

VIRGINIA: AT THE REGULAR MEETING OF THE DINWIDDIE COUNTY BOARD OF SUPERVISORS HELD IN THE BOARD MEETING ROOM OF THE PAMPLIN ADMINISTRATION BUILDING IN DINWIDDIE COUNTY, VIRGINIA, ON THE 18TH DAY OF MAY, 2004, AT 12:30 P.M.

PRESENT:	DONALD L. HARAWAY – CHAIRMAN	ELECTION DISTRICT #2
	HARRISON A. MOODY - VICE CHAIR	ELECTION DISTRICT #1
	ROBERT L. BOWMAN IV	ELECTION DISTRICT #3
	DORETHA E. MOODY	ELECTION DISTRICT #4
	MICHAEL W. STONE	ELECTION DISTRICT #5

OTHER: PHYLLIS KATZ COUNTY ATTORNEY

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Mr. Donald L. Haraway, Chairman, called the regular meeting to order at 12:24 P.M. in the Board Meeting room of the Pamplin Administration Building.

IN RE: LUNCH RECESS

The Board recessed for lunch at 12:24 P.M. The meeting reconvened at 1:03 P.M.

IN RE: CLOSED SESSION

Mr. Moody stated I move to close this meeting in order to discuss matters exempt under section:

§2.2-3711 (A)(1) of the Code of Virginia - Personnel – County Administration and Appointments

Mr. Bowman seconded the motion. Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway, voting "Aye", the Board moved into the Closed Meeting at 1:47 P.M.

A vote having been made and approved the meeting reconvened into Open Session in the Board Meeting Room at 2:07 P.M.

IN RE: CERTIFICATION

Whereas, this Board convened in a closed meeting under §2.2-3711 A. 1 Personnel – County Administration and Appointments;

And whereas, no member has made a statement that there was a departure from the lawful purpose of such closed meeting or the matters identified in the motion were discussed.

Now be it certified, that only those matters as were identified in the motion were heard, discussed or considered in the meeting.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway, voting "Aye", this Certification Resolution was adopted.

IN RE: INVOCATION – PLEDGE OF ALLEGIANCE – AND CALL TO ORDER

Mr. Donald L. Haraway, Chairman, called the regular meeting to order at 2:07 P.M. He commented before the Lord's Prayer and the Pledge of Allegiance that there be a moment of silence for Deputy Sam Winn who passed away last night.

IN RE: AMENDMENTS TO THE AGENDA

The County Administrator requested that the agenda be amended to continue the Closed Session for §2.2-3711 A. 1 – Personnel- Appointments; County Administration and add the following items under Action Items 7) - # 4 Communications Wiring – Public Safety Building and # 5 Change Order NVFD Renovations.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye," the above amendment(s) were approved.

IN RE: MINUTES

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED by the Board of Supervisors of Dinwiddie County, Virginia that the minutes of the April 27, 2004 Continuation Meeting, May 4, 2004 Regular Meeting, are approved in their entirety.

IN RE: CLAIMS

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED by the Board of Supervisors of Dinwiddie County, Virginia that the following claims are approved and funds appropriated for same using checks numbered 1039578 through 1039735 (void check(s) numbered 1039660, and 1039726 - 1039729)

Accounts Payable:

(101) General Fund	\$ 168,508.18
(103) Jail Commission	\$
(209) Litter Control	\$
(222) E911 Fund	\$ 5,009.37
(223) Self Insurance Fund	\$
(225) Courthouse Maintenance	\$
(226) Law Library	\$
(228) Fire Programs	\$
(229) Forfeited Asset Sharing	\$
(304) CDBG Grant Fund	\$ 190.38
(305) Capital Projects Fund	\$
(401) County Debt Service	\$ 58,384.51
TOTAL	\$ 232,092.44

IN RE: CITIZEN COMMENTS

1. Anne Scarborough – Boydton Plank Road, Dinwiddie, VA. – stated she wanted to know the date, time of departure and return, costs, and details of the trip that the County Administrator, Fiscal Officer, County Attorney and Davenport representative took to New York for the bond rating for the County. She also asked when the Board took action to approve the travel. Mrs. Scarborough also questioned the hiring of the Environmental Technician, his qualifications for the job and his ability to handle the responsibilities, which were added to the job. She stated at the meeting where the financial advisor and county attorney presented the refunding information for the bond issues to the IDA and Board, John Scarborough, asked how much the attorney was going to get paid, but no one answered his question. She encouraged the

