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DEPARTMENT OF THE ARMY

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IN RE: :
EIS for Update of the Fort Belvoir :
Real Property Master Plan :
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Alexandria, Virginia

Monday, November 17, 2003

A Public Scoping Meeting was held at Mount
Vernon High School, 8515 Old Mount Vernon Road,
Alexandria, Virginia, beginning at 6:00 p.m.

Contact:

DONALD N. CARR, Director of Public Affairs,
U. S. Army Garrison, Fort Belvoir, 9820
Flagler Road, Suite 201, Fort Belvoir,
Virginia 22060.

PROCEEDINGS (6:42 p.m.)

MR. CARR: I guess we can begin. I'm going to
ask the people around the room if you can try to keep the
buzz down a little bit for the next 20 minutes or so as we
take public comments.

My name is Don Carr I'm from the Fort Belvoir
Public Affairs Office, and I'm very pleased to welcome
everyone in the room tonight as we embark on our
environmental impact study for the Update of the Fort
Belvoir Installation Real Property Master Plan.

That's what everything over here is about. The
different exhibits over here, with the people there to
talk about what you see at each exhibit, can explain to
you a little bit about what is going to go into our
environmental impact study of the update of the Fort
Belvoir Master Plan.

Before I invite people up to speak their
comments, I want to point out that if you're microphone
shy, or if you're kind of like absorbing information
tonight and you're not quite ready to provide input, we do
have this brochure -- I think everyone should have seen a
copy of it by now. If not, there are plenty of them
around the room. We can get some to you. They explain an
overview to you of the environmental impact study and the
master plan update that we're here for tonight.

The last third of the form here is a tear-away
piece that you can tear out and provide comments later on.
If you want to take it with you tonight, fill the form
out, and send it in separately, you can do that. It gives
you the information on the top part of the inside here of
how you can do that.

We do also have public comment capability
electronically on our website at belvoir.army.mil. Just
go to the main page and about two-thirds of the way down

on the left-hand side you'll see a little environmental looking button that says environmental impact statement. If you click there, it will take you to the electronic version of this form that you can fill out.

Alternatively to that, you'll see yellow forms around the room. It's the same form, but they've printed extra copies of just the form itself that you're welcome to fill out and, again, leave with us tonight in one of the baskets around the room; or you can take it with you, fill it out, and send it in later.

Apart from the environmental impact study and the information booths that you see around this part of the room, we've taken the opportunity tonight that we're here to do this to ask the Baltimore Corps of Engineers, which is the entity that's working on the Congressionally mandated alternate road study to be over there with that exhibit.

At their table, they have a purple form that you can fill out and leave with them. Given the pressure that they're under to finish that study and provide the results of their study up to the Secretary of the Army, their deadline is a little more tight. You'll see that they've announced that they need their input back from you no later than the 26th of November.

Again, the purple form is one you can either fill out and leave with them over there tonight for them to take with them, or you can take it with you and fill it out later, and mail it in separately.

The idea of what we're doing here tonight is to elicit your comments about what you see around the room over here about our environmental impact study. Your comment is very important to us. As the environmental impact study gets under way, we take the information that you give us in your comments to make sure that we capture the issues that are of concern to you, so they are a part of the study when the study is finalized at some point next summer, and it goes out for public comment again. There will be more opportunity then to comment on the more detailed, more substantial EIS as a part of our master plan update.

I'll point out that we have Paula Lowery, our court reporter, here tonight. The reason this podium is kind of catty-cornered over towards here is because she's taking down everything we're saying to make sure that we don't miss a comma or semi-colon of your public comment.

At this time I'd like to invite you to please raise your hand and be recognized to come up and speak, but please no more than three minutes. You can see by looking around there are quite a few people in here that have something they want to say.

I will tell you that again at 7:40 and again at 8:40 we'll be doing this again for 20 minutes. In between times, you know, if you don't really want to get up to a microphone, you can still come up and see Paula one on one on your own to give your comment or your issues, express your issues or your concerns, you can fill out one of the forms.

Having said all of that, does anybody have any question about how it's going to go?

We'd ask you to say your name and where you live in relation to where we are tonight. You'll have three minutes, sir.

MR. COHN: My name is Frank Cohn, I'm the chair

of the Transportation Committee, Mount Vernon Council of Citizens Association. We're particularly interested in this preliminary feasibility study, Phase I, and we do have a problem on the time line.

