is a
11 Norfolk Southern rail line that parallels the
12 interstate all the way from Knoxville,
13 Tennessee, to Harrisburg, Pennsylvania. This
14 resource can help us alleviate congestion on
15 the interstate.

16 Norfolk Southern's Crescent corridor is
17 a good start, but we need to do more. That's
18 a double-stack container initiative. It
19 focuses entirely on shipping containers. The
20 problem on I81 is not one necessarily of
21 shipping containers. A lot of it is
22 independent truckers who will not be
23 influenced by what Norfolk Southern has
24 proposed to date.

1 So I want to urge you to continue to
2 think about this and about the potential for
3 rail to ameliorate congestion and to add
4 freight capacity when it can do so more cost
5 effectively and in an environmentally
6 preferential way as opposed to adding two
7 more lanes of highway. We need an open
8 intermodal concept in the corridor that will
9 allow us to handle all trucks, not just
10 shipping containers.

11 I want to close by commenting on
12 something from the Salem District because
13 that's what we're supposed to do here at this
14 hearing, and my comments have been mostly
15 focused at the overall six-year plan.

16 When I first went to the VDOT workshop
17 on the Montgomery County truck climbing
18 lanes, it was a \$130 million project, and it
19 involved rebuilding I81 southbound for 18
20 miles between Ironto and Christiansburg to
21 the ultimate profile. That's a VDOT
22 technical term, but it means whatever we
23 would reasonably need some day in the future.

24 And although it was called a truck

1 climbing lane, it involved 72 feet more
2 pavement width. We campaigned against that
3 even though we think the truck climbing lane
4 is a good idea. There are two truck climbing
5 lanes there. There's a gap in the middle.
6 It makes perfect logical sense to fill in the
7 gap, but it didn't make sense to rebuild the
8 entire 18 miles of interstate to ultimate
9 profile.

10 And I'm pleased when I look in here
11 today and I see that it's been scaled back to
12 focus now only on the -- well, the gap is
13 actually 4.5 miles, and this project has been
14 scaled back to 5 miles. So there's probably
15 a little overlap that has to be reconfigured
16 at both ends.

17 But that's a good thing. Whenever we
18 talk about funding transportation in
19 Virginia, there's an outcry from the public
20 if ever we talk about new funding, especially
21 if it's new taxes. And I have long thought
22 -- this is a personal observation. I have
23 long thought that this stems largely from
24 mistrust of VDOT where in the past people

1 have seen funds allocated imprudently or
2 maybe even wasted.

3 I think this is an important step in
4 the right direction, to scale this project
5 back and focus only on filling in the
6 five-mile gap instead of rebuilding the
7 entire interstate to ultimate profile.

8 Thank you for the opportunity to
9 comment this afternoon.

10 MR. CONNAUGHTON: Thank you,
11 Mr. Foster. Good seeing you again. Dennis
12 Folsom.

13 MR. FOLSOM: Hi. I'm Dennis Folsom.
14 I'm a resident of Pulaski, and I just
15 represent myself, or John Q. Public maybe.

16 For 17 years I commuted from Pulaski to
17 Roanoke to teach English, and it was
18 harrowing. And it became worse by the year
19 to the point that at the fifteenth year, I
20 said to my wife, I have got to slow down.
21 And so I took a small apartment in Roanoke
22 just to slow down and be able to retire. For
23 two years I did that and came home basically
24 on weekends. This was not a good solution

1 for her or for me.

2 I found the article in the Roanoke
3 Times very fascinating. I hope all of you
4 have seen Sunday's -- the first of a series
5 of articles on I81. They concluded that it's
6 one of the safest, but yet it is not
7 overtaxed by trucks and by automobiles. And
8 I find that astounding. Yesterday in the
9 editorial, what I found more shocking was
10 that the editorialist said that the truck
11 traffic on I81 will double in 25 years, it's
12 projected, and that there's no money to
13 maintain or expand the interstate.

14 So I guess you know where this is
15 going. I love trains. I grew up in
16 Tri-Cities, Tennessee, and we took trains to
17 Florida, to New York, and in between,
18 Chattanooga Choo-Choo, the whole thing.

19 Now that our three grown daughters are
20 out and married, two live in Richmond, one
21 lives in D.C. So we have to still drive I81
22 and I64 to Richmond about ten times a year
23 for birthdays for the grandchildren, etc.
24 Driving to Washington is no easier. In fact,

1 it's worse. But I81 I find extremely
2 hazardous.

3 We in '98 bought a timeshare in
4 Manhattan, so we annually go to New York. So
5 we go up to Washington, park our car at the
6 daughter's house, and go up. And it's a
7 piece of cake. I haven't tried the Lynchburg
8 train yet, but I am very, very --

9 MR. PEAKE: Drive to Lynchburg.

10 MR. FOLSOM: I haven't tried the train
11 yet.

12 MR. PEAKE: Come on up anytime.

13 MS. FOSTER: I'm worried about where to
14 park my car.

15 MR. PEAKE: We'll take care of that.

16 MR. FOLSOM: Oh, okay. Thank you.

17 That's been my concern, because I had free
18 parking at Amanda's, you know, so...

19 But, anyway, it's my dream -- I'm
20 retired now, and I have been since '03. It's
21 my dream to live to see train service come
22 all the way down through the Roanoke Valley
23 and into Pulaski and on down to Bristol as
24 others have said today. That is my dream.

1 And I will try the Lynchburg train, but
2 I think that we should look at passenger rail
3 seriously and forget eight-laning I81. I
4 think that's absurd.

5 That's all. I'm kind of intimidated by
6 all the ties. I underdressed for this.
7 Thank you for the opportunity to speak.

8 MR. CONNAUGHTON: Thank you very much.
9 You underdressed, we kind of overdressed, but
10 that's the role we got to play. Joe
11 Meredith.

12 MR. MEREDITH: Good evening. My name
13 is Dr. Joe Meredith, and I'm president of the
14 Corporate Research Center at Virginia Tech.
15 I appreciate the opportunity to recommend
16 that the proposed interchange enhancement
17 project at Ramble Road and Industrial Park
18 Boulevard in Blacksburg be included in the
19 six-year plan.

20 These enhancements will mitigate a
21 growing problem with access into and out of
22 the Virginia Tech Corporate Research Center,
23 the osteopathic medical school, and Virginia
24 Tech. With over 2200 people working for 140

1 companies in the research centers, the CRC is
2 arguably one of the state's most successful
3 economic development projects.

4 The CRC recently received a \$2 million
5 federal grant to build the infrastructure for
6 a second phase where we have master planned
7 another million square feet in 18 buildings
8 with the expectation that the park will
9 double in size.

10 There are only two ways to get into and
11 out of the CRC. We're currently experiencing
12 significant backups during both rush hours.
13 The continued growth of the park will
14 continue to exacerbate this problem.

15 This project estimated to cost
16 approximately a million dollars would simply
17 add right turn lanes to both Ramble Road and
18 Industrial Park Boulevard. This relatively
19 simple improvement requires no right-of-way,
20 can be accomplished in a short time frame,
21 and will significantly minimize queues now
22 and under future traffic conditions according
23 to VDOT.

24 I'd like to thank the Town of

1 Blacksburg, Blacksburg Partnership, and VDOT
2 for their support in the analysis of this
3 project. The model of the interchange
4 developed by the Salem District demonstrates
5 that the proposed enhancements will solve the
6 current and future problems. Thanks for your
7 consideration of this project.

8 MR. CONNAUGHTON: Thank you very much.
9 Mr. Ward Stevens.

10 MR. STEVENS: I want to just thank you
11 for the opportunity to comment on the project
12 that Dr. Meredith just described.

13 As an employee of the Virginia College
14 of Osteopathic Medicine, I think I'm kind of
15 uniquely qualified to comment on the value of
16 this project because I have the only office
17 in the Corporate Research Center that looks
18 down Ramble Drive toward that intersection as
19 well as looks down on the intersection of
20 Kraft Drive into Ramble Road.

21 I think there are two main issues that
22 this project will effectively address. First
23 is the backup. Frankly, looking from my
24 office, if you are not out of that building

1 by 5 till 5, out of our building, you might
2 as well just stay there until about 5:30.
3 And as the CRC expands, that problem will
4 only be exacerbated.

5 The second issue, which is, I think,
6 maybe even a little more important to me
7 personally because I have daughters that
8 drive, is that when all the traffic downloads
9 onto Main Street, given the amount of time
10 that it takes vehicles to get through that
11 intersection, people frequently make bad
12 decisions. It's not uncommon for red lights
13 to be run, and I believe it's just a quite
14 dangerous situation.

15 This project would help address that,
16 so I encourage your support of this project.
17 Thank you.

18 MR. CONNAUGHTON: Thank you. Mr. Vinod
19 Chachra.

20 MR. CHACHRA: Good evening, and thank
21 you for the opportunity to speak. My name is
22 Vinod Chachra, and I'm a long-term resident
23 of Blacksburg. We started the first spinoff
24 corporation from Virginia Tech in the

1 original residence of the Corporate Research
2 Center that you just heard about.

3 I'm speaking in support of the Ramble
4 Road interchange, but from a personal point
5 of view. You heard the technical points
6 already.

7 The decision that we made to stay in
8 the Corporate Research Center after we
9 started in CRC is because it represents a
10 wonderful quality of life, a green
11 environment, fantastic infrastructure, and
12 the ability to recruit and retain really
13 wonderful people. And that infrastructure,
14 at a personal level, is being threatened by a
15 simple traffic problem.

16 Let me explain how it's being
17 threatened. You cannot go through the
18 interchange and maintain an 8-to-5 working
19 schedule, so I have had to personally change
20 my 8-to-5 schedule from 9-to-6. This, of
21 course, represents a double jeopardy for my
22 wife. I'm in the house from 8 to 9 when she
23 doesn't want me there, and I'm not in the
24 house from 5 to 6 when she needs me there.

1 So this lifestyle change is not only for me
2 but also for the other people that work in
3 our environment.

4 We know that the Corporate Research
5 Center offers fantastic opportunities for
6 economic growth as evidenced by the work
7 already done at Virginia Tech and the CRC.

8 The solution is very, very simple.
9 It's not very costly at all. It can be done
10 in a short period of time and will give VDOT
11 an opportunity to show success very quickly
12 and alleviate the problem that really exists
13 that is threatening to reduce the quality of
14 the park and the growth potential of the
15 park.

16 Economic development is a big thing at
17 the park because some of us export a lot of
18 our intellectual property all over the globe.
19 Our own company exports to 42 countries. We
20 bring people in from all over the globe, and
21 we won't be able to continue to do that for a
22 very simple traffic problem. So I certainly
23 urge your consideration of this project.
24 Thank you.

1 MR. CONNAUGHTON: Thank you. Barbara
2 Duerk.

3 MS. DUERK: Mr. Secretary,
4 Mr. Commissioner, Members of the Commonwealth
5 Transportation Board, District
6 Administrators, and Mr. Page. I am Barbara
7 Duerk. I'm representing the Virginia
8 Bicycling Federation, the unified voice of
9 Virginia bicyclists since 1980. I have
10 Jeanne Duddy with me here today, and she is
11 going to talk to you a little bit about the
12 76 route.

13 But we want to say thanks to Rob Cary
14 from the Lynchburg Construction District, to
15 Jim Bowie from the Bristol Construction
16 District, and -- for all that they have done
17 to make bicycling in Virginia much better and
18 also for those of you that were on the
19 Commonwealth Transportation Board in 2004 for
20 passing the pedestrian and bicycle policies
21 and procedures. Now we just need to have
22 them implemented.

23 Lots of things are happening. We have
24 got a new bike map out, and I'm glad to see

1 that 76 and Route 1 are back on the maps
2 thanks to Mr. Bowie. We have bicycles on
3 buses. Roanoke accommodates all bicycles
4 either on rack or by allowing them to come
5 inside.

6 And we have a Smart Way bus that
7 connects Roanoke to Blacksburg, and there is
8 such a bicycle need there. They are working
9 on making plans on how to accommodate more
10 bikes on the Smart Way bus. So we are trying
11 to take some of the traffic off of I81.

12 Bikes on train. I love Lynchburg. And
13 I fought for that Amtrak to come to Roanoke
14 and make it all the way down to Bristol. The
15 problem is when I go up there with my bike, I
16 can't take my bike on the subsidized train
17 because you need to have a baggage cart to
18 take your bike.

19 What happens is, when I get to
20 Washington, then I need to rent a bike so I
21 can get around Washington or else use their
22 transit there. So if we can get the bikes on
23 the buses, I think we can get the bikes on
24 the train too.

1 We need to update our bicycling
2 information. We have a bicycle map, yes, but
3 I think we can go more tech now. Google has
4 bicycle directions, and we can do bicycling
5 directions. I know Governor Allen proposed a
6 public and private way to promote bicycle
7 tourism when he was governor, and I think we
8 can do more to promote the 76 route and
9 economic development and tourism on our -- in
10 our areas.

11 If you go to Arlington, Alexandria, and
12 Montreal, Canada, you can plug in where you
13 want to go, and it just tells you how to get
14 there by bicycle. And that helps reduce
15 air -- reduce traffic congestion, improve air
16 quality, and helps with childhood obesity,
17 helps with my obesity. So let's look at the
18 bicycle as a way of transportation.