Board to allow the policeman who was hired for the part-time position Environmental Technician position to monitor biosolids and to also hire an engineer that is so badly needed for the planning department. She requested that someone answer the question raised by Mr. Scarborough regarding the charges for the refunding. Mr. Haraway directed the County Administrator to send Mrs. Scarborough a copy of the letter with the breakdown of charges for the refunding for the bond issue. He stated he would like to address the trip to New York for the bond rating. He said he left the Richmond Airport at 1:10 P.M. Thursday and arrived in New Jersey at 2:30 P.M. and the airline lost his luggage. He was at the airport for 3-hours. The next morning his luggage had still not arrived and he had to wear the same clothes he had on the day before. All day Friday was spent in interviews to get a bond rating for the County, which was the purpose of the trip. Continuing he stated he was scheduled to leave Friday night at 5:30 P.M. but the airline cancelled his flight so he booked a flight to Washington DC rented a car and drove 2 ½ hours and arrived home at 3:00 A.M. He said he took a day off which he did not get paid for either and it was not a pleasurable trip. But the good news is that the indication they got was that the County is a solid "A" rating and if more residents were employed in the County it probably would have been a "AA". The trip was a success because with a bond rating the County will be able to get loans with discounted interest rates from ¼ to ½ of a percent; which will save the County money in the long range. The County Administrator stated Staff had to provide some follow up information to the bonding company but hopefully we will have a response within 2-weeks.

2. Geri Barefoot – 7411 Frontage Road, Petersburg, VA – commented she attended the High Speed Rail workshop in Richmond and the water line, which runs from Lake Gaston to Virginia Beach, is on a higher elevation and the railroad tracks would not affect it on the "A" Line. She also stated she had a map of the proposed rails with trails. The Civil War Preservation Trust is purchasing land around the Pamplin Park area and in the County and she has a map of the Battlefields that need to be preserved. She requested that the Board go on record to oppose the High Speed Rail using the "S" line from Raleigh to Richmond.

IN RE: VDOT REPORT

Mr. Timothy Overton, Assistant Resident Engineer, Virginia Department of Transportation provided the following update:

1. Route 600 Bridge project – maps for alternate routes for the one lane closure of the bridge have been prepared for distribution to the citizens and work should begin in the latter part of June.
2. Route 619 – paving work was completed last month.
3. Virginia Motorsports Race Event – VDOT will be assisting with traffic control for the Memorial Day weekend.

Board Member Request/comments

Mr. Stone asked when the mowing was scheduled to start for the Primary and Secondary Roads and he hoped they would mow more than they did last year. Mr. Overton replied VDOT had been working on completing the pavement maintenance issues and mowing is scheduled to start shortly. He said there will be a lot of concentration on keeping the grass cut.

**IN RE: RESOLUTIONS DESIGNATING OLD PINE ROAD,
SPRIGGS ROAD, BIRDS NEST ROAD, RURAL RUSTIC
ROADS**

The County Administrator stated the County received a request from VDOT for resolutions to designate three roads Rural Rustic. Mr. Overton was asked what this consisted of and who decided which roads would be designated Rural Rustic. He replied they were included in the Six-Year Plan and it was mainly a few loads of gravel and surface treatment done to the roads. There would not be any engineering expenses or purchase of right-of-ways. Mr. Bowman asked if anything was planned for Spain Road? Mr. Overton commented he didn't have a copy of the Six-Year Plan and did not know which roads were included in it. Mr. Stone asked about Brills Road. Mr. Moody commented Brills Road was in the Six-Year Plan but it was not a Rural Rustic project. Mr. Bowman asked how this would affect other projects ahead of them in the plan. Mr. Overton stated he would have to get a copy of the Six-Year Plan and report back to the Board.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye", the following Resolutions were adopted.

RESOLUTION

WHEREAS, during the 2002 session of the General Assembly, legislation was passed to revise §33.1-70.1 of the code of Virginia, to allow for the improvement and hard surfacing of certain unpaved roads deemed to qualify for and be designated a **Rural Rustic Road**; and

WHEREAS, such roads must be located in a low-density development area and have a minimum of 50 vehicles per day (vpd), and have no more than 500 vpd; and

WHEREAS, this Board is unaware of pending development that will significantly affect the existing traffic on the road; and

WHEREAS, the citizens that utilize this road have been aware of this road being paved with minimal improvements; and

WHEREAS, this Board believes Route 694, Old Pine Road should be designated a Rural Rustic Road, From: Route 622

To: End Of State Maintenance owing to its qualifying characteristics; and

WHEREAS, the road aforesaid is in this Board's six-year plan for improvements to its secondary system of state highways:

NOW, THEREFORE, BE IT RESOLVED, this Board hereby designates and requests VDOT's Resident Engineer to concur in the aforesaid road as a Rural Rustic Road.