Our committee will meet on December 1st, and this was on the agenda for the December 1st meeting to provide input in regards to what the committee would like to do. I don't know if we can get an extension from you on that, and I will leave that for you to answer later.

Secondly, we would be very interested in also finding out what the position of Fort Belvoir is in regards to each one of these alternatives. There are several alternatives and even though this is a feasibility study, that does not imply, as I understand it, that they are really, actual proposed routes that could be adopted by Fort Belvoir.

Thank you very much.

MR. CARR: Thank you.

Again, the display table over there has the people from the Baltimore Corps of Engineers and some other folks over there who can answer some of the questions, such as you brought up. I will say the study there is being prepared to go up to the Secretary of the Army in order to make a decision on which, if any, of those alternatives might be feasible for further study and actual development as an alternative or replacement for Woodlawn Road.

Yes, sir.

SPEAKER: Can I ask a question? What is the deadline that they have to get that to the Secretary of the Army?

MR. CARR: Sir, I don't know. They would know over there.

Okay, they're sending their report up at the end of this week, but the public comments they receive in here will be added to that as an addendum.

SPEAKER: It has on the form over there for the connector, November 26th -- to send in your comments by.

MR. CARR: For your comments, yes, sir.

SPEAKER: That was the date you were looking form

MR. CARR: Thank you, sir.

Do we have anyone else that would like to come up and make a comment for the benefit of the court reporter for the record on anything you see relative to our environmental impact statement master plan?

Anyone in the room? Yes, sir. Again, we ask you to say your name and your address in relation to where we are. You have three minutes.

MR. BRUBAKER: Hi, my name is Bob Brubaker. I live at 1922 Earldale Court in Alexandria. I'm the Director of Metroped. We support safe crossings -- the safe crossings campaign.

When Woodlawn Road was closed, it was 13 percent increase in traffic right after the time it was closed. At that time Captain Barrett from the Mount Vernon District of the Fairfax County Police had already noted that the high traffic was one of the reasons that we had so many pedestrian injuries.

So I don't see anything here that's going to mitigate that problem any time soon, and I wanted to get it on the record there have been -- since we brought this to people's attention, there have been pedestrians that

have been killed right on Route 1. Thank you.

MR. CARR: Thank you, sir.

Next speaker?

MS. BOOTH: My name is Glenda Booth, I chair the Fairfax County Wetlands Board. These are very preliminary comments. I haven't had time to really digest any of this, but I have a few preliminary comments.

In the options presented over here there's this term constrained development in certain areas. I asked one of the officials what that means, and he said that it means that if you develop there and mitigate, then you're allowed to build there. That's what I understood him to say.

Well, that term needs to be very clear, and we all need to clearly understand what is meant by those areas where you're saying you will have "constrained development."

Now, if in fact you do end up having to mitigate, particularly for wetlands impact, we strongly recommend, as per federal policy, that you mitigate in kind and on site. If I had more time I'd go into that further.

Let me say, and I should have said this at the outset, I very much commend you and Fort Belvoir for the refuge that you have there. I know that's not the Army's mission. I know that's not Fort Belvoir's mission, but you have a wonderful refuge there. It's a wonderful natural resource to the community, and I hope you'll do everything that you can to protect that.

Along that line it appears to me that two of these alternatives over here would not -- I mean, they appear to put a lot of development right next to the current refuge. A third one appears to put a golf course there, which may or may not be a benign neighbor to a refuge. With golf courses you often have problems with herbicides and pesticides and all that. Again, these are preliminary comments because I haven't had time to digest anything.

One of the posters says that there are 300 historic and prehistoric sites. I'd ask for some information. What are they? I mean, we can't comment if we don't have information on what, in fact, they are. Similarly, I hope in this practice you'll do a very complete inventory of all the flora and fauna on the properties at issue, particularly those that might be endangered or threatened.

I haven't had time to look at that part over there, but I certainly hope that you'll not put any roads through Huntley Meadows Park. That's a very precious resource in a county that is 95 percent built out. We have very little open space and natural areas left, so I'm urging no roads through Huntley Meadows.

MR. CARR: Thank you, ma'am.

I would remind folks that we do have Paula here available from the top of the hour until 40 minutes of the hour when we start this part again. If you feel like you don't have enough time here to say this, as we get ready to break out into the next session of open displays, you're certainly welcome to come up to Paula at any time and speak with her one on one to say whatever might be on your mind.