19 We need to hire a bike-ped coordinator.
20 I know we're doing a national search for a
21 commissioner. We need to do a national
22 search for our Virginia bike-ped coordinator.
23 I know that we think we have it best here in
24 Virginia, we have it made, but other states

1 have offices of bicycling and pedestrian that
2 -- and maybe we can look to how they are
3 doing it to bring new ideas to Virginia.

4 We need to approve and implement the
5 bike plan for Virginia. I know that's
6 working through the system right now. We
7 need to approve and implement the updated
8 NUTCD guidelines that got approved on the
9 federal level in December. And, hopefully,
10 those will be coming to you real soon,
11 because there are some wonderful new ideas,
12 like sharrows, that are in the pipeline.

13 Rails with trails. That's something
14 that we have been talking about. You have
15 heard about rails to trails before with our
16 trails system. We have railswithtrail.com.
17 This has been an initiative of the Virginia
18 Bicycling Federation, which I will pass out
19 later.

20 But when we came through Ashland, and
21 Ashland has both the 76 and the Route 1
22 route, we sat and had lunch at Suzanne's. We
23 sat there and we watched three Amtraks and
24 two freight trains come by. And right there

1 by the train right by the sidewalk, we have a
2 high speed rail coming through, and there is
3 a trail component as part of that.

4 We have an intermodal on the eastern
5 part of the state, and there's trail plans
6 that are part of that too. Last General
7 Assembly there was an updated Landowner
8 Liability Recreational Act that identifies
9 the railroads, so, hopefully, they will be
10 more willing to work with trails. Trails
11 connect our neighborhoods, our community, our
12 Commonwealth.

13 The federal government is spending over
14 8 billion to improve the railroad
15 infrastructure. Virginia gave over 300-plus
16 million dollars to improve the railroad
17 infrastructure. When we do that, when we
18 give money to special groups, let's remember
19 multimodal.

20 There's people out walking. There's
21 people out bicycling. There's people out
22 using better vehicles. There's trucks and
23 there's trains and there's buses, and we can
24 share. I know we can. Thank you.

1 MR. CONNAUGHTON: Thank you. Jeanne
2 Duddy.

3 MS. DUDDY: I was a teacher for thirty
4 years, so I brought a lot of visual aids.
5 Good evening, Commissioner and members of the
6 CT Board. My name is Jeanne Duddy, and I'm
7 from Roanoke, Virginia.

8 I have come tonight for the second year
9 to say thank you, thank you, thank you for
10 all you are doing to provide bicycle
11 accommodations across our great Commonwealth
12 of Virginia. I just completed the 570 miles
13 from Breaks Interstate Park where you will
14 find the beautiful Grand Canyon of the South,
15 and we finished at York River where our
16 cross-state team dipped their wheels to say
17 thank you for a safe -- giving us a safe
18 journey.

19 Along the way we used three main
20 things. One was the TransAmerican Bicycle
21 Route sign that you will see on the highways.
22 Maybe you haven't seen these before, but some
23 of you have. The other two things we used
24 were maps that were provided by Adventure

1 Cycling, and that takes you all the way from
2 Yorktown to Oregon or from Oregon to
3 Yorktown, whichever way you want to go.

4 And the third thing were the local
5 Wayfinding signs, because there are some
6 cities in Virginia that don't have Route 76
7 signs in their localities, the city
8 localities, so they have to use the maps and
9 the Wayfinding signs that the localities have
10 posted.

11 The team's mission this year was to
12 talk to local government leaders about the
13 TransAmerican Trail that passes through 23
14 counties in Virginia. We are fortunate to
15 have the most miles of the whole trail in
16 Virginia. So that's economic impact because
17 these travelers are spending their dollars in
18 our localities.

19 The team was enthusiastically welcomed
20 by many governments, and I'll just pass a few
21 pictures around so you can see the
22 governments. You might recognize some of
23 these folks. The governments of -- and these
24 were just a few. The governments of Haysi,

1 Pulaski, Wytheville, and Yorktown
2 enthusiastically welcomed us.

3 We presented many with the governor's
4 proclamation, and I have one for each of you
5 gentlemen. Every year our governor writes a
6 proclamation and signs it declaring May as
7 bicycle month in the state of Virginia. But
8 last year I found out -- when I was riding
9 through Lexington, they had a big banner
10 across the street at VMI, and it said that
11 May is National Bicycle Month. So it's not
12 just Virginia that has control of celebrating
13 bicycles in the state, but the whole United
14 States.

15 We also presented several businesses
16 and motels, bed and breakfasts, with the
17 Virginia Bicycling Federation's decal so that
18 when you are out riding -- and I have one
19 here in my hand if you guys want to see what
20 it looks like.

21 When you are out riding those back
22 country roads or even in the localities, you
23 will see this decal on many grocery store
24 doors, little country grocery stores. You

1 will see them on bicycle shops. You will see
2 them on restaurants. You will see them on
3 motels. And they are bicycle friendly. They
4 sometimes even give us discounts.

5 We met many cyclists going across
6 Virginia headed to Oregon. They were using
7 the Route 76 sign to find their way.
8 International as well as U.S. citizens
9 welcomed these signs, because some of these
10 international folks that we met along the way
11 couldn't speak English, so they were using
12 the signs. I just happen to have a few
13 pictures of these people.

14 They came from such places as
15 Australia, China, England, Holland, Germany,
16 Baltimore, Indiana, Oregon, and Seattle,
17 Washington. And that was just in the 14 days
18 that we were out there. So they are going to
19 be traveling until October of this year.
20 There will be many, many more out there.
21 They all said how beautiful our state is.

22 In closing, I would like to request two
23 things from VDOT. First, to promote the
24 TransAmerican Bicycle Trail as a destination.

1 And, secondly, I would like to ask that you
2 promote routes into cities with signs where
3 cyclists can enjoy the history, the
4 festivals, and the cuisine that we have here.

5 Thank you for your time and
6 consideration of my request, and I invite
7 everyone here tonight to join Delegate
8 Hargrove and me next year in May to celebrate
9 the 35th anniversary of the U.S. Bike Route
10 76. Ride all, ride some, or drive the sag
11 car. We'll take everybody with us that wants
12 to come because you never will experience
13 such a thing as riding a bicycle through the
14 roads of Virginia. Thank you.

15 MR. CONNAUGHTON: Thank you. Doug
16 Juanarena.

17 MS. DUDDY: I have some maps too with
18 the route marked on them if anybody wants
19 one.

20 MR. JUANARENA: Thank you,
21 Mr. Secretary and the Members of the CTB, for
22 bringing this hearing to the New River Valley
23 tonight. I'm Doug Juanarena, a resident of
24 Blacksburg.

1 I'm here tonight to advocate for the
2 improvements to the intersection of Ramble
3 Road and the Industrial Park Drive in South
4 Blacksburg. I'm a business owner with a
5 business located on Kraft Drive in the
6 Corporate Research Center, and I'm also chair
7 of Blacksburg Partnership. So from those two
8 entities, I'm going to be advocating.

9 Each day I enter and leave multiple
10 times that entrance, and it's obvious to
11 those of us who use that entrance that the
12 vast improvements that were undertaken ten
13 years ago, that the designers of those
14 improvements to South Main and 460, they just
15 didn't anticipate the tremendous success and
16 growth that we have had in our park.

17 We now have 2000-plus employees, as you
18 heard from Dr. Meredith. With Phase II
19 beginning, we will have 3000 employees. With
20 those 3000 employees using that entrance and
21 exit to the park, the traffic is going to
22 become untenable.

23 So over the past six months, several of
24 us embarked along with the Blacksburg

1 Partnership in working with Richard Caywood
2 and the Salem District. They have done a
3 fantastic job studying the problem and coming
4 up with a pretty simple solution to alleviate
5 the traffic.

6 So this is going to be a low-cost,
7 high-impact project. I'm here tonight to ask
8 the transportation board to approve the
9 Ramble Road-Industrial Park Drive
10 improvements under the VDOT six-year plan.

11 Thank you for your work on behalf of
12 our Commonwealth, and thank you for
13 consideration of this project.

14 MR. CONNAUGHTON: Thank you very much.
15 Mr. Jim Bishop.

16 MR. BISHOP: I appreciate you gentlemen
17 inviting us to speak. I didn't realize this
18 was going to be a six-year plan when I was
19 asked to come here. Delegate Anne B.
20 Crockett I think addressed you a little while
21 ago. She asked me to come over and speak
22 with you about a concern that I have in the
23 Draper area. She is our representative.

24 It so happens that we live on a road

1 that's a bicycle trail, 76. And there's a
2 couple places on that road if two bicycles
3 pass, they might have a problem. That's one
4 of the things I wanted to address.

5 I know you are talking about a six-year
6 plan, but if you can get mine in the six-day,
7 I would appreciate it. Somebody that has
8 some authority to make a couple good
9 decisions.

10 I know that you want to save money. I
11 get letters. I have got a letter from Anne
12 when she came back home about the things that
13 she has done when she was in Richmond and how
14 they are trying to save money. I read it in
15 the papers how they are trying to cut
16 different things to save money.

17 I have even read in the paper where
18 they are going to cut the mowing to twice a
19 year, which the former governor did the same
20 thing, and I read that they are going to take
21 one pass down this side of the interstate and
22 one pass down this side of the interstate and
23 probably none in the median strip.

24 Well, I can't even get them to come

1 down Old Baltimore Road and cut one strip
2 down both sides of that road and get the
3 brush and the weeds off of the road. You
4 don't have room to pass, and that's the
5 truth. Just drive down that road. You'll
6 enjoy the scenery if you can see over the
7 bushes.

8 So I would like for something to be
9 done about that. I have talked to Dave
10 Thayer. I have talked to Dave Clark, the
11 Salem office. I haven't gotten any
12 satisfaction. I would like for someone that
13 can make a decision to come out and view a
14 couple problems we have and to get them
15 fixed.

16 When you turn off Interstate 81 on Exit
17 89, you make a little loop around, and you
18 get on Kirby Road, which runs parallel to the
19 interstate going south. And about three
20 hundred yards after you get onto that road,
21 there is a creek that runs between the
22 interstate and Kirby Road. The creek gets
23 up. It's beginning to wash out along the
24 edge of that road. In some places the fence

1 has fallen in.

2 And David Clark went out with me, and
3 he looked at that. Two years ago the state
4 came by. They took their yellow cans of
5 spray paint, and they sprayed circles in
6 about six places up that road where the road
7 is dangerously close to being in the creek.
8 Two years ago. The paint has wore off, and I
9 guess the idea of fixing it has wore off with
10 it because no one has done anything about it.

11 But here's my problem that I see. They
12 come down this year, and going down Kirby
13 Road on both sides, they scrape all the sod
14 off the road with graders. And I'm sure
15 maybe they have a little water problem
16 somewhere.

17 I have walked that road for 13 years.
18 I walked two, three, and five miles on that
19 road, my exercise. Some places on that road
20 where -- about three-quarters of a mile from
21 where it dead-ends, there's no cars that go
22 up and down that road. And they scraped all
23 the sod off.

24 The road needs to be fixed at a place

1 where the creek is going to wash it away.
2 They are waiting on an accident or a car to
3 go in. Why can't they spend the money to fix
4 that road? Stop wasting it on doing piddly
5 things like this. And I know there's a
6 problem that they say, well, it's got to be
7 done. I walked that road for 13 years, and I
8 have never met a puddle yet.

9 I don't understand. I don't understand
10 why they have to do that and then tell me
11 that they can't cut a swipe down both sides
12 of Old Baltimore Road, and then go out here
13 and mow the median strips on my way down here
14 yesterday and today. They have taken two and
15 three and four cuts on both sides of the
16 interstate.

17 Why when they say -- and David Clark
18 told me, We are not going to cut like that.
19 Well, I'm sorry. He needs to drive the road
20 and look at it. And I hate to use somebody's
21 name, but I'm not getting any satisfaction.

22 And I hope that you have heard me and
23 that you can find someone that can come out
24 and give me an answer and give me a reason

1 why you can't clean the bushes off Old
2 Baltimore Road for the cars to drive up and
3 down.

4 They resealed that road back in the
5 fall, and we had a nice double line down the
6 road. Hasn't been replaced. And I'm sorry,
7 but some of those elderly people on that road
8 just think it's one way since there's no line
9 on it. And I'm serious about that.

10 There's a Presbyterian church below me,
11 and they probably have around 300 members. I
12 don't go down there, but some of those
13 people -- you know, if you don't go down
14 there at the right time, you might be in
15 trouble. I appreciate you listening to me.

16 MR. CONNAUGHTON: Thank you.
17 Mr. Charles Tubman.

18 MR. TUBMAN: My name is Charles Tubman,
19 Christiansburg, Virginia. I'm here speaking
20 for myself.

21 First of all, I would like to thank
22 VDOT, thank you, thank you, thank you, for
23 the Lynchburg regional train. It is
24 wonderful. It runs on time. We don't have

1 the problems we used to have waiting for the
2 Crescent, which could have run into other
3 problems down the road. It's a wonderful
4 form of transportation.