BE IT FURTHER RESOLVED, this Board requests that this road be hard surfaced and, to the fullest extent prudent, be improved within the existing right of way and ditch-lines to preserve as much as possible the adjacent trees, vegetation, side slopes, and rural rustic character along the road in their current state.

BE IT FURTHER RESOLVED that a certified copy of this resolution is forwarded to the Resident Engineer for the Virginia Department of Transportation.

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WHEREAS, such roads must be located in a low-density development area and have a minimum of 50 vehicles per day (vpd), and have no more than 500 vpd; and

WHEREAS, this Board is unaware of pending development that will significantly affect the existing traffic on the road; and

WHEREAS, the citizens that utilize this road have been aware of this road being paved with minimal improvements; and

WHEREAS, this Board believes Route 729, Spriggs Road should be designated a Rural Rustic Road, From: Route 661

To: End Of State Maintenance owing to its qualifying characteristics; and

WHEREAS, the road aforesaid is in this Board's six-year plan for improvements to its secondary system of state highways:

NOW, THEREFORE, BE IT RESOLVED, this Board hereby designates and requests VDOT's Resident Engineer to concur in the aforesaid road as a Rural Rustic Road.

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WHEREAS, this Board is unaware of pending development that will significantly affect the existing traffic on the road; and

WHEREAS, the citizens that utilize this road have been aware of this road being paved with minimal improvements; and

WHEREAS, this Board believes Route 746, Birds Nest Road should be designated a Rural Rustic Road, From: Route 708

To: End Of State Maintenance owing to its qualifying characteristics; and

WHEREAS, the road aforesaid is in this Board's six-year plan for improvements to its secondary system of state highways:

NOW, THEREFORE, BE IT RESOLVED, this Board hereby designates and requests VDOT's Resident Engineer to concur in the aforesaid road as a Rural Rustic Road.

BE IT FURTHER RESOLVED, this Board requests that this road be hard surfaced and, to the fullest extent prudent, be improved within the existing right of way and ditch-lines to preserve as much as possible the adjacent trees,

vegetation, side slopes, and rural rustic character along the road in their current state.

BE IT FURTHER RESOLVED that a certified copy of this resolution is forwarded to the Resident Engineer for the Virginia Department of Transportation.

**IN RE: COMMISSIONER OF THE REVENUE REPORT –
DECREASE IN NADA VALUES**

Mrs. Lori K. Stevens, Commissioner of the Revenue, reported that due to the decrease in NADA values there would be a decrease in income in the budget for FY04-05. The County Administrator commended the Commissioner and her Staff and asked if she would expound on other resources that had been discovered that might offset some of the losses. The Commissioner pointed out some new construction had been picked up from the building permits issued which would increase the real estate taxes. Also, there were some vehicles that had been missed on the DMV books that Staff found when they were verifying the records. She stated they would continue to look for revenue to help offset the decrease in NADA values.

Personal Property Values and Tax Comparison of 2003 and 2004

	2003	VALUE 2004	% Decrease	2003	TAX 2004	Difference	
Personal Property	137,431,061	122,021,510	11.26%	6,734,209.61	5,979,135.56	(755,074.05)	
Mobile Homes	9,867,819	9,407,269	10.49%	75,982.12	72,435.93	(3,546.19)	
Heavy Construction Machinery	3,053,966	2,904,946	10.51%	100,781.01	95,863.35	(4,917.66)	
Machinery & Tool	16,171,636	17,254,155	9.37% I	533,664.21	569,387.39	35,723.18	
Volunteers	1,187,556	1,256,932	94.48% I	2,969.01	3,142.46	173.45	
Airplanes	1,075,140	701,530	15.33%	5,375.70	3,507.72	(1,867.98)	
Late Filing Penalty				88,691.01	81,199.60	(7,491.41)	
				TOTAL	7,541,672.67	6,804,672.01	(737,000.66)

****These figures do not reflect any abatements or supplements****

The following reflects Chapparral Exemptions

Certified Pollution	6,737,801	27,575,269	2.44% I	222,347.45	8,272.58	(214,074.87)	
Recycling Pollution Control	60,043,121	21,291,435	28.20%	1,981,423.30	702,617.21	(1,278,806.09)	
				TOTAL	2,203,770.75	710,889.79	(1,492,880.96)
				GRAND TOTAL		(2,229,881.62)	

I - Denotes increase

Mr. Haraway stated he received a letter from a man who owned a piece of property in the County but had sold it six years ago but was still receiving a tax bill for the property. Every year he had written a letter to the former Commissioner but he continued to receive the bill. However, this year he received the tax bill and wrote a letter to Mrs. Stevens and she answered him and took care of it. Mr. Haraway commented this is an example of the some of

the problems she has had to deal with. He commended Mrs. Stevens for all her efforts.