Let's welcome Dana Kaufman and Jerry Highland, the Mount Vernon District Supervisor and the Lee District

Supervisor. If you would say your name and address.

MR. HIGHLAND: Thank you for your indulgence, Dan. I just came from the board meeting, and this morning the board of supervisors took a position with reference to the hearing this evening. With your indulgence, I don't normally like to read things, but I thought I'd better since this is what the board has adopted.

It reads as follows: Dear Colonel Williams, I'm writing to you at the request of the Fairfax County Board of Supervisors to provide the board's position concerning the preliminary feasibility study, Phase I, of the Richmond Highway to Telegraph Road connector. The board reviewed this matter at its November 17, 2003 meeting, and requested that this letter be forwarded along with the feasibility study results to the Department of the Army and the Defense Department for full consideration.

The board believes it is imperative that a roadway connection between Richmond Highway and Telegraph Road to serve the general public and Fort Belvoir traffic, movements previously provided by Woodlawn Road and Beulah Road, be restored without further delay.

After reviewing the proposed alignments shown in the feasibility study, the board's preferred alternative is the reopening of Woodlawn Road, incorporating force protection and hardening, both measures to meet security concerns. This option would save both time and money as compared to the other alternatives presented in the feasibility study since this facility already exists.

However, in recognition of the Army's previous objections to the reopening of Woodlawn Road through Fort Belvoir, the board also endorses alternatives A, B, and C, or a hybrid of these alternatives, as viable options to replace the traffic capacity and accessibility lost due to the closure of Woodlawn Road/Beulah Street through the fort.

The board will not support any alignment which intrudes into existing Huntley Meadows Park. As you are aware, Huntley Meadows Park alignments were explored and rejected by the United States Department of Interior in the late 1980s, early 1990s as part of the Lockheed Boulevard studies. The board is very concerned that the Department of Army has not committed to move forward with the project to open or replace Woodlawn Road.

Further the board is concerned that the project does not have a defined project time line. The board requests the development, including environmental documentation, design, land acquisition, and construction, of a project to reopen Woodlawn Road or replace this roadway connection between Richmond Highway and Telegraph Road begin immediately as a priority for Fort Belvoir and the Army. Continued delays will not best serve the public interest of either the citizens of Fairfax County or Fort Belvoir.

The board applauds the on time delivery of the feasibility study and the very positive productive teamwork exhibited by the members of the feasibility study team comprised of representatives of Fort Belvoir, the Army Corps of Engineers, the Department of Defense, the Virginia Department of Transportation, Fairfax County, and the consultant team. We look forward to continuing this constructive teamwork as the project advances through implementation. Signed, Katherine K. Hanley, on behalf of the board of supervisors.

Just briefly, let me also say -- I see Colonel Williams here. We met the other day and, as a matter of fact, with Supervisor Kaufman, and this was the very subject we had on the table. The alternatives and, most important, how we obtain necessary funding. Hopefully, we call upon the federal government to accomplish an alternative to Woodlawn Road which is so important to both the Army and to Fairfax County.

Dana, did you have anything you want to add?

MR. KAUFMAN: Just joining Jerry, certainly you heard the formal comments of the board. I wanted to add one of the options discussed in the Corps of Engineers proposal as a possible solution to the closed Woodlawn Road was what many of us will recall as the Lockheed/Van Dorn Connector.

In proposing this alternative, I want to emphatically say again this is not something we can support. This is something rejected by the federal government some 20 years ago and taken off the county's comprehensive plan a decade ago.

The other thing I just wanted to note is that the county board will be coming back with formal comments as to the comprehensive plan. We've not had a chance at the staff level nor the county board level to go through it in detail, but there are a couple of broad things I'd like to say first.

Based on recent actions I'm very much grateful for a close working relationship we're establishing working with Belvoir, trying to plan a plan that makes sense not only for the installation but for the surrounding community. Colonel Williams has been most gracious in advancing this.

Also, one of the things we've learned is that typical planning addresses very well the what and where aspects of land use. Where we've struggled is when and how land use should be matched to that of the public facilities who support them. The local groups, our comprehensive planning staff, the land use committees worked well in establishing a model at the Engineer Proving Ground on how to ensure that the development would be phased and matched to that of the facilities.

We need to do the same with the larger garrison and ensure that in the best interest long term and short term of both the installation and those of us in Fairfax County that surround it, that development proceeds at a pace that's matched with the roadways, the school capacity, and everything else that's necessary to support it.