5 I guess one of my first -- the first
6 thing I would just like to mention is that I
7 am in favor of extending this service on to
8 Roanoke, but I would say that the first -- I
9 would think this would need to be done in
10 stages.

11 The first stage really needs to be an
12 Amtrak through-way bus that would run from
13 Roanoke to Lynchburg. It doesn't have to be
14 running for free. You can charge people to
15 ride it. If you put it in the national
16 Amtrak system, they can make it part of your
17 ticket.

18 And the other thing is I would ask VDOT
19 do not expect the City of Roanoke to do this
20 bus. This needs to be a statewide endeavor.
21 I know it's going to Roanoke. As a Smart Way
22 bus driver, I'm already aware of the role
23 that Roanoke takes in terms of providing
24 public transportation to this whole area,

1 Roanoke Valley and New River Valley.

2 So I would just ask that VDOT take the
3 leadership in terms of establishing a Smart
4 Way bus and then, finally, extending the
5 train on to Roanoke, Radford, eventually to
6 Bristol.

7 Second thing I want to mention, as a
8 resident of Montgomery County, I want to
9 again thank VDOT and encourage them for
10 taking the fight -- for continuing the fight
11 for the Elliston intermodal facility. While
12 it's not reflected in the current makeup of
13 the Montgomery County Board of Supervisors,
14 this project has widespread support through
15 the county.

16 I appreciate VDOT's support for that
17 and hope you hang in there for this fight to
18 establish this. It's a worthwhile thing. I
19 do think it will help to just improve the
20 overall logistics and will also be a boon to
21 Montgomery County too, although you wouldn't
22 guess it by listening to our supervisors.

23 And then, finally, as a daily commuter
24 on the Smart Way bus from Christiansburg to

1 Roanoke, again I thank VDOT for your support
2 in helping to establish this. I hope this is
3 the sort of thing that we can extend through
4 the region. It is, again, a wonderful,
5 wonderful service.

6 That's all I have to say. Thank you.

7 MR. CONNAUGHTON: Thank you. This
8 actually completes the list of people that
9 have signed up to speak. Would anyone else
10 out there like to say anything? No? That
11 then concludes this evening's hearing.

12 The Commonwealth Transportation Board
13 will be meeting on June 16 in Richmond to
14 adopt the six-year plan for the next six
15 years. I will be taking your comments,
16 remarks, and those submitted to the record as
17 well as those we have heard from at the other
18 hearings on that date -- before that date.

19 Can I just ask, do any of the CTB
20 members want to make remarks? No? District
21 administrators?

22 MR. PEAKE: I want to say thank you to
23 all you folks who spoke in favor of the
24 train. We have been working on that in the

1 Lynchburg area for a number of years. We
2 started out with the folks from Bristol
3 trying to make it a TransDominion Express.
4 That's how it started in working with
5 Roanoke, and we are still committed.

6 Our chamber has been pushing it for
7 years. I think it is one of the ones that
8 started it, and they are still working. And
9 we want to get it to Bristol. So I don't
10 want my Bristol folks to get mad. I know
11 they got a little mad that it didn't go that
12 way, but we are still committed to getting it
13 all the way to Roanoke and Bristol and
14 hopefully down into Tennessee. They are
15 actually looking at that.

16 So keep supporting the train. That was
17 it.

18 MR. CONNAUGHTON: Thank you very much.
19 Anyone else? This concludes our hearing. I
20 appreciate everybody coming out this evening,
21 and we will maybe be here next year. Thank
22 you.

23
24 (The Public Hearing was adjourned at 7:34 p.m.)

C E R T I F I C A T E

COMMONWEALTH OF VIRGINIA

CITY OF ROANOKE

I, Patricia J. Jensen, RPR, Notary Public in and for the Commonwealth of Virginia, at Large, do hereby certify that the Public Hearing was by me reduced to machine shorthand in the presence of all participants, afterwards transcribed by me by means of computer, and that to the best of my ability the foregoing is a true and correct transcript of the Public Hearing as aforesaid.

I further certify that this Public Hearing was taken at the time and place specified in the foregoing caption.

I further certify that I have no interest in the outcome of this action.

IN WITNESS WHEREOF, I have hereunto set my hand at Roanoke, Virginia, on the 13th day of June 2010.



Patricia J. Jensen
Commonwealth of Virginia
Notary Public
Commission No. 166415
My Commission Expires 10/31/2013

Patricia J. Jensen

PATRICIA J. JENSEN, RPR
NOTARY PUBLIC #166415

< Dates >

December. 60:9
July 1. 22:14
July 1944. 37:10
June 16 76:13
June 2010. 2:38,
 78:18
June 3, 2010 1:10
March 2003 37:22
#166415 78:23
\$1,754,900,000.
 36:20
\$130 46:18
\$2 52:4
\$9000 31:20
'03. 50:20
'98 50:3
(540)380-5017 1:34

< 1 >

1 58:1, 60:21
100 9:3, 9:7, 9:16,
 10:7, 10:10, 29:21
105 23:12
11 19:2, 19:3, 29:20,
 34:19
11.3.1.5 36:12
11/460 14:20, 15:6
113 36:17
114 20:2, 20:8, 23:4,
 28:24, 29:21, 39:23
12 2:3
12628 1:32
13 71:17, 72:7
13th 78:18
14 65:17
140 51:24
16 2:4
17 33:16, 34:4, 48:16
18 46:19, 47:8, 52:7
18th 38:18
19 2:6, 36:14, 36:19
1944 39:11
1977 38:3
1980. 57:9
1993. 23:5

< 2 >

200 7:2
2000-plus 67:17
2003 44:5
2004 57:19
207.7 37:14
219 29:4
22 2:7, 2:8, 37:10,
 37:11
220 27:7
2200 51:24
221 9:3, 9:4, 9:8,
 14:18, 29:21
23 63:13
25 2:10, 49:11
28 2:11
29 7:22, 26:19
2:30 24:24

< 3 >

30 2:12
300 73:11
300-plus 61:15
3000 67:19, 67:20
33 2:14
35 2:15
35th 66:9
39 2:16
3rd 2:37

< 4 >

4.5 47:13
42 56:19
43 2:18
45 35:12
460 29:11, 29:20,
 30:22, 32:24, 67:14
460. 29:10
48 2:19

< 5 >

5 2:2, 47:14, 54:1,
 55:24
500 7:5

51 2:20
53 2:22
54 2:23
54.6 37:2, 37:15
57 2:24
570 62:12
58 6:13, 6:15, 7:11,
 8:16, 9:9, 9:15, 9:18,
 9:22, 10:20, 34:19
5:30. 54:2

< 6 >

6 1:11, 55:24
61 29:2
62 2:26
66 2:27
68 2:28

< 7 >

72 47:1
73 2:29, 26:9
74 8:15
76 57:12, 58:1, 59:8,
 60:21, 63:6, 65:7
76. 66:10, 69:1
77 9:15, 18:14
7:34 77:24

< 8 >

8 11:12, 11:17,
 11:19, 55:22, 61:14
8-to-5 55:18, 55:20
8. 11:4, 11:24
80. 29:21
81 7:22, 8:15, 10:11,
 15:7, 15:10, 21:7,
 70:16
81. 8:10, 9:5, 9:16,
 9:18, 25:1, 40:2
89 70:17

< 9 >

9 55:22
9-to-6 55:20

90 21:14, 40:16
97 37:9
99 17:18

< A >

A. 1:21
ability 29:23, 32:13,
 43:9, 55:12, 78:9
Abingdon 18:20,
 24:19, 33:12, 35:23
able 23:18, 42:21,
 48:22, 56:21
abreast 25:24
absurd 51:4
accepting 35:22
access 29:12, 51:21
accessible 27:21
accident 15:11, 72:2
accommodate 58:9
accommodates 58:3
accommodations
 62:11
accomplished 52:20
according 52:22
accordion 18:11
across 7:7, 9:8,
 20:14, 20:22, 23:11,
 25:19, 28:9, 40:7,
 62:11, 64:10, 65:5
Act 61:8
Acting 3:22, 4:16
action 78:16
actually 3:17, 9:7,
 9:9, 13:17, 47:13,
 76:8, 77:15
add 37:3, 46:3, 52:17
added 36:18
adding 46:6
addition 31:23
additional 32:8,
 36:13
address 40:11,
 44:15, 53:22, 54:15,
 69:4
addressed 68:20
addressing 28:22
adequate 27:22

- adjourned** 77:24
Administrator 1:27, 1:28, 1:29, 4:15, 4:17, 4:19, 39:22
Administrators 57:6, 76:21
adopt 76:14
Adventure 62:24
advocacy 44:7, 44:20
advocate 67:1
advocating 67:8
aforesaid 78:11
afraid 43:6
afternoon 25:1, 38:17, 48:9
afterwards 78:8
aggravation 43:11
aging 34:20
ago 6:23, 11:5, 16:23, 19:24, 20:19, 67:13, 68:21, 71:3, 71:8
agree 13:2
ahead 42:8
aids 62:4
ain't 37:8
air 59:15
Alexandria 59:11
Allegiance 3:10, 3:12
Allen 59:5
alleviate 45:14, 56:12, 68:4
allocated 29:5, 48:1
allocation 41:23, 43:5
allocations 34:24, 40:15
allow 46:9
allowed 41:12
allowing 43:24, 44:4, 58:4
already 14:12, 55:6, 56:7, 74:22
alternatives 23:24
although 46:24, 75:21
Amanda 50:18
ambulance 41:14
ameliorate 46:3
American 6:24
amount 8:9, 10:9, 44:23, 54:9
Amtrak 24:17, 28:3, 58:13, 74:12, 74:16
Amtraks 60:23
analysis 53:2
angle 10:2
angry 33:19
Anne 2:4, 16:12, 68:19, 69:11
anniversary 66:9
announcement 7:3
annually 50:4
answer 72:24
anticipate 67:15
anybody 66:18
anytime 50:12
anyway 50:19
apartment 48:21
apologize 15:5, 42:12, 43:14
applaud 24:16
appreciate 5:8, 5:13, 14:10, 15:19, 17:9, 19:13, 20:7, 23:1, 26:7, 28:12, 33:9, 43:13, 51:15, 68:16, 69:7, 73:15, 75:16, 77:20
appreciated 12:13
appreciates 30:1
appreciation 28:7
appreciative 11:9, 16:13, 27:16
approach 34:21, 44:14
approve 60:4, 60:7, 68:8
approved 60:8
approximately 52:16
area 6:6, 6:18, 7:8, 10:20, 14:4, 15:11, 16:14, 17:19, 17:21, 17:22, 18:19, 20:11, 20:13, 20:21, 25:24, 26:4, 26:18, 27:5, 27:14, 27:19, 29:12, 30:15, 31:11, 68:23, 74:24, 77:1
areas 21:18, 25:19, 41:19, 41:22, 59:10
arguably 52:2
Arlington 59:11
Army 21:1, 21:3
around 8:24, 22:23, 58:21, 63:21, 70:17, 73:11
ARRA 29:2
Arsenal 21:1
article 25:3, 49:2
articles 49:5
Ashland 60:20, 60:21
Assembly 21:24, 61:7
assistance 26:3, 28:7
assume 22:14
astounding 49:8
at-grade 31:4
At-large 4:13
attention 6:7, 44:23
Attica 38:4
Auburn 11:23
audience 33:13
Australia 65:15
authorities 10:23
authority 69:8
automobiles 49:7
available 34:16
aware 6:22, 23:12, 26:8, 74:22
away 16:24, 72:1

< B >
B. 68:19
Back 11:19, 18:13, 18:18, 19:11, 33:20, 38:10, 40:13, 43:6, 44:5, 47:11, 47:14, 48:5, 58:1, 64:21, 69:12, 73:4
backup 53:23
backups 52:12
bad 54:11
baggage 58:17
Baltimore 19:1, 19:4, 65:16, 70:1, 72:12, 73:2
banner 64:9
Barbara 2:24, 57:1, 57:6
based 24:1
Basically 5:21, 6:14, 48:23
beating 44:8
beautiful 17:8, 62:14, 65:21
became 48:18
become 10:15, 34:16, 44:4, 67:22
bed 64:16
beginning 45:5, 67:19, 70:23
behalf 33:11, 68:11
believe 15:22, 15:24, 31:8, 54:13
below 73:10
benefit 8:6
best 44:14, 59:23, 78:9
Beth 2:7, 21:24
better 7:2, 10:17, 31:11, 37:13, 57:17, 61:22
beyond 34:22
Bicycle 18:10, 57:20, 58:8, 59:2, 59:4, 59:6, 59:14, 59:18, 62:10, 62:20, 64:7, 64:11, 65:1, 65:3, 65:24, 66:13, 69:1
bicycles 58:2, 58:3, 64:13, 69:2
Bicycling 57:8, 57:17, 59:1, 59:4, 60:1, 60:18, 61:21, 64:17

