

#### **ITEM #14: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

#### **ITEM #15: SUBMITTED PUBLIC COMMENTS**

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be distributed either as a supplemental mailing or as a handout at the meeting.

#### **ITEM #16: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING**

The transcribed public comments from the November 15, 2018 and December 13, 2018 HRTPO Board meetings are attached.

Attachment 16

**Transcribed Public Comments from the  
November 15, 2018 HRTPO Board Meeting**

*The views and opinions expressed during the public comment period  
do not necessarily reflect the opinion or policy of the HRTPO.*

Mr. Mark Geduldig-Yatrofsky requested to address the HRTPO Board at the November 15, 2018 Meeting. Chair Shepperd asked him to limit his comments to three minutes.

Good morning still, Mr. Chair, honorable commissioners, and fellow interested parties. Some of you have heard the very end of this presentation before. I apologize, but to quote the Nobel laureate Bob Dylan, "Come gather 'round people, wherever you roam and admit that the waters around you have grown. If your time to you is worth savin', then you better start swimming or you'll sink like a stone, for the times they are a changin'." In August, the New York Times published a special supplement called *Losing Earth*, and what is described therein involves the rise in mean global temperature. There is a critical point that's been identified by members of the scientific community, and that is three degrees centigrade above what the mean temperature was prior to the Industrial Revolution. Some very dire things happen then. One of them, one of the potential consequences is an 80-foot increase in mean sea level globally. What that means for Hampton Roads is that Richmond becomes beachfront property and the rest of us will be Atlantis. So what you're doing here today could involve the squandering of massive amounts of public funds. The target date for this three degrees centigrade increase is 2035. So the implications of what everything that has been discussed today is that you're looking at projects that may have a useful life of ten to twenty years. Now, I'm not a scientist and I cannot tell you that what the New York Times published is going to happen, and of course 2035 is probably a statistical mean. So it could be earlier or it could be later. I propose though that you examine the information for yourself and that the technical people within our region examine the ramifications and provide you feedback about whether this is just a script to a Steven Spielberg movie or a possibility that needs to be dealt with. Thank you.

**Transcribed Public Comments from the  
December 13, 2018 HRTAC/HRTPO Board Meeting**

*The views and opinions expressed during the public comment period  
do not necessarily reflect the opinion or policy of the HRTPO.*

Two people requested to address the HRTAC/HRTPO Boards at the December 13, 2018 Meeting. HRTAC Chair Hipple asked them to limit their comments to three minutes.

***Mark Geduldig-Yatrofsky  
Portsmouth***

Good afternoon Mr. Chair, Honorable Commissioners and fellow interested parties. Lest we forget, you know it is easy when you're up to your hips in alligators to, it is hard to remember that the original objective is draining the wetland. The reason, one principle reason HRTAC exists today is the conundrum of the Elizabeth River Crossings' contract and its fulfilment, and I remind everybody, some of you may not use the crossing of the Elizabeth River on a regular basis. We are coming up on adjustment time again, which means the toll rates will increase. Now, although there has been widespread recognition, in fact bipartisan recognition of what a failure the Elizabeth River Crossings agreement has been and that as I said before, was a stimulus for the creation of the HRTAC, nobody has done anything to address those issues. There have been some temporary buy downs. There is an agreement that mitigates the toll rates for certain people who are economically disadvantaged but in terms of an overall mitigation of the impact of this awful agreement, nothing has been done. I want to suggest especially to the General Assembly members present that there is a specific exclusion of the Elizabeth River Crossings' from the provisions of the HR Transportation Fund, and I believe that exclusion should be lifted so that some of the money that is being collected from residents of this region who are being tolled for use of those tunnels, the money that's being collected from those people should be accessible to help buy down the tolls. I only consider a buy down as mitigation not an ultimate solution. There needs to be more work done on correcting contract deficiencies. But certainly a buy down would provide some temporary relief to those who have to deal with it day in and day out. Thank you very much.

***John Gergely  
Newport News***

Hello, I'm John Gergely from Newport News. I just want to compliment Delegate Jones and Senator Wagner, this letter you sent to VDOT is fantastic. To this whole group in case everyone hasn't read it, I'm going to read a paragraph. It is probably the best thing that's came out of the General Assembly. "Just as VDOT cannot compel HRTAC to take on the cost of the trestle work, HRTAC cannot compel VDOT to have the work performed now. However if VDOT defers that work until after the new capacity is opened and there is a "meltdown" when the existing lanes are shut down, the responsibility for that result will stem from VDOT's flawed decision, not HRTAC." I think that says an awful lot about what this meeting should be about. Thank you.