Ultimately, and the most emphatic point I want to make is, we do look at Fort Belvoir as a good neighbor, a vital neighbor, a key source of jobs in the community, and also a willing participant in many of our nonprofit emphases.

We want to keep that positive relationship going, but we must recognize, number one, that we need a bypass roadway, and we need it sooner rather than later. Two, that the planning must be matched to that of the facilities; and, three, we want to keep Belvoir here. We don't want it to be on a closure list. Thank you all very much.

MR. CARR: Thank you. I want to thank both Supervisor Highland and Supervisor Kaufman for their words and express Fort Belvoir's appreciation in return for

their cooperation and the communication we've had through the Fort Belvoir Committee, through the Transportation Resolution Team, the other communications we've had day in and day out over these last several months as we continue to work through all these issues.

I've been asked to reemphasize to you for the purposes of the road study, since it is on a rather fast track at this point, that you really do need to put in your written comments over there at the table before you leave tonight, if you have comments on the road, on one of these purple forms that you can leave with them tonight. You can take it with you and fill it out and send it in later, but please note the November 26th date.

We have come up to 7:00 o'clock when we were scheduled to end this public comment session. There will be another one in approximately 40 minutes. I would invite everyone, if you've only arrived here in the last little bit, please avail yourselves of the displays around the room to get information about the environmental impact study that's going into the Fort Belvoir Master Plan.

If you have any comment about it that you'd like to make, you can either fill out one of the yellow forms that's available, you can fill out one of the tear out sheets that's in this brochure that everybody has got a copy of, or you're certainly welcome to come up and speak with Paula at any time between now and 9:00 o'clock to give your comments one on one for the record to the court reporter.

At this time, thank you. We'll see you here again at 7:40 if you're still in the room, or if you have comments to make at that time.

(Public comments concluded.)

(Individual comments:)

MR. MCLAREN: I'm Robert McLaren, I'm one of Fort Belvoir's neighbors. I live in Hayfield Farm, and I'm basically the government liaison for Hayfield Farm. I also serve as the Chairman of EQAC, Environmental Quality Advisory Council, to the Board of Supervisors of Fairfax County.

First let me address the road issue, you already heard Supervisors Highland and Kaufman address some of the alternatives. Alternative G was already turned down 20 years ago by the federal government for impacting Huntley Meadows Park. Alternative F, although not proposed at that time, would have the same problem, plus you're going by a very sensitive government facility on that one. So the problem you're trying to avoid with your facility on Belvoir, you're causing somebody else a problem.

Alternative E, Alternative D would both have significant wetlands impacts. Alternative C also has a wetland passage coming right out in a steam valley. Alternative A and Alternative B have too many zig-zags for efficient flow.

I would again endorse what Jerry Highland and Dana Kaufman said. Take a look at hardening of the existing roadway. Many bases around the country have done this. I'm familiar with a number of schemes that have been done. There are ways this can be done probably cheaper than building a new road. I'll go ahead and put those comments in on the purple form also.

Let me go now to the EIS and alternatives that I see here. The first problem I have from a traffic viewpoint -- as I understand it, at least the gentleman in

front of the traffic counts tells me these counts were taken once: 1:00 a.m. and 1:00 p.m. This is not a very reliable methodology to build a system by. Traffic counts need to be repeated several times, especially since Route 1 and Telegraph Road is so interconnected with the other roads. Anything that happens at the beltway, at the mixing bowl, on 95 can shift the whole patterns around, and these need to be considered.

The second thing is environmental. No place do I see RPAs mentioned, Resource Protection Areas. Now, the area that is being proposed in the southwest area on one of these alternatives -- two of these alternatives, excuse me -- there is a lot of RPA in that area there. It has to be treated and considered and should be made available to the public before any decisions are made.

The same thing -- one of the speakers said something about constrained development. That is a term that has no meaning. I don't know what it means. The areas shown are areas that cannot be developed. These all are significant RPA and wetlands impact areas.

That concludes my comments on this, but there is much more information needed about the environmental impacts that is going to happen to the environment. Thank you very much.

MR. BRUBAKER: I'm Bob Brubaker, the Director of Metroped. I'm speaking at the request of Allen Michnick, the President of the Virginia Bicycle Federation.

We would like very much for the post to consider a policy that would allow bicyclists and pedestrians to access some of the closed gates on weekends, understanding that there might be provisions for saying that anyone entering at these places must have ID, particularly locations like Beulah Road and Telegraph Road gate. That's a prime connector and the only alternatives are very dangerous routes. That's basically the end of my comments.