- bicyclists** 57:9
big 16:6, 56:16, 64:9
biggest 15:24
Bike 57:24, 58:15, 58:16, 58:18, 58:20, 60:5, 66:9
bike-ped 59:19, 59:22
Bikes 58:10, 58:12, 58:22, 58:23
bikeway-walkway 23:19
billion 61:14
birthdays 49:23
bisects 20:8
BISHOP 2:28, 68:15, 68:16
bit 57:11
Blacksburg 20:9, 31:2, 31:14, 51:18, 53:1, 54:23, 58:7, 66:24, 67:4, 67:7, 67:24
Blacksburg- 30:14
Bland 18:18
Bluefield 18:16
Board 3:8, 4:4, 4:8, 5:4, 12:8, 30:5, 57:5, 57:19, 62:6, 68:8, 75:13, 76:12
Bob 2:10, 25:11
body 24:11, 24:12
bonds 24:9
boon 75:20
border 16:3
bottleneck 15:16
bought 50:3
Boulevard 51:18, 52:18
Bowie 1:24, 4:3, 57:15, 58:2
BOX 1:32
break 24:8
breakfasts 64:16
Breaks 62:13
Bridge 12:7, 19:2, 20:13, 20:17, 20:22, 23:5, 23:11, 26:4, 28:22, 28:24, 29:2, 29:4, 37:7, 39:24, 40:1, 41:2, 41:12, 42:3
bridges 40:5, 41:20, 42:10
briefly 30:16
bring 22:16, 56:20, 60:3
bringing 66:22
Bristol 1:29, 4:5, 4:17, 16:17, 18:14, 24:19, 35:23, 36:2, 36:5, 50:23, 57:15, 58:14, 75:6, 77:2, 77:9, 77:10, 77:13
Brittle 1:29, 4:16
broken 9:10, 15:6
brought 62:4
BROWN 2:8, 22:6, 22:8
Bruce 2:8, 22:6
brush 70:3
budget 20:6
Buffalo 38:3
build 13:9, 13:20, 52:5
Building 35:18, 53:24, 54:1
buildings 52:7
built 13:23
bumper-to-bumper 15:12
BUNDY 2:15, 35:3, 35:4, 38:22, 39:2, 39:5, 39:12, 39:15
bus 35:8, 35:12, 35:15, 35:19, 41:14, 58:6, 58:10, 74:12, 74:20, 74:22, 75:4, 75:24
buses 58:3, 58:23, 61:23
bushes 70:7, 73:1
business 7:19, 8:3, 17:21, 67:4, 67:5
businesses 64:15
buyer 7:18
Bypass 8:24, 9:11, 9:13, 9:15, 30:22, 33:1

< C >
cake 50:7
calculator 36:18
called 24:5, 41:4, 46:24
campaigned 47:2
campus 31:12
Canada 59:12
cans 71:4
Canyon 62:14
capable 34:23
capacity 14:13, 29:18, 34:2, 46:4
caption 78:14
car 27:3, 50:5, 50:14, 66:11, 72:2
care 50:15
Carolina 10:22, 16:3
Carolina-martinsvill
e- 13:21
Carroll 7:13
cars 11:18, 24:6, 38:10, 71:21, 73:2
cart 58:17
Cary 57:13
case 41:17
catch 35:7, 35:10, 35:18
Caywood 1:28, 4:14, 68:1
celebrate 66:8
celebrating 64:12
Center 29:14, 31:4, 31:13, 51:14, 51:22, 53:17, 55:2, 55:8, 56:5, 67:6
centers 52:1
Central 1:31, 4:23, 24:24, 27:13, 27:18
century 38:1
certainly 15:15, 20:5, 21:17, 35:1, 56:22
certify 78:6, 78:12, 78:15
Chachra 2:23, 54:19, 54:20, 54:22
chair 67:6
chairman 3:7
challenges 21:16
chamber 77:6
chance 40:10
change 55:19, 56:1
changes 34:12, 37:19, 41:24
charge 74:14
Charles 2:29, 73:17, 73:18
Chattanooga 36:8, 49:18
cheap 37:8
check 38:19
Chicago 35:17, 35:20
Chief 1:25, 3:24
childhood 59:16
China 65:15
chip 42:14, 42:21
Choo-choo 49:18
Christiansburg 11:12, 15:18, 20:3, 20:10, 46:20, 73:19, 75:24
Christiansburg-mon
tgomery 30:15
church 73:10
circles 71:5
circumstances 41:12
cities 63:6, 66:2
citizen 25:8
citizens 17:7, 22:17, 27:22, 43:11, 65:8
CITY 22:6, 22:12, 63:7, 74:19, 78:3
claimed 38:1
Clark 42:2, 70:10, 71:2, 72:17
clean 73:1
clearing 38:4, 38:5, 38:6

- climate** 7:12, 11:1
climbing 21:7, 46:17, 47:1, 47:3, 47:4
close 20:1, 21:11, 43:13, 46:11, 71:7
closed 20:20, 41:3
closing 12:24, 13:1, 20:4, 65:22
coast 6:14
College 2:37, 53:13
com 60:16
comes 20:13, 36:19, 36:22
coming 8:13, 10:4, 11:20, 13:11, 16:14, 18:15, 18:17, 18:18, 19:1, 19:21, 43:22, 43:23, 60:10, 61:2, 68:3, 77:20
commend 44:2
comment 30:2, 48:9, 53:11, 53:15
commenting 46:11
comments 12:18, 12:24, 13:1, 40:3, 46:14, 76:15
Commission 25:15, 28:17, 29:8, 29:24
Commissioner 1:26, 3:23, 57:4, 59:21, 62:5
commitment 32:5
committed 32:16, 77:5, 77:12
Commonwealth 3:7, 3:8, 4:4, 4:7, 6:5, 21:16, 22:9, 30:5, 33:6, 57:4, 57:19, 61:12, 62:11, 68:12, 76:12, 78:2, 78:5
communicate 30:3
Community 2:37, 22:18, 23:20, 61:11
commuted 48:16
commuter 27:8, 75:23
commuters 38:15
companies 52:1
company 24:4, 56:19
competitive 7:16, 8:2
complete 7:11, 8:17, 12:11
completed 9:1, 9:13, 20:5, 62:12
completes 76:8
completion 8:7, 13:10
complex 11:24
complexion 37:18
component 61:3
computer 78:9
concentrated 45:6
concept 46:8
concern 40:18, 41:21, 50:17, 68:22
concerned 12:5
concerns 43:16
conclude 39:1
concluded 49:5
concludes 76:11, 77:19
condition 27:2
conditions 52:22
configuration 18:3
congestion 17:22, 44:16, 45:14, 46:3, 59:15
congratulations 25:11
Congressman 22:1
CONNAUGHTON 3:1, 3:5, 3:14, 4:20, 12:15, 16:11, 16:16, 19:18, 21:22, 22:5, 25:10, 28:14, 30:6, 30:9, 33:7, 35:2, 38:22, 39:4, 39:10, 39:13, 39:16, 43:18, 43:20, 48:10, 51:8, 53:8, 54:18, 57:1, 62:1, 66:15, 68:14, 73:16, 76:7, 77:18
connect 61:11
connecting 9:4, 28:24
connection 31:2
connections 27:17
connectivity 31:12
connects 9:9, 10:10, 58:7
consider 36:10, 43:15
consideration 23:2, 32:21, 32:23, 53:7, 56:23, 66:6, 68:13
constituent 18:23
constituents 13:14
construct 23:19
Construction 4:5, 10:18, 10:24, 13:17, 15:10, 29:9, 57:14, 57:15
contact 5:10
container 45:18
containers 45:19, 45:21, 46:10
continue 14:17, 15:3, 17:15, 17:17, 21:9, 30:3, 44:11, 46:1, 52:14, 56:21
continued 27:11, 28:5, 28:23, 52:13
continues 6:21, 9:8
continuing 27:6, 75:10
contractors 38:5
contributed 23:20
control 64:12
coordinator 59:19, 59:22
Corporate 29:14, 31:3, 31:13, 51:14, 51:22, 53:17, 55:1, 55:8, 56:4, 67:6
corporation 54:24
correct 13:19, 78:10
corridor 15:17, 20:11, 26:9, 27:21, 45:6, 45:7, 45:16, 46:8
corridors 29:22, 33:21
cost 32:1, 32:16, 46:4, 52:15
costly 56:9
council 22:12, 33:11
Counties 17:8, 17:11, 17:12, 21:6, 29:1, 63:14
countries 56:19
country 64:22, 64:24
County 5:20, 6:6, 6:8, 6:24, 7:13, 7:14, 7:15, 10:20, 11:1, 11:14, 11:16, 11:20, 14:4, 14:19, 14:20, 17:7, 17:18, 18:6, 20:9, 20:15, 21:13, 23:4, 26:13, 26:17, 28:10, 30:15, 39:20, 39:21, 40:16, 43:12, 46:17, 75:8, 75:13, 75:15, 75:21
couple 19:22, 24:22, 69:2, 69:8, 70:14
course 6:11, 26:23, 44:18, 55:21
covers 3:17
CRC 52:1, 52:4, 52:11, 54:3, 55:9, 56:7
create 24:7, 31:19
creates 32:17
Creek 16:22, 29:4, 37:7, 70:21, 70:22, 71:7, 72:1
Crescent 28:2, 45:16, 74:2
criteria 32:18
critical 24:21, 27:14
Crockett 2:4, 16:12, 21:12, 68:20
cross 19:2, 41:12
cross-state 62:16
crossed 14:23
CSX 37:24, 39:7
CT 62:6
CTB 1:20, 1:21, 1:22, 1:23, 1:24, 4:13,

30:9, 31:16, 31:23,
31:24, 43:21, 66:21,
76:19
cuisine 66:4
current 13:15, 53:6,
75:12
currently 16:8, 16:9,
52:11
curve 19:5
curves 11:7
cut 19:11, 43:6,
69:15, 69:18, 70:1,
72:11, 72:18
cuts 20:14, 72:15
Cycling 63:1
cyclists 65:5, 66:3

< D >

D. 1:24
daily 75:23
dais 3:16, 3:19
damaged 20:18
Dana 1:22, 4:9,
12:19, 30:10
dangerous 54:14
dangerously 71:7
Danville 7:9, 7:15,
7:20, 25:12, 25:16,
26:5, 26:18, 28:3,
28:4
date 31:20, 45:24,
76:18
daughter 50:6
daughters 49:19,
54:7
Dave 2:6, 70:9,
70:10
David 2:18, 19:19,
42:2, 43:18, 71:2,
72:17
Davis 1:21
day 2:37, 23:10,
37:11, 37:12, 46:23,
67:9, 78:18
day-to-day 41:16
daylighting 11:6
days 65:17

DC 38:15
dead-ends 71:21
dear 30:18
decal 64:17, 64:23
December 38:18
decision 55:7, 70:13
decisions 54:12,
69:9
declaring 64:6
decreases 12:5
dedicated 28:19
deeply 20:7
deficiencies 29:18
definitely 23:6
Delegate 2:3, 2:4,
2:6, 12:16, 19:19,
21:12, 23:3, 66:7,
68:19
demonstrates 53:4
Dennis 2:19, 48:11,
48:13
Department 4:1,
5:10, 5:24, 22:19,
30:4
described 53:12
design 33:24
designated 17:13
designers 67:13
destination 65:24
detail 19:15
detailed 18:7
devastating 6:23
developed 53:4
development 10:23,
13:4, 13:13, 14:2,
20:11, 27:15, 31:21,
52:3, 56:16, 59:9
DEW 2:14, 33:8, 33:9
difference 16:7, 43:4
differences 42:24
different 69:16
difficult 11:23, 21:20
dipped 62:16
direction 10:22, 48:4
directions 59:4, 59:5
director 30:11
dirt 17:14, 42:15,
42:17

disappearance 6:19
disappearing 7:5
discounts 65:4
discuss 36:24
distance 35:24
District 1:27, 1:28,
1:29, 4:5, 4:8, 4:11,
4:14, 4:15, 4:19,
12:20, 13:9, 13:15,
13:16, 18:15, 25:15,
28:17, 28:22, 46:12,
53:4, 57:5, 57:14,
57:16, 68:2, 76:20
Districts 3:18, 16:8,
16:18
docking 24:7
doing 28:11, 34:23,
42:9, 59:20, 60:3,
62:10, 72:4
dollars 36:23, 52:16,
61:16, 63:17
done 5:8, 5:11,
11:10, 12:10, 14:11,
14:18, 15:19, 17:9,
18:12, 26:6, 33:6,
42:8, 56:7, 56:9,
57:16, 68:2, 69:13,
70:9, 71:10, 72:7,
74:9
doors 64:24
DOT 32:9
double 49:11, 52:9,
55:21, 73:5
double-stack 45:18
Doug 2:27, 66:15,
66:23
dovetail 32:18
DOWD 2:10, 25:11,
25:14
down 7:1, 9:20,
15:11, 17:19, 18:17,
19:21, 21:14, 24:4,
24:18, 33:18, 48:20,
48:22, 50:22, 50:23,
53:18, 53:19, 58:14,
69:21, 69:22, 70:1,
70:2, 70:5, 71:12,
71:22, 72:11, 72:13,