IN RE: CONVEYANCE OF DEED – CARSON SCHOOL

The County Administrator stated the public hearing was held at the last meeting and the Board had questions about the conveyance of the deed for Carson School and she contacted Mr. Martin Robertson, County Attorney for Prince George, to come and address those issues.

Mr. Robertson advised the Board that the deeds that were done for Carson School were recorded in 1913 and he did not understand why, but 5 deeds made up the whole property. A very small strip of land just beyond the railroad tracks is located in Dinwiddie County. According to all the records he found, Dinwiddie County had not contributed any funds for the construction or maintenance of the property. It has not been designated a historical site. Carson Fire and Rescue have requested a portion of the property to build a new Fire Station and some citizens have asked to use the school for a Community Center.

Mr. Haraway reiterated that the County had not provided any financial assistance to Prince George for the building or maintenance of the property. Mr. Robertson replied that was correct.

Mr. Bowman stated due to the fact that the property would be used for Fire and Rescue and or a Community Center, Dinwiddie County residents in that area would benefit from both uses and he moved to approve the quit claim deed for the conveyance of the property. Mr. Moody seconded the motion. Mr. Bowman, Mr. Stone, Ms. Moody, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED that the Board of Supervisors of Dinwiddie County, Virginia authorized the Chairman to sign the quit claim deed to convey the County's interest in the Carson School property to the County of Prince George, Virginia.

IN RE: AUTHORIZATION TO ESTABLISH JAMESTOWN 2007 COMMITTEE

Mr. Tim Smith, Director of Recreation, stated as you are aware, Virginia has taken on a major campaign to promote the 400th anniversary of the birth of our nation. As a part of the celebration to aid in distributing the anticipated masses of tourists, localities are being requested to participate in the statewide Jamestown 2007 Community Program.

He commented the Board desired to pursue this venture, and a committee should be established. The legacy project could be a coordinated venture with the National Park Service and County. They received federal funding for a new contact center at Five Forks. He also stated that we could begin the preparations for a County Heritage Day, to include agriculture, forestry, Civil War History, Indian culture and education.

He requested that the Board approve the composition of the committee as follows:

A member of the Board, two members of staff and four or six members of the community, with the understanding that this committee would then work with other organizations and agencies as needed.

Upon motion of Mr. Bowman, Seconded by Ms. Moody, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye", the composition of the Jamestown 2007 committee as recommended by the Recreation Director was approved.

IN RE: INDUSTRIAL DEVELOPMENT AUTHORITY
APPOINTMENT- MR. PAUL W. WALK, JR.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED by the Board of Supervisors of Dinwiddie County, Virginia that Mr. Paul W. Walk, Jr., is hereby appointed to fill the unexpired term of A. Jack Eubank, at large appointment, on the Dinwiddie County Industrial Development Authority, term ending February 5, 2005.

IN RE: DINWIDDIE FIRE & EMS INVOICE FOR REPAIRS ON
1993 PIERCE FIRE ENGINE TRUCK

Mr. David Jolly, Director of Public Safety, explained that Dinwiddie VFD had the work done on the 1993 fire engine because they do not have any reserve units to use. They paid the invoice from the volunteer fire budget preventive maintenance line item but it was more than routine maintenance and he felt they should seek the Board's approval for the invoices to be paid from the capital line item of the volunteer fire budget. The invoice was \$2,815.50 for the replacement of the fuel tank and rebuilding of two intake suction valves. In addition, there was an electrical problem, which had to be repaired, and a primer pump had to be replaced on the same vehicle. These invoices will be submitted to the Board also.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED by the Board of Supervisors of Dinwiddie County, Virginia that payment for the invoice for \$2,815.50 for the replacement of the fuel tank and rebuilding of two intake suction valves for the Dinwiddie VFD was approved with funding from the capital line item of the volunteer fire budget.

Mr. Jolly also reported that the replacement ambulance was ready to be delivered and it should be in the County by June 1, 2004. The insurance has paid for the majority of the costs for the replacement vehicle.