(Off record at 7:15 p.m.)

(On the record at 7:41 p.m.)

MR. CARR: Good evening, ladies and gentlemen, I'm Don Carr from the Fort Belvoir Public Affairs Office. Again, I'd like to welcome you this evening. We appreciate everybody taking the time out of their busy schedule to come out and help us with our environmental impact study as it gets underway.

The purpose of about the next 20 minutes is to allow anyone who would like to the opportunity to come up and take about three minutes to provide your comment for the record on the issues or concerns that you may have regarding what you see here in the room.

Let me explain some of the various parameters of things around here for those who might not completely be able to see it. Over here on this side of the room, from about that pole there over here, what you see is information relative to the environmental impact study part of the Fort Belvoir Master Plan Update.

That study is getting underway with this meeting here tonight, and your comments, your input on what you see over here, are particularly important to that because it helps ensure that we're able to capture as many of the issues and concerns on your mind that are related to what Fort Belvoir would be doing in its Master Plan Update, the Update of its Real Property Master Plan.

Now, if you've seen this folder here, it has a

tear-away page, the third part of it, that you can tear out and write your comments down and mail them in sometime in the next 30 days from today. If you're not comfortable with the idea of making a comment tonight, or even if you do make a comment tonight, and then you remember something else you'd like to say, please fill one of these out and send it in later. The address information is all there.

Kind of related to that is the idea that this yellow form that you'll see around the room at the different tables is the same form. You can fill this out and mail it in, or you can leave it here tonight in one of the baskets. Again, so that it can be incorporated with all of the EIS information that will be a part of the study.

Similar to that, again, is the idea you can come over here to one of the lap top work stations and we'll be able to show you how you can put your stuff in on line. You can join with Paula Lowery here, our court reporter, who will be taking comments off the podium here for the next few minutes when we get started with that, but she's available until 9:00 o'clock this evening if you'd like to sit down one on one. If you're kind of microphone phobic and don't want to come up and speak on the mike, no problem. You can sit down and talk one on one to Paula. She's a really nice lady and she's looking forward to hearing from you.

Lastly, the road study over there that the Baltimore Corps of Engineers is doing -- you might know the Congressionally mandated study of alternative roads was put by the Army on the Baltimore Corps of Engineers to do, and we kind of felt like since we were doing this part over here tonight related to our master plan and our EIS, that it would be an opportunity for those folks to be able to show where they are with that study.

They ask for comment, too. If you have any comment on what you see over there, they're using a purple form. That study is on a more accelerated schedule right now than the EIS over here is, and they're asking for your input by the 26th of November in order to get all of your public comment in as an addendum to the alternate road study information that will go forward to the Department of Army for consideration of which of the alternatives will be a viable option to the replacement of Woodlawn Road.

One final admin announcement is that the Mount Vernon High School Drama Society Booster Club is outside the door selling refreshments, and they've asked us to make that commercial announcement.

So without any further ado, if there's anyone here who would like to come up and make a public comment, we invite you to please feel free to come up and say what's on your mind. We've got the podium kind of catty-cornered this way so that Paula doesn't miss a comma or semi-colon of what you might have to say.

A show of hands please, who'd like to come up? We'd ask you to please say your name and address for the record, and then hold it to three minutes or less.

MR. THOMPSON: Thank you, my name is Matthew Thompson, and I'm a worshipper at the Alexandria Friends Meeting at Woodlawn adjacent to Fort Belvoir. It's at Route 1 and Woodlawn Road.

I oppose the siting of the Army Museum near the Woodlawn Meeting House. I'm a life long Quaker, and since

moving to the Washington, D. C. area almost five years ago, I visited several Friends meetings in the area. Although the closest meeting house to my home is not Alexandria Friends Meeting, I've chosen to make it my community of worship. This is because the location makes it conducive to the silent worship of God in the manner of Quakers.

One important factor to me is the relatively quiet and peaceful natural setting. Although surrounded by Fort Belvoir on three sides, the meeting house is surrounded by trees, and it has minimal traffic beyond Route 1. I can hear birds chirping and other sounds of God's creation, which helps me to commune with God.

Another factor is the historic nature of the property, and my sense of connection to it and the community there. So often Quaker meetings have been forced to relocate, or have chosen to relocate due to urban encroachment. The Old Alexandria Friends Meeting Cemetery has now become the Old Town Library.