73:3, 73:5, 73:12,
73:13, 74:3, 77:14
downloads 54:8
Draft 1:5
dramatically 7:13,
11:2, 11:13, 23:20
Draper 68:23
drawing 12:8
dream 50:19, 50:21,
50:24
Drive 23:10, 29:13,
30:23, 30:24, 49:21,
50:9, 53:18, 53:20,
54:8, 66:10, 67:3,
67:5, 68:9, 70:5,
72:19, 73:2
driver 74:22
Driving 9:20, 11:4,
49:24
drum 44:8
Dublin 2:37, 17:19
DUDDY 2:26, 57:10,
62:2, 62:3, 62:6,
66:17
Duerk 2:24, 57:2,
57:3, 57:7
during 52:12

< E >

earlier 26:11
earmark 26:14
ease 29:13
easier 15:17, 49:24
east 8:12, 9:3, 27:13
eastern 61:4
echo 12:17, 23:3
Economic 7:12,
10:23, 11:1, 13:3,
13:12, 14:1, 27:14,
52:3, 56:6, 56:16,
59:9, 63:16
economy 7:9, 10:16,
31:11
edge 70:24
editorial 49:9
editorialist 49:10
effect 10:9, 37:10

effectively 46:5, 53:22
efficiency 31:9
effort 26:21
efforts 28:19
eight-laning 51:3
Eighth 13:15
either 58:4
elderly 73:7
elect 14:13, 22:6
elected 5:1, 22:13, 22:16, 25:9
electric 24:6
eleven 20:19
Elliot 2:7, 21:24
ELLIOTT 22:3
Elliston 75:11
Elliston-shawsville 13:8
Elmont 37:4
embarked 67:24
Emeryville 35:19
employee 53:13
employees 5:9, 5:15, 67:17, 67:19, 67:20
empty 38:9
enamored 44:24
encourage 42:23, 54:16, 75:9
end 7:6, 14:5
endeavor 74:20
ends 7:22, 47:16
engineering 29:3
England 65:15
English 48:17, 65:11
enhance 31:8
enhancement 23:18, 51:16
enhancements 51:20, 53:5
enjoy 24:23, 35:1, 66:3, 70:6
enjoying 38:24
ensure 26:24
enter 67:9
enthusiastically 63:19, 64:2

entire 47:8, 48:7
entirely 45:19
entities 67:8
entrance 18:2, 67:10, 67:11, 67:20
entrances 31:1
environment 55:11, 56:3
environmental 42:9
environmentally 46:5
Especially 6:19, 18:14, 47:20
establish 75:18, 76:2
establishing 75:3
estimated 52:15
etc. 49:23
Evatran 24:5
evening 3:1, 3:3, 28:16, 30:2, 33:9, 51:12, 54:20, 62:5, 76:11, 77:20
events 6:9
eventually 14:6, 75:5
everybody 12:21, 66:11, 77:20
everyone 3:2, 3:9, 66:7
Everything 28:10, 28:12
evidenced 56:6
exacerbate 52:14
exacerbated 54:4
excellent 39:16
excess 7:5
excited 15:1, 22:21
excludes 37:12
exercise 44:5, 71:19
exist 8:16
existed 8:1
exists 7:16, 11:21, 11:24, 56:12
Exit 23:11, 33:16, 34:4, 67:21, 70:16
exits 18:2
expand 49:13
expands 54:3

expansion 5:17, 29:13
expect 74:19
expectation 52:8
expensive 34:13
experience 66:12
experiencing 52:11
explain 55:16
export 56:17
exports 56:19
Express 28:6, 37:20, 37:21, 38:14, 77:3
extend 76:3
extended 9:7
extending 27:17, 74:7, 75:4
extremely 13:3, 13:10, 14:9, 50:1

< F >
facility 75:11
fact 7:21, 35:22, 49:24
factors 18:4
fall 73:5
fallen 71:1
fantastic 55:11, 56:5, 68:3
far 26:15, 35:22
fascinating 49:3
fashion 6:3
favor 74:7, 76:23
federal 5:20, 36:13, 52:5, 60:9, 61:13
federally 17:13
Federation 57:8, 60:18, 64:17
feel 17:17
feet 47:1, 52:7
fence 70:24
Ferry 35:18
festivals 66:4
few 3:15, 63:20, 63:24, 65:12
fifteen 36:23
fifteenth 48:19
fight 25:1, 75:10,

75:17
figure 36:21
fill 47:6
filling 48:5
final 3:3, 4:21
Finally 21:11, 29:15, 42:23, 75:4, 75:23
find 23:24, 49:8, 50:1, 62:14, 65:7, 72:23
fine 5:8, 39:4
finish 15:21
finished 62:15
fire 41:8, 41:10
First 5:1, 13:22, 18:12, 19:23, 37:1, 39:22, 44:2, 44:6, 46:16, 49:4, 53:22, 54:23, 65:23, 73:21, 74:5, 74:8, 74:11
five 17:11, 33:21, 41:20, 71:18
five-mile 48:6
fix 15:6, 72:3
fixed 15:14, 18:21, 70:15, 71:24
fixing 71:9
flaky 44:7
flat 42:17
flooding 16:22
Florida 49:17
flow 13:4, 15:2
Floyd 11:12, 11:14
focus 34:7, 40:3, 47:12, 48:5
focused 44:21, 46:15
focuses 6:7, 45:19
folks 6:2, 24:8, 41:5, 63:23, 65:10, 76:23, 77:2, 77:10
follow 14:7
followed 7:2
FOLSOM 2:19, 48:12, 48:13, 50:10, 50:16
foregoing 78:10, 78:13

- forget** 51:3
form 74:4
former 69:19
forth 27:21
fortunate 63:14
forward 13:5, 14:15, 14:19, 32:6, 34:14
fossil-fuel 24:1
FOSTER 2:18, 43:19, 43:20, 48:11, 50:13
fought 58:13
found 49:2, 49:9, 64:8
founded 44:6
four 17:19, 72:15
four-laning 6:15
frame 52:20
Francisco 35:16
Franklin 28:9
Frankly 53:23
Fredericksburg 37:1, 37:17
free 50:17, 74:14
free-flowing 27:1
freight 29:23, 37:12, 44:21, 45:4, 45:7, 46:4, 60:24
frequently 54:11
friendly 65:3
fringe 44:7
front 20:24, 21:21
fuel 24:10
fully 40:24
fund 22:18
funded 31:18
funding 12:6, 15:23, 20:1, 20:4, 24:12, 25:23, 29:3, 32:8, 32:13, 34:15, 36:13, 42:24, 47:18, 47:20
funds 5:20, 12:9, 21:13, 26:5, 26:17, 29:5, 41:23, 48:1
Furniture 6:20, 7:3
future 8:22, 14:14, 24:15, 25:21, 26:11, 27:23, 28:1, 28:5, 34:15, 46:23, 52:22, 53:6
FY2011-2016 1:4
- < G >**
Gainesville 27:4, 36:9
gap 20:1, 20:3, 47:5, 47:7, 47:12, 48:6
Garrett 1:27, 4:18
gave 61:15
General 21:23, 61:6
gentlemen 22:8, 64:5, 68:16
geographic 25:19
Georgia 36:10
Germany 65:15
gets 15:11, 44:22, 70:22
getting 6:2, 24:23, 24:24, 44:12, 72:21, 77:12
ghost 41:9
Giles 17:7
give 6:12, 10:14, 24:19, 56:10, 61:18, 65:4, 72:24
given 28:8, 54:9
giving 62:17
glad 57:24
globe 56:18, 56:20
goals 14:10
goods 8:5
Google 59:3
gotten 70:11
government 19:14, 61:13, 63:12
governments 63:20, 63:22, 63:23, 63:24
Governor 59:5, 59:7, 64:3, 64:5, 69:19
grade-separated 30:21, 31:6, 32:24
graders 71:14
grades 42:19
grading 42:21
Grand 62:14
- grandchildren** 49:23
grant 52:5
great 26:14, 26:15, 28:11, 39:11, 62:11
greatly 7:10, 12:12, 15:18
green 55:10
Greensboro 35:12
Greg 3:20, 3:22
Gregory 1:26
grew 49:15
GRIFFITH 2:3, 12:16, 12:17
grocery 64:23, 64:24
groups 61:18
growing 19:7, 51:21
grown 49:19
growth 44:16, 52:13, 56:6, 56:14, 67:16
guess 15:21, 25:5, 38:11, 40:3, 49:14, 71:9, 74:5, 75:22
guidelines 43:8, 60:8
Guinea 37:5, 37:6
Gulf 23:23
guys 64:19
- < H >**
half 36:23
Hamilton 37:5
Hampton 4:22
hand 10:3, 64:19, 78:17
handle 10:8, 46:9
handout 40:14
hands 9:23
hang 75:17
happen 9:12, 15:1, 24:20, 65:12
happened 38:11
happening 23:23, 57:23
happens 42:6, 58:19, 68:24
hard 6:19, 35:21, 40:23
- Hargrove** 66:8
Harrisburg 45:13
harrowing 48:18
Harry 2:15, 35:3
hate 72:20
hats 25:16
haul 41:6
Haysi 63:24
hazard 19:8
hazardous 50:2
head 7:22
headed 8:14, 11:19, 65:6
headline 35:6
hear 45:8
heard 7:20, 15:5, 30:20, 55:2, 55:5, 60:15, 67:18, 72:22, 76:17
Hearing 1:5, 2:36, 3:3, 3:16, 4:21, 35:1, 46:14, 66:22, 76:11, 77:19, 77:24, 78:6, 78:11, 78:12
hearings 4:22, 76:18
heart 30:18
held 2:36, 4:22
help 5:10, 6:12, 10:14, 12:2, 12:11, 14:5, 14:14, 17:15, 24:20, 26:15, 27:20, 28:11, 39:23, 45:14, 54:15, 75:19
helped 20:1, 20:4, 23:17
helpful 13:7, 27:9, 31:7
helping 22:18, 76:2
helps 13:12, 59:14, 59:16, 59:17
Henry 5:19, 7:14, 10:19, 11:1, 14:4, 28:9
hereby 78:6
hereunto 78:17
high 17:4, 61:2
high-growth 20:10
high-impact 68:7

highway 44:15, 46:7
highways 62:21
hills 9:17
Hillsville 6:13, 6:16, 7:8, 7:24, 8:8, 8:19, 8:23, 8:24, 9:3, 9:10, 9:13
hilly 42:16
hire 59:19
history 66:3
hit 6:18
hither 38:5
hold 10:3
Holland 65:15
Holler 41:4, 41:5
home 48:23, 69:12
homeland 23:8
hope 10:18, 14:12, 21:9, 23:14, 23:21, 29:4, 30:2, 43:15, 49:3, 72:22, 75:17, 76:2
hopefully 13:6, 60:9, 61:9, 77:14
hopper 38:9
hours 15:13, 52:12
house 50:6, 55:22, 55:24
Huber 2:16, 18:6, 39:18, 39:19, 39:21
hundred 41:3, 41:5, 70:20

< I >

I64 49:22
I73 10:13, 10:15, 10:18, 10:21, 13:2, 13:9, 13:17, 16:1
I77 6:14, 10:11
I81 9:22, 15:3, 29:20, 33:16, 45:6, 45:7, 45:9, 45:20, 46:19, 49:5, 49:11, 49:21, 50:1, 51:3, 58:11
Ian 33:12
idea 33:3, 38:9, 47:4, 71:9

ideal 33:3
ideas 60:3, 60:11
identifies 25:18, 61:8
Il 32:10, 32:13, 33:4, 67:18
imagine 25:3
immediately 14:5, 42:5
impact 63:16
implement 60:4, 60:7
implemented 26:24, 57:22
important 5:19, 6:4, 10:12, 13:3, 13:10, 14:9, 15:2, 16:10, 21:18, 24:3, 27:8, 48:3, 54:6
improve 7:12, 11:1, 15:3, 29:12, 59:15, 61:14, 61:16, 75:19
Improvement 1:4, 3:4, 33:1, 37:3, 52:19
improvements 27:7, 28:20, 33:16, 34:9, 36:13, 39:6, 67:2, 67:12, 67:14, 68:10
improves 16:5
improving 6:12
imprudently 48:1
in. 71:1, 72:3
inaudible 37:4
Inaudible. 39:15
include 29:20
included 51:18
including 26:14
inclusion 32:23
increase 8:3
increasing 11:13, 44:4
independent 45:22
Indiana 65:16
indicate 8:12
individuals 3:19
Industrial 51:17, 52:18, 67:3
influenced 45:23

information 59:2
infrastructure 52:5, 55:11, 55:13, 61:15, 61:17
initiative 45:18, 60:17
inquiries 5:15
inside 58:5
inspection 42:4
instead 8:15, 41:7, 41:10, 48:6
instructive 25:5
insufficient 36:4
intellectual 56:18
interchange 29:9, 29:10, 30:21, 31:5, 31:6, 31:21, 32:3, 32:24, 33:16, 34:8, 51:16, 53:3, 55:4, 55:18
interchanges 33:23, 34:1, 34:13
interest 25:8, 32:5, 78:15
intermodal 13:6, 13:11, 46:8, 61:4, 75:11
International 65:8, 65:10
intersect 34:10
intersection 10:20, 31:9, 53:18, 53:19, 54:11, 67:2
intersects 19:3, 20:12
Interstate 9:5, 9:18, 26:9, 26:20, 33:22, 40:2, 45:12, 45:15, 47:8, 48:7, 49:13, 62:13, 69:21, 69:22, 70:16, 70:19, 70:22, 72:16
intimidated 51:5
introduce 3:20
investment 28:23
invite 66:6
inviting 68:17
involved 5:21,