IN RE: COMMUNICATIONS WIRING PUBLIC SAFETY BUILDING

Ms. Denise Absher, Communications Manager, presented the Board with an estimate from McCray Electric Co., in the amount of \$6,560.00 to provide power wiring and grounding at the Public Safety Building. The bid was based on using McCray's current contract rates with a 0% mark up on the materials. The work is necessary because the communication equipment must be grounded to protect the equipment. The breakdown is as follows: new grounding system - \$1,810.00; new circuits - \$1,470.00; new UPS feed - \$3,280.00.

Upon motion of Mr. Moody, Seconded by Mr. Bowman, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED that the Board of Supervisors of Dinwiddie County, Virginia authorized the Communications Manager to proceed with the power wiring and grounding at the Public Safety Building with McCray Electric Co., in the amount of \$6,560.

IN RE: CHANGE ORDER #3 NAMOZINE FIRE STATION
RENOVATIONS

Mr. Gene Jones, Buildings and Grounds Director, commented he had a request for a change order in the amount of \$6,212.15 to provide gas piping to the appliances and air handling units for Namozine Fire Station and Annex Building which he felt was due to an error by the Architect, De Stefano Design.

The riser diagrams were not provided in the construction documents for the bid and Mr. DeStefano is out of town and won't be back for a couple of weeks. He stated there was also a code change that the building inspector found which would prohibit them from using the existing pipelines. Mr. Jones stated he did not want to hold up the work and recommended that the Board allow him to proceed with the work and he would discuss the issue with Mr. DeStefano when he returns. He informed the Board that the County still owes Mr. DeStefano some funds and he felt he should share his error in the diagrams he provided in the bid process.

Mr. Moody made the motion to approve the change order for the gas lines with the understanding that the Buildings and Grounds Director would discuss the issue with the Architect. Mr. Bowman seconded the motion, Mr. Bowman, Ms. Moody, Mr. Stone, Mr. Moody, Mr. Haraway voting "Aye",

BE IT RESOLVED by the Board of Supervisors of Dinwiddie County, Virginia that Change Order #3 for the gas piping for Namozine Fire Station and Annex Building in the amount of \$6,212.15 was approved with the stipulation that the Architect share in the responsibility for his error in the diagrams he provided.

IN RE: COUNTY ADMINISTRATOR COMMENTS

1. The County Administrator commented the Board is scheduled to meet on May 26th at 3:00 P.M. at the Eastside Enhancement Center for the Growth Management workshop and if it would be agreeable with them, Dr. Jim Lanham would like to meet with them at 2:30 P.M. to review the amended FY05 School budget as a result of the additional state funding. The Board members agreed.

IN RE: BOARD MEMBER COMMENTS

Ms. Moody stated she would like to revisit the hunting ordinance to add "park" back in it. When the ordinance was adopted "park" was removed and she felt it should be added back for the safety of all the citizens. The County Administrator stated the County Attorney was working on a definition for "park" to add it back to the ordinance.

Mr. Bowman commented it is a pleasure working with the Board this year.

Mr. Stone asked everyone to remember the Winn family in their prayers. Sam passed away last night. He was a Deputy in the Sheriff's Department for 10 to 12 years and Becky worked in the Commissioner of the Revenue's Office for many years. They have two children ages 8 and 5. He stated he expected the Board members and Staff to attend the funeral.

Mr. Haraway commented the people they met with in New York for the bond rating for the County were very impressed with the financial condition of the County. They felt the County has a solid "A" rating and if more residents worked in the County it would be a "AA" rating. This rating could mean a savings of ½ to ¼ percent on interest rates. He commented interest rates are anticipated to rise. Hopefully the process will be completed by the end of June and there should be a savings in interest expense on loans for the County.

IN RE: DISCUSSION OF LAUNDRY LIST

Mr. Stone stated there are no deadlines for the items on the laundry list. He suggested that staff should work towards getting resolutions at least within the quarter instead of several years. Mr. Haraway suggested that the Board make check marks on the items they wanted to remain on list and submit them to the County Administrator for discussion at a later date. The Board members agreed.

IN RE: HIGH SPEED RAIL WORK SHOP

The County Administrator introduced Mr. David Foster, NCDRPT, and Mr. Alan Tobias, Rail Passenger Project Manager, Virginia Department of Rail and Public Transportation and commented she had talked with them briefly about some of the concerns that have been expressed at the last Board meeting. She said she asked them to provide an update on the status of the project at this time.

