

**Transcribed Public Comments from the  
January 17, 2019 HRTPO Board Meeting**

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

Three people requested to address the HRTPO Boards at the January 17, 2019 Meeting. HRTPO Chair Shepperd asked them to limit their comments to three minutes.

***Mark Geduldig-Yatrofsky  
Portsmouth***

Good morning, Mr. Chair, Honorable Commissioners, and fellow interested parties. My inner parliamentarian dictates that I have to call you out of order for your motion not to endorse. Robert's Rules of Order, you do not make a motion not to do something. But to the main text, a crisis too valuable to miss. I believe that the current discussion in the General Assembly about expanding Interstate 81 is a crisis that could provide us an opportunity to address transportation across the Commonwealth. The approaches that have been used to avoid dealing with it holistically have been the creation of two taxes in the Commonwealth, one in Northern Virginia and one in Hampton Roads. So, that we have started a vulcanization. But the extent of the expansion of Interstate 81 is so large within the Commonwealth that you can't address it that way. Not only that, the less densely populated sections of the Commonwealth would not provide you enough revenue to address the needs that have been identified using a tack approach. So what do we do? I think we have a conversation within the Commonwealth about what is the rational way to fund transportation projects from a maintenance and construction standpoint and revisit it. The approach that I favor is a sense model where you pay by what you drive and the weight of the vehicle you're driving. Does that mean tolling? It could, but there are other ways in this high tech world that we live in today that would not be tolling per se. Rather, you could receive an annual bill for your mileage, and that would be allocated among the highways and byways of the Commonwealth, but we really need to have this discussion and Interstate 81 should not be addressed in isolation. Thank you very much.

***Terry Danaher  
Portsmouth***

I don't need to speak now. We covered my stuff.

***Anthony Goodwin  
Portsmouth***

Good morning, Chairman, Dignitaries here at the meeting today. My name is Tony Goodwin and it's been a long time since I've spoken to this organization. Back when we were fighting the ERC tunnel toll proposals and the patriots that I've obviously worked with one hundred and sixty constituents, as well as plaintiffs in that case, I was part of that. One of the biggest questions we ask, and this is going back to looking at Mr. Jim Oliver's article and saying go

back and look at some of the history of where did all this come from. There was a group of citizens just like you here today sometime in the mid-1940s that decided to come up with a solution to cross that river called the Elizabeth River Tunnels Commission, and they did that inside our locality more so than outside of the state, and they basically found that funding and charged either a dime or a quarter up until 1982 when that toll had to be removed by legislation, by law, when it was fully paid for. And I don't know, and that conversation I had with Mayor Alexander then at the time he was Senator I believe, in front of the Portsmouth courthouse was did that legislation get removed? Did that law get taken off the books? And I don't know if that answer was ever answered. So the question is today, that you have three tunnels that were paid for by the public, buy the constituents in the community up until 1982 when it came off, and then you got it tolled again in 2012 or '11. At this point, we were fighting a facility that had been fully paid for and given to VDOT in 1982 to just maintain and build the third tunnel. By 1996, the legislation decided to come along and approve the 1996 Transportation Act to give away that tunnel to a private consortium which is obviously what happened, and we're paying that price again. My daughter at the time, and there's a lots of things that's we learn during that time when we turned around and a lot of history was learned during that process of fighting this project, and at the time I told myself my daughter who is at five or six years old will be 68 years old when this tunnel is finally paid for, and by the way two of those tunnels will be well of a hundred years old. So it's a question will they even be usable at that point in time. So we've got a hard thing to sit here and look at. When we talk about the studies, the HOT study and everything, we're talking the impact on the businesses, really the problem is the traveling public and the traveling public are the one's footing this bill and to pay a thirteenth house payment coming out of 2008 was absolutely horrid, and they're paying that today. So I implore you to look at the removal of this contract in some way, shape, or form because it's crippling our community.