46:19, 47:1
Ironto 46:20
issue 21:15, 34:4, 34:17, 40:2, 41:1, 54:5
issues 34:2, 34:3, 40:12, 40:22, 41:15, 41:16, 53:21
Item 36:12
items 19:22

< J >

J. 1:23, 78:4, 78:22
jails 22:24
James 1:20, 1:21, 4:12
jams 15:8
Jeanne 2:26, 57:10, 62:1, 62:6
JENSEN 78:4, 78:22
jeopardy 55:21
Jim 1:24, 2:28, 4:3, 57:15, 68:15
job 16:23, 24:15, 68:3
jobs 6:20, 7:2, 7:4, 7:5
Joe 2:11, 2:20, 28:15, 51:10, 51:13
John 2:14, 33:8, 48:15
join 66:7
journey 62:18
Juanarena 2:27, 66:16, 66:20, 66:23

< K >

Keen 1:20, 4:12
keep 25:24, 29:5, 39:13, 77:16
keeping 21:5
Ken 1:29, 4:16
kept 20:16, 38:13
Kevin 1:25, 3:24, 43:22
key 23:13

kind 40:6, 41:15,
41:20, 43:10, 51:5,
51:9, 53:14
kinds 40:9
Kirby 19:4, 70:18,
70:22, 71:12
knocked 37:23
Knoxville 36:7,
45:12
Kraft 53:20, 67:5

< L >

L. 1:20, 1:28
Ladies 22:8
landfill 22:23
Landowner 61:7
landscape 24:2
lane 43:4, 47:1, 47:3
lanes 17:19, 21:7,
34:12, 44:15, 46:7,
46:18, 47:5, 52:17
Large 8:12, 78:5
largely 47:23
Last 18:17, 26:22,
29:10, 31:4, 31:23,
41:3, 61:6, 64:8
lasts 15:12, 42:17
later 60:19
lead 17:14
leaders 63:12
leadership 75:3
learn 23:22
learned 32:7, 39:17
least 6:6, 8:21,
41:17, 44:12
leave 67:9
legends 25:6
Legislative 13:15
legislators 14:24
less 18:11, 34:13,
44:23
letter 25:18, 69:11
letters 69:11
letting 19:16
level 32:4, 32:5,
55:14, 60:9
Lexington 64:9

Liability 61:8
Liberty 5:17
library 36:22
Lick 41:4
life 9:23, 55:10
lifestyle 56:1
lift 32:11, 32:20, 33:2
lights 54:12
likely 34:5
limit 38:23, 41:13
limits 23:12, 43:9
line 9:10, 10:22,
11:18, 27:3, 45:11,
73:5, 73:8
link 6:15, 7:24, 8:7,
8:17, 9:4, 22:22
list 76:8
listening 73:15,
75:22
listing 33:15, 34:5
literally 16:24
little 17:4, 47:15,
54:6, 57:11, 64:24,
68:20, 70:17, 71:15,
77:11
live 35:9, 35:16,
41:4, 49:20, 50:21,
68:24
lived 23:3
lives 49:21
load 11:11, 38:9
local 19:14, 29:16,
30:14, 40:21, 40:22,
40:24, 43:9, 63:4,
63:12
localities 12:3,
12:12, 25:20, 30:19,
40:20, 63:7, 63:8,
63:9, 63:18, 64:22
locality 12:4
locally 41:2
located 67:5
location 31:5
locations 29:15
logical 47:6
logistics 75:20
lonely 44:10
long 15:22, 15:24,

35:24, 42:22, 44:18,
47:21, 47:23
long-distance 36:11
long-term 14:10,
36:10, 54:22
longer 42:17
look 8:18, 8:19, 8:23,
8:24, 17:24, 42:24,
43:6, 44:14, 47:10,
51:2, 59:17, 60:2,
72:20
looked 17:1, 18:5,
18:24, 19:10, 28:1,
71:3
looking 18:2, 34:14,
53:23, 77:15
looks 42:13, 53:17,
53:19, 64:20
loop 70:17
losing 7:1
lost 33:15
lot 11:6, 15:7, 15:17,
17:21, 20:11, 22:22,
26:10, 27:23, 39:17,
45:2, 45:21, 56:17,
62:4
Lots 57:23
love 24:17, 49:15,
58:12
low-cost 68:6
lunch 60:22
Lynchburg 4:8,
24:24, 50:7, 50:9,
51:1, 57:14, 58:12,
73:23, 74:13, 77:1

< M >

machine 78:7
mad 77:10, 77:11
mailbox 17:3
Main 34:17, 36:15,
36:16, 53:21, 54:9,
62:19, 67:14
maintain 49:13,
55:18
maintenance 34:23
major 21:2, 29:22,
31:2, 33:21, 41:21
makeup 75:12
Mall 20:12
managed 43:1
manager 33:11
Manhattan 50:4
manufacturer 7:17
manufacturers 7:20
map 8:18, 9:6, 57:24,
59:2
maps 58:1, 62:24,
63:8, 66:17
Marion 18:20
Mark 1:23, 4:6, 14:23
marked 66:18
market 7:23, 8:5
marketplace 23:9
married 49:20
Martin 1:22, 4:9,
30:10
Martinsville 5:18,
5:19, 6:1, 6:9, 7:1,
7:9, 7:14, 13:20, 16:4
Martinsville- 14:3
Martinsville-henry
6:5, 6:8, 6:24, 26:13,
26:17
master 52:6
match 32:14
Mattaponi 37:8
matter 40:6
matters 5:11
mayor 22:6, 22:13,
36:2
mean 26:10
means 46:22, 78:8
median 69:23, 72:13
medical 51:23
Medicine 53:14
meeting 31:24, 35:5,
36:3, 76:13
meets 40:19
melt 38:11
melted 38:12
Member 1:20, 1:21,
1:22, 1:23, 1:24, 4:3,
4:7
Members 1:18, 5:3,

21:23, 30:9, 43:21,
57:4, 62:5, 66:21,
73:11, 76:20
membership 45:5
Memphis 36:6
mention 10:12,
20:14, 28:11, 74:6,
75:7
Meredith 2:20,
51:11, 51:12, 51:13,
53:12, 67:18
met 65:5, 65:10, 72:8
Metropolitan 25:12
Mexico 23:23
middle 47:5
mile 36:23, 71:20
miles 15:13, 36:17,
37:2, 37:15, 46:20,
47:8, 47:13, 47:14,
62:12, 63:15, 71:18
Milford 37:5, 37:6,
37:23
Mill 37:2
million 36:23, 46:18,
52:4, 52:7, 52:16,
61:16
mind 35:24
mine 69:6
minimize 52:21
minute 10:24
minutes 35:12, 39:3
missing 6:14, 7:24,
8:7, 8:16
mission 63:11
mistrust 47:24
mitigate 51:20
model 53:3
modes 24:8
modification 31:21
momentum 31:19
money 24:19, 49:12,
61:18, 69:10, 69:14,
69:16, 72:3
moneys 23:18
Montgomery 11:16,
11:20, 20:9, 23:4,
29:1, 46:17, 75:8,
75:13, 75:21

Month 64:7, 64:11
months 16:23, 67:23
Montreal 59:12
Moore 1:27, 4:18
Morgan 2:3, 12:16
morning 11:22,
38:16
mornings 11:16
mostly 44:21, 46:14
motels 64:16, 65:3
mountain 10:4, 10:5,
10:6, 11:6, 18:17
Mouras 2:12, 30:7,
30:8, 30:11
move 10:21, 12:10,
14:14, 29:23, 32:6
moved 23:4
movements 27:13
moves 14:18
moving 10:13
mow 72:13
mowing 69:18
MPO 25:16, 29:7,
29:12, 30:14, 30:15,
31:18
MS 16:13, 16:17,
22:3, 50:13, 57:3,
62:3, 66:17
mud 17:3
multimodal 44:13,
61:19
multiple 67:9
municipalities 43:2
Mussolini 39:7, 39:8
myself 48:15, 73:20

< N >

N&W 38:3
name 30:10, 51:12,
54:21, 62:6, 72:21,
73:18
Narrows 29:2
National 6:6, 59:20,
59:21, 64:11, 74:15
near 10:20, 27:23,
30:17
necessarily 24:1,

45:20
need 8:20, 13:19,
14:2, 15:23, 16:1,
17:15, 17:18, 17:23,
18:4, 23:8, 23:23,
27:22, 37:20, 40:1,
45:17, 46:7, 46:23,
57:21, 58:8, 58:17,
58:20, 59:1, 59:19,
59:21, 60:4, 60:7,
74:9
needs 12:3, 13:22,
13:24, 19:10, 23:7,
25:24, 30:3, 39:6,
55:24, 71:24, 72:19,
74:11, 74:20
neighborhood 12:22
neighborhoods
61:11
New 2:36, 17:20,
19:21, 20:12, 23:11,
24:22, 28:16, 47:20,
47:21, 49:17, 50:4,
57:24, 60:3, 60:11,
66:22, 75:1
Newport 35:16
News 6:23, 35:16
Next 21:24, 66:8,
76:14, 77:21
nice 16:23, 73:5
night 11:17, 11:18
none 69:23
nonetheless 25:23
nonfederal 32:14
nonstop 16:20
Norfolk 35:13,
45:11, 45:16, 45:23
North 10:22, 13:21,
16:3, 18:18, 28:4
northbound 37:11
Northern 4:23, 27:4,
27:19
NOTARY 78:4, 78:23
note 25:17, 27:6
nothing 23:22, 45:1
notice 9:2, 40:13
Number 21:5, 25:18,
31:10, 37:9, 77:1

numbers 42:4
NUTCD 60:8
Nutter 2:6, 19:19,
19:20, 23:3

< O >

obesity 59:16, 59:17
observation 47:22
obstructions 40:8
obvious 67:10
Obviously 19:6, 28:2
occasion 5:9
October 65:19
offer 32:1
offers 32:20, 38:15,
56:5
office 22:14, 53:16,
53:24, 70:11
offices 60:1
official 22:16, 25:9
officials 5:1
offshore 7:4
often 17:14, 40:11
Okay 21:24, 50:16
Old 19:1, 19:4,
35:11, 70:1, 72:12,
73:1
older 33:24
Once 15:14
One 8:21, 14:10,
17:2, 17:7, 21:1,
21:5, 22:15, 30:17,
30:24, 31:7, 32:7,
37:7, 41:17, 45:20,
49:6, 49:20, 52:2,
62:20, 64:4, 64:18,
69:3, 69:21, 69:22,
70:1, 71:10, 73:8,
74:5, 77:7
one. 66:19
ones 77:7
ongoing 43:11
open 13:1, 46:7
opened 17:2
operated 43:2
operating 38:13
opportunities 56:5

opportunity 5:5,
 22:10, 30:1, 32:12,
 32:18, 33:10, 35:5,
 48:8, 51:7, 51:15,
 53:11, 54:21, 56:11
opposed 46:6
order 31:18
Oregon 63:2, 65:6,
 65:16
Organization 25:13
original 55:1
originate 36:4
Osteopathic 51:23,
 53:14
others 50:24
outcome 78:16
outcry 47:19
outlying 41:22
outside 13:8, 13:18
overall 46:15, 75:20
overdressed 51:9
overkill 37:14
overlap 47:15
overtaxed 49:7
own 9:23, 56:19
owner 67:4

< P >

p.m. 1:11, 77:24
Page 1:25, 2:1, 3:24,
 57:6
paint 24:13, 71:5,
 71:8
PANEL 1:18
paper 25:4, 69:17
papers 69:15
parallel 70:18
parallels 45:11
Park 50:5, 50:14,
 51:17, 52:8, 52:13,
 52:18, 56:14, 56:15,
 56:17, 62:13, 67:3,
 67:16, 67:21, 68:9
Parker 18:5
parking 27:23, 50:18
Parnell 37:4
part 8:14, 13:22,

37:16, 37:17, 44:4,
 44:22, 61:3, 61:5,
 61:6, 74:16
participants 78:8
particularly 16:2,
 28:23, 30:10
Partnership 53:1,
 67:7, 68:1
pass 60:18, 63:20,
 69:3, 69:21, 69:22,
 70:4
passenger 27:17,
 36:7, 37:11, 44:24,
 45:3, 51:2
passes 63:13
passing 57:20
past 8:11, 13:11,
 23:17, 28:8, 33:15,
 38:17, 47:24, 67:23
path 14:2
PATRICIA 78:4,
 78:22
Patrick 7:13, 28:9
Paul 38:12
pavement 47:2
pay 42:20
PDC 30:20
PEAKE 1:23, 4:6,
 50:9, 50:12, 50:15,
 76:22
pedestrian 57:20,
 60:1
Penn 24:24
Pennsylvania 45:13
people 3:15, 11:14,
 15:9, 19:15, 29:23,
 40:21, 41:3, 44:8,
 45:2, 47:24, 51:24,
 54:11, 55:13, 56:2,
 56:20, 61:20, 61:21,
 65:13, 73:7, 73:13,
 74:14, 76:8
per 43:3, 43:4
percent 21:14, 40:17
percentage 8:12
perfect 15:15, 20:23,
 47:6
period 56:10