Mr. Tobias commented at this time the project is in the Phase II Environmental Impact study on the section of the line between Collier Yard, just south of Petersburg, and Raleigh, North Carolina. What we are doing is taking a look at the "S" Line which is the rail line that runs through Dinwiddie County to try and identify the best route for rail service in that corridor. Several years ago the first phase of the Environmental Impact Statement and a corridor selection process was done. A variety of possible routes were looked at from Charlotte to Washington DC which was an extensive process. It was at that point; after the initial study and public input that the "S" line was chosen as the preferred route. Therefore, he said he felt that decision had already been made. It was an elaborate Federal DEIS study done by the Federal Railroad Administration and Federal Highway Administration that supports the selection of that route alignment. He commented that the specific details are now being worked out as to how the rail line will look. Although the rail facilities already exist in most locations, the Incremental HRS approach would require improvements at various locations within the travel corridors. He stated he understood from the Advisory Committee Meeting last week in Richmond that Mr. Stone attended that the Board is still very concerned about the location of the rail line. He commented that they certainly wanted to work with the Board and the issues involved such as the potential trails along that same corridor. He stated there are safety concerns about locating trails with pedestrians that close to trains running 110 MPH but it certainly could be done with proper fencing and with separation it was feasible. He said he would like to answer any questions the Board might have if he could.

Mr. Haraway asked Mr. Tobias what the determining factors were for choosing the line through Dinwiddie County instead of the Prince George-Sussex route. Mr. Tobias replied the primary reason was the directness of service to get over to the "A" Line. Mr. David Foster stated under the National Environmental Act there are 35-40 different areas that have to be analyzed. Nine different routes were analyzed to go between Washington DC and Charlotte which is over 500 miles and the impact study showed the "S" line would have minimal potential impacts; and by law that is what we are required to do.

Mr. Haraway commented that most of our residents look at this as a liability instead of an asset to the County. Would you help us see how this could be an asset to the County? Mr. Foster replied at first the usage for the "S" line was going to be for passengers only but rethinking the issue the present line is primarily used for freight and anything that is done is going to have to facilitate freight. Probably the most important thing for Southside will be the return of freight for three counties. There is also a possibility of a potential stop in Southside Virginia.

Mr. Stone asked if the trains would be traveling through the Town of McKenney at 110 MPH? Mr. Foster replied the goal is to have an average running speed around the mid eighties with a top speed of 110 MPH. He noted historically up through the 1940's there were no speed limits on the tracks and the trains ran up to 100 MPH.

Mr. Moody questioned how the stop for Southside, Virginia would be determined. Mr. Foster commented under the rider ship revenue model the Town of Lacrosse and the Town of Alberta could possibly have stops. The facts would be put out as to what it would do to performance and the decision makers of the two states will make the determination. Mr. Moody asked if it was still

open for other choices? He responded once the system is built it is always open for evaluation. Mr. Tobias stated that issue had been brought up in the public hearings and once the system is operating there is the possibility of the provision of local service. The purpose of the high-speed service would be defeated if there were many stops between Charlotte to Washington DC.

Mr. Haraway stated if this project materializes how would it be funded? Will it have a negative impact on the amount of money available for highway construction? Mr. Tobias responded no; the highway funds would not be impacted by this project. Right now there is no funding for it but hopefully there will be a Federal Program for the project. Mr. Foster stated there might be some Authority issued tax-exempt bonds. Mr. Stone commented the State or County would be responsible for the road closures. Mr. Foster stated that would be part of the railroad project. Mr. Tobias stated they would not be recommending any road closures without some alternate access plan.