I feel a connection with Quakers who worshipped there at this site before me, who worked to free slaves, and who endured the Civil War, and who are now laid to rest on the property. It's an important part of who I am and my relationship with God, so I hope that in consideration of this community that we could not locate the museum near to our place of worship. Thanks.

MR. CARR: Next please? Anyone else? We still have about 15 minutes of discussion, and then we do another one in about 40 minutes.

Yes, ma'am, please. Again, we'd ask you to please say your name and address for the record.

MS. GROWE: I'm Joan Growe, and I'm President of Mount Vernon-Lee Chamber of Commerce, and a retired Navy wife. In the years we were in the military, we felt that the reason we had all of the benefits on the post was because we were in isolated areas that had not a great economy around us. So therefore we had to use the facilities on base for shopping, the hospitals, the clubs, and all of the things that were available to us.

I feel that as a representative of the business industry in our community that a lot of the development that's planned on the base is going to self-contain the military.

No consideration is given to transportation to get them off the base, and no thought given to transportation now as a military retiree as to how I get on and off the base to use some of the benefits that maybe my husband served 30 years for.

So I really think that we're breaking up a little marriage here with the community. The retirees that live here and the civilians who live here and of the military people -- we're separating them from us with having all of the facilities right there.

I just discussed with a gentleman about the schools. There's only a plan for another elementary school, so you're expecting Fairfax County to provide the middle school and the high school for these children who will be living aboard the base.

I just think we need a better relationship between the community here and the base. We're very happy with the Army Museum. We worked hard to get the Army Museum here because of the historical value of the base, and it's always been a good neighbor to the community.

So we just hope that we can have a better

relationship here on the roads in and out of the base, around the base, on transportation because we just keep adding more, and more, and more to our community, and we have a real transportation problem.

We would like to have some of the people come off the base to use our businesses. Thank you.

MR. CARR: Thank you. Next please? Don't be shy. Your comments are important to us in terms of making sure that we are able to identify all of the issues, especially the issues that are relevant to our impact statement.

If there is no one else who wants to come up and talk at this point, I will remind you you have various written forms. If you go to the Belvoir website and do it electronically and provide comments later, if you take some of this and digest it tonight, or if you want to between now and 9:00 o'clock you can come up here and see Paula Lowery. You can make a comment to her.

Tonight, one more time beginning about 8:40 we'll be allowing for public comment from the podium again. Thank you.

(Public comments concluded.)

(Off the record 7:52 p.m.)

(On the record at 8:40 p.m.)

MR. CARR: Ladies and gentlemen, good evening. My name is Don Carr with Fort Belvoir Public Affairs. In about two minutes we will begin this evening's final public comments session for you. If you'd please gather here.

Good evening, ladies and gentlemen, do we have anyone in the room who wants to make a public comment from the podium? Is there anyone at all in the room who wants to make a public comment from the podium?

There are the purple forms to comment on the road study with Baltimore over there, but for our study over here -- the environmental impact -- you have the handout here with the tear-out sheet on the third section of the form that you can fill out and leave with us tonight, or you can take with you and mail in.

Similarly, you have the yellow sheet, which you can do the same thing with. You have the lap tops over here that you can come to and do it electronically, if you like. Later on tonight when you get home if you want to do it on the internet through your own PC you can access the Belvoir website and get to the public comment forum that way. Or, of course, you can come up here and meet Paula Lowery, our court reporter, and have a one-on-one conversation with her about any issues that might be on your mind.

Anyone at all?

I'll tell you what, I'm going to give it about two more minutes, and then we're going to close this portion down. The rest of the room still has the forms that you can fill out and leave a comment in writing, Paula will still be here for a little while, but in about two more minutes we'll shut this portion down.

We're going to be here for another ten minutes or so, but the booth operators will begin tearing down the displays over here around the room. If you have any comment you want to make, please feel free to do it tonight, or take a form with you and fill it out and send it in later on. Thank you for being with us this evening.

(At 8:45 p.m. the proceedings were concluded.)

CERTIFICATE OF REPORTER

I, Paula L. Lowery, the officer before whom the foregoing proceeding was taken, do hereby certify that the proceedings were taken by me in stenomask and thereafter reduced to typewriting under my direction; that said transcript is a true record of the proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this proceeding was taken; and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

Given under my hand this 19th day of November, 2003.

COURT REPORTER