Perriello 2:7, 22:2
personal 47:22,
 55:4, 55:14
personally 54:7,
 55:19
perspectives 22:15
Pete 39:21
Peter 2:16, 39:18
Phase 32:11, 52:6,
 67:18
pickup 41:6
picture 23:6, 23:21,
 24:2
pictures 63:21,
 65:13
piddly 72:4
piece 50:7
Piedmont 25:15
pipeline 60:12
Pittsylvania 7:15,
 28:10
place 5:18, 6:9,
 11:15, 12:6, 29:5,
 71:24, 78:13
places 41:23, 65:14,
 69:2, 70:24, 71:6,
 71:19
plan 3:4, 21:4, 21:10,
 33:17, 44:1, 46:15,
 51:19, 60:5, 68:10,
 68:18, 69:6, 76:14
planned 52:6
Planning 25:13,
 25:15, 26:1, 26:21,
 28:17, 29:24
plans 58:9, 61:5
Plant 21:1
plants 21:2
play 29:22, 51:10
please 3:9
pleased 47:10
Pledge 3:10, 3:12
pledged 31:24
plug 59:12
PO 1:32
point 17:23, 31:3,
 44:12, 48:19, 55:4
points 28:4, 55:5

poison 35:23
Polecat 37:7
policies 57:20
policy-making 24:11
Pond 41:4
ports 8:14
position 14:12
positive 5:12
possible 8:6
posted 63:10
potential 22:21,
 42:13, 42:14, 46:2,
 56:14
potentially 32:12
potholes 18:9, 18:21
Potomac 36:16
powers 44:3
practical 26:19, 27:2
prefer 13:16
preferential 46:6
preliminary 29:3
preplanning 42:7
Presbyterian 73:10
presence 78:7
present 28:8
presentation 5:5
presented 64:3,
 64:15
presently 10:17
president 51:13
pretty 20:8, 68:4
previous 31:17
pricing 7:22
primaries 29:21
primary 30:24,
 34:11, 39:24
priorities 32:19
priority 21:5, 21:8,
 23:13, 40:4
Prison 38:4
private 59:6
privilege 9:19
probably 6:22, 8:21,
 13:16, 14:1, 20:19,
 40:5, 41:19, 42:17,
 42:20, 47:14, 69:23,
 73:11
problem 17:10, 19:1,

19:9, 41:8, 44:16,
45:7, 45:20, 51:21,
52:14, 54:3, 55:15,
56:12, 56:22, 58:15,
68:3, 69:3, 71:11,
71:15, 72:6
problems 53:6,
70:14, 74:1, 74:3
procedures 57:21
proceeding 26:16
process 42:3
proclamation 64:4,
64:6
product 7:18, 23:9
profile 46:21, 47:9,
48:7
Program 1:4, 32:9,
32:10, 33:2, 33:4
project 5:19, 9:2,
10:21, 14:15, 14:18,
14:21, 15:24, 20:5,
26:5, 26:6, 30:17,
30:19, 31:19, 32:2,
32:6, 32:12, 32:17,
32:19, 32:23, 33:3,
46:18, 47:13, 48:4,
51:17, 52:15, 53:3,
53:7, 53:11, 53:16,
53:22, 54:15, 54:16,
56:23, 68:7, 68:13,
75:14
projected 10:21,
49:12
projects 12:11,
25:19, 28:8, 36:14,
36:19, 52:3
promote 59:6, 59:8,
65:23, 66:2
propellant 21:2
property 32:4, 56:18
proposed 45:24,
51:16, 53:5, 59:5
provide 12:11, 30:1,
62:10
provided 23:5, 26:3,
26:5, 62:24
providing 25:18,
31:11, 32:16, 74:23

PUBLIC 1:5, 2:36,
4:1, 22:18, 22:20,
40:23, 44:24, 47:19,
48:15, 59:6, 74:24,
77:24, 78:4, 78:6,
78:11, 78:12, 78:23
puddle 72:8
Pulaski 17:18, 18:6,
20:15, 21:13, 24:18,
28:24, 39:20, 40:16,
43:12, 48:14, 48:16,
50:23, 64:1
purpose 41:24
purposes 26:1,
26:19
pushing 77:6
put 14:14, 25:21,
31:19, 40:5, 74:15
putting 10:2

< Q >

Q. 48:15
qualified 53:15
quality 55:10, 56:13,
59:16
question 7:7
queues 52:21
quicker 7:17, 42:1
quickly 7:2, 56:11
quite 3:15, 44:10,
54:13

< R >

rack 58:4
Radford 21:1, 22:7,
22:12, 22:17, 23:5,
24:18, 75:5
Rail 1:25, 4:1, 27:17,
37:3, 44:4, 44:5,
44:7, 44:9, 44:19,
44:20, 44:22, 45:1,
45:3, 45:4, 45:11,
46:3, 51:2, 61:2
railroad 38:13,
61:14, 61:16
railroads 40:8, 61:9

Rails 22:20, 60:13,
60:15
railswithtrail 60:16
Railway 37:19,
37:21, 38:14
Ramble 51:17,
52:17, 53:18, 53:20,
55:3, 67:2, 68:9
ramps 34:10
rapidity 8:4
read 25:2, 69:14,
69:17, 69:20
real 22:21, 23:8,
25:8, 60:10
realistic 34:14
reality 10:15, 25:7
realize 68:17
really 16:6, 18:15,
18:19, 19:10, 26:7,
28:12, 32:19, 39:11,
41:15, 55:12, 56:12,
74:11
reason 72:24
reasonably 46:23
reasons 31:7
rebuild 34:8, 34:16,
47:7
rebuilding 46:19,
48:6
received 6:23,
26:12, 52:4
recently 26:4, 33:17,
52:4
recited. 3:12
recognize 44:13,
63:22
recognizing 25:22
recommend 51:15
recommendation
29:1
reconfigured 47:15
reconstruction 34:6
record 15:6, 76:16
Recreational 61:8
recruit 55:12
red 54:12
reduce 56:13, 59:14,
59:15

reduced 78:7
reflected 75:12
regarding 25:23
regards 6:1, 12:3
region 26:11, 27:10,
27:15, 28:20, 29:7,
29:20, 29:23, 76:4
regional 21:6, 22:23,
27:22, 29:19, 73:23
regionally 22:22
regulation 42:1
regulations 43:1
related 40:12, 42:11,
43:16
relatively 52:18
remaining 29:11
remains 27:1
remarks 76:16,
76:20
remember 61:18
remind 21:17
remove 29:10
rent 58:20
repair 34:21
repaired 18:9
repave 34:22
repeat 18:13
replaced 73:6
replacement 20:17
replacements 12:8
report 31:22
REPORTERS 1:31
represent 12:4,
16:17, 25:14, 48:15
Representative 2:7,
22:1, 30:13, 68:23
representing 4:10,
4:13, 16:9, 25:12,
57:7
represents 55:9,
55:21
request 65:22, 66:6
requesting 32:22
require 37:6
requires 52:19
rerouting 20:21
resealed 73:4
Research 29:14,

- 31:3, 31:13, 51:14,
51:22, 52:1, 53:17,
55:1, 55:8, 56:4, 67:6
reshift 34:7
residence 55:1
residency 33:18
resident 48:14,
54:22, 66:23, 75:8
resource 45:14
respond 42:5
responds 41:9
response 5:13, 5:14,
42:1
responsibility 24:13,
25:20
restaurants 65:2
result 6:8, 45:3
retain 55:12
retire 48:22
retired 50:20
Retreat 18:20
return 38:16
Reynolds 2:2, 5:2,
5:3, 13:19
Rich 29:4
Richard 1:28, 4:14,
68:1
Richmond 4:24,
36:16, 49:20, 49:22,
69:13, 76:13
Ride 35:8, 35:19,
36:8, 66:10, 74:15
ridership 36:4
riding 18:10, 64:8,
64:18, 64:21, 66:13
right-hand 9:21
right-of-way 32:1,
32:15, 52:19
River 2:36, 19:22,
20:12, 23:11, 28:17,
36:16, 37:8, 62:15,
66:22, 75:1
rivers 40:8
Road-industrial 68:9
Roads 4:22, 16:24,
17:2, 17:10, 17:12,
17:14, 34:11, 40:6,
40:18, 40:22, 40:24,
42:11, 42:15, 43:1,
43:6, 64:22, 66:14
roadways 29:18
Roanoke 1:33,
13:18, 13:21, 13:22,
14:3, 14:7, 14:19,
14:20, 16:3, 24:18,
25:2, 35:6, 35:21,
35:22, 36:3, 48:17,
48:21, 49:2, 50:22,
58:3, 58:7, 58:13,
62:7, 74:8, 74:13,
74:19, 74:21, 74:23,
75:1, 75:5, 76:1,
77:5, 77:13, 78:3,
78:18
Rob 57:13
Robertson 26:4
role 29:22, 51:10,
74:22
room 70:4
Roscoe 2:2, 5:2,
13:1, 26:10
rough 18:15, 18:19,
18:21
routes 12:6, 66:2
routine 42:20
RPR 78:4, 78:22
rubber 40:19
run 39:9, 42:22,
43:3, 54:13, 74:2,
74:12
running 16:8, 38:20,
74:14
runs 34:18, 70:18,
70:21, 73:24
Rural 4:12, 17:11,
18:20, 21:18
rush 52:12
- < S >
safe 62:17
safest 49:6
safety 18:4, 19:8,
29:17, 31:8, 34:2
sag 66:10
Salem 1:28, 4:10,
4:15, 12:20, 14:20,
15:7, 15:18, 16:18,
35:11, 46:12, 53:4,
68:2, 70:11
San 35:16
sat 60:22, 60:23
satisfaction 70:12,
72:21
save 42:22, 69:10,
69:14, 69:16
savings 32:2, 42:14
saying 12:18, 17:17
scale 48:4
scaled 47:11, 47:14
scary 25:7
scenery 70:6
schedule 29:6,
55:19, 55:20
school 11:23, 41:14,
51:23
Schools 11:23
scope 34:22
scrape 71:13
scraped 71:22
seal 42:15, 42:21
Sean 1:19, 3:5,
16:14
search 59:20, 59:22
Seattle 65:16
Second 32:10,
36:12, 37:16, 52:6,
54:5, 62:8, 75:7
Secondary 12:6,
17:10, 19:9, 21:13,
40:12, 40:14, 40:18,
42:11, 43:5, 43:16
secondly 66:1
Secretary 1:19, 3:6,
5:3, 19:20, 30:8,
43:20, 57:3, 66:21
section 16:2
sections 36:24
security 23:8
seeing 5:11, 18:3,
19:19, 48:11
seeking 32:15
seems 44:12
seen 48:1, 49:4,
62:22
Senator 2:2, 5:2,
12:18, 13:18
send 7:4
sense 47:6, 47:7
series 49:4
serious 40:18, 73:9
seriously 51:3
serve 42:18
served 22:12
service 22:9, 27:17,
28:3, 28:4, 36:7,
50:21, 74:7, 76:5
services 27:20,
27:24
set 43:9, 78:17
seven 41:13
several 3:17, 11:5,
12:7, 25:16, 26:22,
31:7, 43:11, 64:15,
67:23
shame 38:2
shape 17:13
share 61:24
sharrows 60:12
SHEFFEY 2:11,
28:15, 28:16
shipping 45:19,
45:21, 46:10
shocking 49:9
shoes 36:21
shops 65:1
short 52:20, 56:10
short-term 34:15
shorthand 78:7
shortly 20:14
shot 8:15
show 17:3, 56:11
showing 34:19
shown 9:6
shut 15:11, 33:18
shutting 7:1
shuttle 27:24
side 20:10, 31:12,
69:21, 69:22
sides 70:2, 71:13,
72:11, 72:15
sidewalk 61:1

sign 62:21, 65:7
signal 29:11, 37:23
signed 76:9
significance 29:19
significant 52:12
significantly 52:21
signs 34:19, 63:5, 63:7, 63:9, 64:6, 65:9, 65:12, 66:2
similar 11:21, 29:15
simple 52:19, 55:15, 56:8, 56:22, 68:4
simply 52:16
sir 39:12
site 13:12
situation 11:21, 15:12, 16:6, 25:22, 41:21, 54:14
six 41:20, 67:23, 71:6, 76:14
six-day 69:6
Six-year 1:4, 3:4, 21:3, 21:10, 33:1, 33:17, 44:1, 46:15, 51:19, 68:10, 68:18, 69:5, 76:14
size 52:9
slightly 20:6, 43:15
slow 48:20, 48:22
slowly 10:14
small 17:7, 20:3, 48:21
smaller 34:9
Smart 58:6, 58:10, 74:21, 75:3, 75:24
snow 38:4, 38:6, 38:7, 38:19
snowstorm 37:24
sod 71:13, 71:23
solemn 24:12
Solution 44:6, 44:19, 48:24, 56:8, 68:4
solutions 26:23
solve 53:5
Somebody 38:8, 39:6, 69:7, 72:20
Somehow 35:21
someone 70:12,