Mr. Bowman commented the "A" line and the "S" lines were abandoned? Is that correct? Mr. Tobias replied no; it is the main freight line in use now. The "S" line was never abandoned. CSX owns the right-of-ways, which are still intact. Fiber optic lines run along the route. Mr. Bowman asked what the determining factors were that made you choose the "S" line over the "A" line? Mr. Bowman stated if the "S" line is in use now it would appear that it would be less impact on the environment to add one line to the existing operating line and there would be less road closures. Mr. Foster stated it was because of the impact studies and 90% of the wetlands in North Carolina and Virginia are east of I-95. So when you go west of that the wetlands drop drastically that's just one illustration of the impacts. Intuitively, you would think that. However, there are a lot of complications with that existing line; just like adding a lane to I-95, you have to handle and manage the existing traffic. With train operations that means slow orders on the line while you are working which means every train is brought way down to a slower speed limit, whether it is a freight or passenger train. Mr. Foster commented as a staff we were not wedded to any line. Whatever the facts showed that is what they were ready to go with. Mr. Tobias stated if it would be helpful the Board could look at the study to see what the process was to make the determination. Mr. Bowman commented the impact on Dinwiddie County just in road closures to come up the "S" line compared to the "A" line, which would not involve any closures, he could not see where it could be justified. Except for having to slow the trains down. Also, the impact on the battlefields in Dinwiddie County, there are more battlefields in Dinwiddie County than any other place in the Country, right here, in the State of Virginia. Think about the impact this will have on our battlefields and tourism. You are talking about destroying battlefields a part of our history versus the wetlands. Mr. Tobias replied he did not think they were going to destroy the battlefields. The line was already there and Mr. Bowman interjected you are going right through the middle of them and it creates a problem with our historians and our tourism which has developed since the line was abandoned. Pamplin Park is a multi-million dollar investment (private investment), like the beginning of Williamsburg. Would you even consider running a railroad down the middle of it? Mr. Tobias stated there is a freight train in Williamsburg.... Mr. Bowman replied not a high speed train, it is not the same. Mr. Tobias stated he understood. Mr. Bowman continued and to go through Chaparral Steel, which is an industrial park that the State has put a lot of money into that project. It is not acceptable. Mr. Tobias stated the alignment they are looking at now does not do that. The plan is to use the Burgess Connector, which is due east to Collier Yard and does not use that portion of the "S" line.

Mr. Bowman commented what Dinwiddie County, Chesterfield County and other counties would like to see is for you to use the crossover between Alberta to Jarrett and not come through this historical area and we would like to get a commitment from you today that you would do that. Mr. Foster stated he would commit to thoroughly consider the impacts in the corridors; but Alberta and Jarrett are not in the corridor. He stated the purpose of this documents is to get

down to the details and show what the impacts are and if there are impacts to the historical battlefields, which you have indicated, they will be revealed in the studies that are being doing. If not, then you will see what is being proposed and the County can weigh in on that through the public hearing process. Mr. Bowman asked if studies were going to be done for alternate routes through Dinwiddie County? Mr. Tobias stated Tier I has already done that's when the entire corridor was looked at to determine the corridor that would be used. The next phase was to try and find the best way to get through Petersburg and one of the things that was expressed primarily by the Federal Railroad Administration was to take a look at the "S" line as a possible alternative. In the initial phase there were several meetings with the officials from the City of Petersburg, Dinwiddie County and Chesterfield County and they got the message very clearly that the "S" line alignment above Burgess was not a viable alternative. He said as a part of the process they might have to go back and look at it. But for the same reasons it wasn't an option then, it probably would not be one now. The right-of-ways aren't there and too much development has taken place. That corridor and the one south of Burgess were abandoned by CSX and the right-of-ways are not intact. Chaparral used a portion of the "S" line as an access. Mr. Bowman requested that Mr. Tobias get the number of parcels that have been sold between Alberta and Jarrett versus those between Alberta and Petersburg. Mr. Tobias stated the parcels between Alberta and Jarrett are not intact or owned fee simple by the railroad. The City of Virginia Beach purchased 8 or 9 miles of that right-of-way and that is where their water pipeline runs from Lake Gaston. Mr. Bowman commented why wasn't that looked at? Mr. Tobias stated it did not come up at any of the hearings so it wasn't looked at; it would have been much simpler to at that time. Mr. Bowman stated it is not too late to look at it; nothing has been carved in stone. He said he felt very strongly about this....he didn't know how the other Board members feel but after today if they would not commit to go back and look at it and consider that route then the County would have to get Senator Allen and Congressman Forbes, all the historians, the National Park Service, involved in this thing. Mr. Bowman said he would like to sit down and work this thing out. Mr. Tobias stated he agreed and they would try to find a solution and he promised they would at least do some analysis of it and report back to the Board what the issues would be if they were going to consider it further. He stated there would be as much opposition from people in that area as there has been from localities in this area. Mr. Bowman stated he disagreed because of the historical significance in Dinwiddie County.