72:23
sometimes 65:4
somewhere 71:16
son 33:12
soon 9:12, 26:7, 60:10
sorry 33:20, 39:2, 72:19, 73:6
sort 34:8, 76:3
source 24:9
South 9:8, 11:19, 18:18, 27:18, 28:5, 62:14, 67:3, 67:14, 70:19
southbound 37:10, 46:19
Southern 45:11, 45:16, 45:23
Southgate 29:13, 30:23, 30:24
Southside 10:16, 13:24, 16:7
Southwest 27:18, 43:23
spaces 27:23
SPEAKERS 2:1
speaking 45:2, 55:3, 73:19
special 61:18
specified 78:13
speed 43:9, 61:2
Speedway 6:1, 6:2, 6:10
spend 72:3
spending 37:14, 61:13, 63:17
spinoff 54:23
spoke 76:23
spray 71:5
sprayed 71:5
square 52:7
squirrels 19:7
St. 38:12
stage 74:11
stages 74:10
stand 3:9
Stanley 7:3
Staples 37:1

Stark 2:4, 16:12, 16:13, 16:17, 21:12
start 4:24, 5:7, 9:22, 10:1, 10:19, 13:17, 14:4, 15:21, 42:18, 45:17
started 54:23, 55:9, 77:2, 77:4, 77:8
starting 3:20, 10:4, 38:18
starts 10:24
state 3:3, 17:8, 41:1, 41:22, 52:2, 61:5, 64:7, 64:13, 65:21, 71:3
statement 35:3
States 21:3, 59:24, 64:14
statewide 29:19, 74:20
Station 35:15, 36:15, 36:17, 37:2
stations 24:7
status 26:12
Staunton 1:27, 4:18
stay 21:9, 23:15, 54:2, 55:7
stays 23:21
steady 11:18
steam 10:5
steep 42:19
stems 47:23
step 48:3
Steve 2:12, 30:7, 30:11
STEVENS 2:22, 53:9, 53:10
stimulus 12:9, 31:10
stood 17:2
Stop 24:18, 72:4
stops 27:21, 27:24
store 64:23
stores 64:24
storm 37:22, 38:1
straight 8:15, 10:1
Street 5:17, 34:18, 36:15, 36:17, 54:9, 64:10

stretch 15:8
strip 69:23, 70:1
strips 72:13
structures 28:22
Stuart 6:13, 6:17, 8:1, 8:8
Studies 8:11
study 31:18, 31:20
studying 68:3
stuff 22:23
submitted 76:16
subsidized 58:16
substantial 32:2
success 56:11, 67:15
successful 7:18, 8:2, 52:2
suffering 7:10
suffers 29:17
sufficient 36:1
suggestions 34:21, 34:24
summary 32:22
Sunday 49:4
Supervisors 75:13, 75:22
Support 26:12, 26:20, 29:7, 29:8, 30:19, 31:15, 53:2, 54:16, 55:3, 75:14, 75:16, 76:1
supporting 77:16
suppose 36:6
supposed 46:13
suspect 42:19
suspended 37:24
Suzanne 60:22
swipe 72:11
System 26:14, 26:16, 29:17, 37:23, 40:13, 43:16, 60:6, 60:16, 74:16

 < T >
T.connaughton 1:19
table 16:1
talked 8:19, 31:16,

- 70:9, 70:10
task 21:20, 44:11
taxes 47:21
teach 48:17
teacher 62:3
team 62:16, 63:11, 63:19
Tech 30:12, 32:4, 51:14, 51:22, 51:24, 54:24, 56:7, 59:3
technical 46:22, 55:5
telephone 38:20
tells 59:13
ten 49:22, 67:12
Tennessee 45:13, 49:16, 77:14
term 15:22, 15:24, 46:22
terminate 36:5
terms 22:13, 74:23, 75:3
terrain 42:16
terrible 9:17
textile 6:20
Thanks 22:9, 22:16, 39:13, 53:6, 57:13, 58:2
Thayer 70:10
themselves 3:20
thick 17:3
third 37:3, 63:4
thirty 62:3
thirty-year 14:23
though 13:14, 47:3
threatened 55:14, 55:17
threatening 56:13
Three 33:21, 33:23, 39:3, 49:19, 60:23, 62:19, 70:19, 71:18, 72:15
three-minute 38:23
three-quarters 71:20
through-way 74:12
throughout 17:11, 29:16
ticket 74:17
- ties** 51:6
TIGER 32:9, 32:10, 32:13, 32:19, 33:4
till 54:1
timely 6:3
timeshare 50:3
Timetable 37:9, 39:11
tobacco 6:20
today 7:16, 11:3, 19:24, 23:1, 24:14, 26:16, 43:22, 43:23, 47:11, 50:24, 57:10, 72:14
Tom 2:7, 22:1
tonight 5:6, 19:17, 22:11, 26:2, 62:8, 66:7, 66:23, 67:1, 68:7
tons 41:13
took 48:21, 49:16, 71:4
top 21:8
topic 42:12, 43:15
total 34:6, 34:8, 34:16
totally 32:3
tough 21:16
tourism 59:7, 59:9
toward 53:18
towards 8:14, 28:19, 28:23
Town 6:16, 20:2, 31:1, 31:14, 33:12, 33:14, 33:18, 33:22, 34:11, 34:18, 34:23, 52:24
tractor 8:9, 9:14
trade 27:8
traffic 8:10, 8:13, 9:14, 10:3, 10:8, 10:10, 11:11, 11:18, 13:4, 15:2, 15:9, 15:12, 16:5, 20:21, 27:2, 27:13, 29:11, 34:2, 36:1, 37:19, 37:24, 49:11, 52:22, 54:8, 55:15, 56:22, 58:11, 59:15, 67:21, 68:5
Trail 26:16, 61:3, 61:5, 63:13, 63:15, 65:24, 69:1
trailer 8:9, 9:14
Trails 60:13, 60:15, 60:16, 61:10
train 24:23, 35:7, 35:10, 35:15, 35:19, 36:1, 36:2, 36:5, 36:9, 36:11, 50:8, 50:10, 50:21, 51:1, 58:12, 58:16, 58:24, 61:1, 73:23, 75:5, 76:24, 77:16
trains 37:10, 37:11, 38:20, 39:8, 49:15, 49:16, 60:24, 61:23
Transamerican 62:20, 63:13, 65:24
transcribed 78:8
transcript 78:10
Transdominion 77:3
Transit 26:13, 58:22
Transportation 1:19, 3:4, 3:6, 3:8, 3:17, 4:2, 4:4, 4:7, 22:19, 22:20, 23:7, 23:17, 23:24, 24:14, 28:19, 29:16, 30:4, 30:5, 30:12, 44:3, 47:18, 57:5, 57:19, 59:18, 68:8, 74:4, 74:24, 76:12
trash 41:6, 41:7
travel 7:21, 11:8
traveled 24:22
travelers 63:17
traveling 11:17, 65:19
trees 19:6, 19:7, 19:11
tremendous 8:9, 10:9, 43:4, 67:15
Tri-cities 49:16
tried 50:7, 50:10
trouble 73:15
- truck** 20:19, 41:6, 41:7, 41:9, 41:10, 46:17, 46:24, 47:3, 47:4, 49:10
truckers 45:22
trucking 45:9
trucks 46:9, 49:7, 61:22
true 78:10
truly 29:24
trustees 38:3
truth 70:5
try 24:6, 42:12, 51:1
trying 10:6, 15:9, 32:6, 58:10, 69:14, 69:15, 77:3
Tubman 2:29, 73:17, 73:18
tunnel 18:16
turn 9:22, 34:12, 42:4, 52:17, 70:16
twelve 20:19
twice 6:6, 69:18
Two 6:22, 16:23, 22:13, 22:15, 31:10, 36:24, 41:18, 42:7, 46:6, 47:4, 48:23, 49:20, 52:10, 53:21, 60:24, 62:23, 65:22, 67:7, 69:2, 71:3, 71:8, 71:18, 72:14
two-lane 15:8
type 24:9, 41:16
- < U >
ultimate 13:9, 46:21, 47:8, 48:7
uncommon 54:12
uncongested 27:1
underdressed 51:6, 51:9
understand 10:13, 15:22, 21:4, 40:21, 40:24, 41:11, 42:3, 72:9
understanding 5:11, 40:23, 41:17

undertaken 25:21,
 26:9, 26:21, 36:14,
 67:12
unified 57:8
unique 32:17
uniquely 53:15
United 21:2, 64:13
University 22:18,
 30:13, 30:18, 31:1,
 31:3, 31:15
unlike 44:21
untenable 67:22
until 34:15, 54:2,
 65:19
upcoming 27:12
update 59:1
updated 60:7, 61:7
uphill 10:1
urban 25:5
urge 46:1, 56:23
urging 44:19
US58 27:12
uses 8:15
using 26:16, 27:3,
 38:20, 42:14, 61:22,
 65:6, 65:11, 67:20
utilizing 29:2

< V >

V. 9:24
Valley 14:3, 19:22,
 20:12, 28:17, 50:22,
 66:22, 75:1
value 53:15
variety 29:17
various 14:23,
 27:24, 40:8
vast 67:12
VDOT 1:26, 3:23,
 5:4, 5:14, 17:5, 17:6,
 27:6, 43:3, 46:16,
 46:21, 47:24, 52:23,
 53:1, 56:10, 65:23,
 68:10, 73:22, 74:18,
 75:2, 75:9, 75:16,
 76:1
vehicles 54:10,

61:22
vicinity 30:22
view 55:5, 70:13
Vinod 2:23, 54:18,
 54:22
Virginia-carolina
 27:3
Virginia-d 27:19
Virginians 37:12
vision 24:6, 24:13
visual 62:4
VMI 64:10
voice 57:8
volume 45:8
voters 14:13

< W >

W. 1:27
waiting 42:10, 72:2,
 74:1
Wal-mart 17:20
walked 71:17, 71:18,
 72:7
walking 61:20
wanted 26:2, 69:4
wanting 25:24
wants 66:11, 66:18
Ward 2:22, 53:9
warrant 36:2
wash 70:23, 72:1
Washington 35:10,
 35:14, 36:15, 37:18,
 49:24, 50:5, 58:20,
 58:21, 65:17
wasted 48:2
wasteful 18:11
wasting 72:4
watched 60:23
water 17:1, 71:15
Wayfinding 63:5,
 63:9
ways 52:10
wear 25:16
weeds 70:3
week 41:3
weekend 25:4, 38:19
weekends 48:24

weeks 6:23
Welcome 3:2, 39:20
welcomed 63:19,
 64:2, 65:9
welcoming 4:10,
 12:20
West 7:22, 14:7,
 14:20, 15:7, 25:15,
 27:13
western 8:13
whatever 14:13,
 42:4, 46:22
wheels 62:16
Whenever 47:17
WHEREOF 78:17
whichever 63:3
Whirley 1:26, 3:21,
 3:22
whole 18:3, 26:10,
 49:18, 63:15, 64:13,
 74:24
widened 17:18
widening 11:7, 20:2
widespread 75:14
width 47:2
wife 48:20, 55:22
wilderness 17:1
willing 61:10
willingness 5:24
windshield 23:14
Winston-salem 35:9
WITNESS 78:17
Wolf 16:22
woman 17:2
wonder 37:14
wonderful 55:10,
 55:13, 60:11, 73:24,
 74:3, 76:4, 76:5
wore 71:8, 71:9
work 5:8, 5:24, 11:6,
 11:9, 11:15, 13:5,
 14:11, 14:17, 15:19,
 16:1, 16:19, 16:20,
 17:9, 24:4, 26:8,
 26:9, 26:16, 27:11,
 27:12, 27:16, 38:17,
 42:9, 44:11, 56:2,
 56:6, 61:10, 68:11

Working 1:5, 14:21,
 51:24, 55:18, 58:8,
 60:6, 68:1, 76:24,
 77:4, 77:8
workshop 46:16
world 7:16
worried 50:13
worse 48:18, 50:1
worthwhile 75:18
writes 64:5
Wytheville 23:10,
 24:5, 64:1

< Y >

yards 70:20
year 6:6, 7:6, 19:24,
 24:20, 31:23, 33:15,
 38:17, 42:6, 48:18,
 48:19, 49:22, 62:8,
 63:11, 64:5, 64:8,
 65:19, 66:8, 69:19,
 71:12, 77:21
years 11:5, 14:22,
 20:19, 26:22, 27:12,
 31:17, 41:18, 48:16,
 48:23, 49:11, 62:4,
 67:13, 71:3, 71:8,
 71:17, 72:7, 76:15,
 77:1, 77:7
yellow 71:4
Yesterday 18:24,
 49:8, 72:14
yon 38:5
York 24:22, 49:17,
 50:4, 62:15
Yorktown 63:2, 63:3,
 64:1
yourself 22:24