Mr. Stone stated if he was reading this right, if Virginia had been the Tier I portion of this, we would have had more options, more insight but since North Carolina is "in place" Dinwiddie must suffer. Mr. Stone stated Mr. Bowman made a statement the trains should follow the existing route where the commerce and freight exist, which would be the I-95 corridor, which is where the trucking industry is located. He said the response from you both was that according to the studies it would benefit going up through Dinwiddie County. So the studies prove that there is more industry and commerce along the Brunswick and Dinwiddie line than there is along the I-95 corridor. Mr. Foster replied the study was for a high-speed rail from Washington to Charlotte, freight was a secondary use; passenger service was the primary purpose. Mr. Stone repeated if Virginia had been Tier I then North Carolina would be dealing with the limited options. Mr. Foster commented the "A" line had been evaluated in both States. Mr. Stone commented but you didn't evaluate a connection between the two fully in Virginia. Mr. Foster stated there was never a request to come across....Mr. Stone replied you have it. Mr. Tobias stated we did evaluate several alternatives for the connection between the two. Mr. Foster stated there was one in North Carolina, from Raleigh to Weldon. Mr. Stone commented the statement now is that it is too costly to go into a full blown.... Mr. Foster replied no, primarily the statement is that we feel we have picked the route, which will least minimize impacts. But Mr. Bowman comments are about history here we are talking without the data. We can't evaluate what the impacts will be because we don't have a final design. Once all the data is compiled then there will be a final design and all the facts will be there for a determination. Now if the impacts are

unacceptable to Dinwiddie County that is the time to make it known in the public hearings. Mr. Bowman commented without a study on the I-95 parallel how could you compare apples to apples? Mr. Foster stated at that point if the State of Virginia wants to do additional studies then that could be done. All our document does is show what the impacts would be if you built it this way. Mr. Bowman asked Mr. Foster what the distance was between Alberta to Jarrett? How far is it from Alberta to Petersburg? Mr. Tobias stated he was not sure. Mr. Bowman stated he felt they should take a look at it and come back and justify why. Mr. Tobias commented he would but at the present time they felt they should continue on with the studies so they could provide an accurate picture of what the impact of the alignment on the "S" line would be. Mr. Bowman commented that in the meantime he would contact his congressman and senators and see if we could get some support from them. Mr. Tobias suggested that before he did that for them to sit down and talk with his department. He stated they were not turning a deaf ear to the concerns of the County but there is a process that they have to follow and it is going to be a parallel route. But because this study is clearly defined they needed to continue with it and not stop here. Mr. Bowman stated he believed in a high-speed rail and there is a need for it. Mr. Tobias asked the Board to consider the benefits of the high speed rail, there is not a stop in Dinwiddie but there is one in Petersburg that certainly would help to bring people into the historic area, quality high speed rail would be a benefit.

Mr. Haraway thanked Mr. Tobias and Mr. Foster for agreeing to deliver the message that the Board does not consider the high-speed rail to be an asset to Dinwiddie County it will be a liability.

**IN RE: GREATER PLANNING DISTRICT COMMISSION –
REPORT**

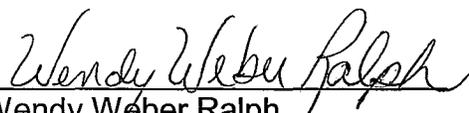
Mr. Denny Morris, Executive Director, Crater Planning District Commission, stated he would like to share a couple of comments from the previous discussion. There were a couple of important items that was not shared with the Board. Mr. Bowman serves on a regional transportation planning committee for the Tri-Cities area. On May 12th a meeting was held and the previous topic was discussed. The Commonwealth of Virginia has underway another rail passenger effort looking at service from Hampton Roads to Richmond. He commented one option is to come up Southside Hampton Roads through Petersburg to Richmond. Another option is to look at the cul-de-sac at Newport News and staying on I-64 to Richmond. Although the Southeast High Speed Rail and the Richmond to Hampton Roads Passenger Rail Study are separate studies, the Policy Committee views them as being closely interrelated somehow they are going to have to make a connection. That is a major concern of the committee. They went on record to support a new alternative for connecting the "S" line to the "A" line using inactive rail between Alberta and Jarrett with a station location somewhere between Ettrick and North Collier Yard. He commented he felt the group does have some standing with Congressman Forbes and Senator Allen and others in terms of how transportation issues are dealt with not only on its individual basis in Dinwiddie County but its partnering jurisdictions.

The MPO receives an allocation of funding and these allocations are directed through the Federal Government to the State down to the MPO for highway projects. Through a presentation by Mr. Bowman the group approved funds to allow the continuation of lanes out of Petersburg on Route 1 all the way down to I-85. The funds are basically in the bank for this project. The current design cost for the project will have to be looked at to see how far these dollars will go towards that project. There is a possibility that this project will have to be staged over several years.

adjourned at 4:53 P.M. to be continued until 2:30 P.M. on Wednesday, May 26, 2004 for a review of the amended School budget FY05 in the Conference Room of the Eastside Community Enhancement Center.



Donald L. Haraway, Chairman

ATTEST: 
Wendy Weber Ralph
County Administrator

/abr